

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

EXHAUST NOTES

September 2021



The “Grey Pussy” Story Inside

**Gobone Brillie 1907
Fire Engine**

**See ‘Beaulieu’ Story
Inside**



Also in this issue:

- **VFACTS**
- **Electric Vehicle Battery Recycling**
- **Drivetrains .. Pros / Cons**

EXHAUST NOTES

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

Management Team for 2021

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Secretary *	Michelle Fitzsimmons	0423 712112
Treasurer *	Hilton Tripp	0412 621970
Committee * plus	Arthur Broadley	0423 383596
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	Ross Humphries	6555 2293
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	Keith & Mary Simmons	0409 316794
	Kevin Barnard & Dianne Tipping	0422 188442
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Regalia	Brian Payne	0422 307120
Publicity	Brian Payne	0422 3071
Program M'ger *	Ron Pulling	0407 993499
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Magazines LINK <https://jmp.sh/jYkEZhG>

Disclaimer

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

Life Members

Chris Goodsell ,
 Ross Humphries,
 Ray Sonter ,
 Peter Darbin

MEETINGS & BANKING

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

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

**Club Vehicle Display
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Club Regalia.

Brian Payne; 0422 307 120

Car Badges	\$ 25
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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 291 124
PLEASE DO NOT ATTEND IF YOU HAVE ANY FLUE LIKE SYMPTOMS

NOTE

Due to the current COVID-19 government regulations,

all events are cancelled

(until further notice)

Our events team will reschedule, as and when we (our LGA) are post lockdown. Some events will not be possible due to areas outside of our LGA still being in lockdown. Some events will need to be modified to comply with the social behaviour regulations applicable at the time.

You will be advised via email of events updates.



Finally, a complete executive. Thanks to Michelle Fitzsimmons (Secretary) and Hilton Tripp (Treasurer) for becoming part of the management team here at GLHAC. The club welcomes you both and I thank you for your contribution.
Ron.



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MONTHLY MEETING OF GREAT LAKES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club on 4th August 2021

Meeting opened: 7.00pm

Chairman: Ron Pulling Sec: Michelle Fitzsimmons Treas: Hilton Tripp

Attendance: 40 Members: 6 Visitors:

Apologies: Rodney O'Regan, Duncan Rae, Max & Judy Smith, Brian & Judy Payne, Ross Humphries, Colin Trees, Alan Duncan, Alan Greenland, Percy Newman, Kevin Barnard & Dianne T, Victor Nadjarian

Visitors Names: Peter Cheney, Bob & Corrine Goodchild, Garry & Susan Bailey

New Members: No new members.

Minutes from Previous meeting: as per magazine. Moved to accept as a true & correct record;

Proposed: Ron Pulling Sec: Kevin Jones Carried

Business Arising:

A minute's silence was held for Lyn Thompson. May she rest in peace.

Reality design was \$560.00 not \$14560.00 as printed in minutes.

Treasurers Report: Presented by Hilton Tripp Balance \$8596.54

Moved: Hilton Tripp that the Treasurer's report be accepted. Seconded: Charley Brassingham Carried.

Correspondence In: Various club magazines by mail & email.

Correspond Out: emails re our events, Letter to 101.5 Great Lakes FM to assist with club grants, Hilton Tripp stated we have new companies for either sponsoring or advertising, more information coming next month.

Moved: Ron Pulling that the correspondence be accepted. Seconded: Ron Gallagher Carried

Events Report: As printed in magazine. All events were well supported and are getting quite popular.

General Business: Deirdre Stokes from palliative care was at the meeting to accept a cheque for \$2000.00. A huge thankyou and appreciation given.

Change in raffles – It has been a good year for sponsorship so GLHAC will be making the budget for raffles \$200.00 moving forward spending more and giving back to our members.

Banking change – Hilton Tripp spoke to members regarding possible changes to where GLHAC banks. After discussion members voted to stay with the current bank.

Christmas Party – TBBC was approached about GLHAC having our Christmas party in the auditorium. A \$250.00 fee to hire the room which will include table settings with Christmas décor and a choice of two set menus. We can choose from a cold or hot set menus. A few dates were put forward on the night and of those the date chosen by the members was Saturday 11/12/2. A lunch time party was preferred.

GLHAC will also be celebrating 30 years and has decided to combine this with the Christmas party. Life members will receive invitations.

Regalia: as per magazine, see Brian Payne

Members Spot: Arthur Broadley Spoke with a man from Sydney about car parts, which he bought. Arthur was very happy with the time frame in which it took to get his parts which was only a few days.

Hilton Tripp spoke about his 1982 Orange VW camper; he has now purchased from the UK an electric assist for steering for \$1200.00 and took him around 48 hours to install. Hilton said the VW camper is now a pleasure to drive.

Guest Speaker – John McLaren from First Aid Industrial Medical spoke to the members about CPR and Defibrillators, the talk was very informative showing the members how to use a defib machine

.An interesting fact was that if you own an Apple iPhone it has an emergency SOS button on the side of the phone which you can press 5 times for assistance. Be sure to check your settings first, and, ensure it's turned on.

Welfare: Brian Payne has been in hospital, at home now.

Raffle: Bernie King was the lucky winner of 'the winner take all' lucky door prize.

Meeting Closed: 9.00pm

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.

GLHAC Treasurer's Report Summary August 24th 2021

Balance c/f	\$8,686.34
O/s Cheques July	<u>\$560.60</u>
Opening Balance	\$9,246.94
Income	\$848.37
Term Dep returned to Cheq a/c	\$15,000.00
Expenses	-\$2,827.47
o/s cheques (0)	\$0.00
o/s deposit (1)	<u>\$45.00</u>
Closing Bal	\$22,312.84
Member's benefit	\$1166.51

CBA TD @0.8% matured 10/08/2021. To reinvest rate offered 0.3% so returned to cheque a/c @ 0.45% interest rate (see above).

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THE PRESIDENT'S PRATTLE

August 2021

August 2021, feels like 2020 .. we are again in lockdown events cancelled .. uncertainty pervades. Please take care .. wear a mask .. no parties.



Brian is looking for helpers to work on our caravan, contact Brian on 0427311823.

Hilton has done it again ...an interesting article from his visit to Beaulieu ...see story later in this edition. 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.

Seniors Week April 2022. Your committee has started an application to receive a grant to conduct a day outing for Seniors in our community. We envisage an event would be a short drive for 20 invited guests and provide m/tea (or lunch), and return. More later.

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

Ron. **Change is inevitable except from a vending machine.**

VALE: Lyn Thompson 30 January 1966 - 26 July 2021.

Lyn grew up in Sydney. Her first car was a blue Datsun 180B five (5) speed manual. She owned a yellow Gemini, and white VL Commodore.

She bought her HQ Holden Premier sedan (308) as a 'daily driver' in 2000.

In 2004 Lyn moved to her farm at Amamoor (Gympie) Qld, where the HQ was parked in the shed. She drove her farm Hilux ute.

Lyn moved to Forster in 2010. She worked at Club Forster / Sporties Tuncurry.

Lyn was actively involved in the community with the self help group Alcoholics Anonymous, Church of Christ Tuncurry, Line-dancing and Digital Photography.

In 2017 her beloved HQ was trailered to Forster, where mechanical repairs were undertaken and she joined the Great Lakes Historic Automobile Club Inc. with

Historical plates 87757H issued. She loved driving her affectionately known 'HQ Man Magnet' around town and on Club Events.

In August 2018, Lyn was diagnosed with Ovarian Cancer. She underwent an eleven (11) hour operation and endured fifty (50) chemotherapy treatments.

With Lyns passing, \$3625 in donations have been raised from Friends and Family towards the purchase of a 'Ultra Sound Vascular Access Device', to be used exclusively by the Forster Oncology Cancer Care Unit. (The device images veins to assist with needle insertion for cannulation.) The device costs \$30,000. (Donations are at \$26,000).



Ann Somerfield (Lyn's sister)

COMMUNITY SUPPORT FROM MOTORFEST 2021

GLHAC President, Ron, presenting Deidre Stokes, President, Great Lakes Palliative Care Support Group, a cheque for \$2,000, proceeds from entries at Motorfest 2021.



GLHAC Event Reports August 2021

Fri 30th July Tinonee Orchard Nursery

A beautiful warm, sunny, winters day 22 members plus 2 visitors enjoyed morning tea before touring the nursery, what a massive operation with hundreds if not thousands of orchids under cover in the huge nursery, unfortunately only a few orchards were in flower, most members ended up buying an orchid, one member when leaving with a large orchid in each arm was heard to mutter it was an expensive morning tea – male of course!

Keith & Mary Simmons Capri 87756H.

In full rego cars. Alex Apostolidis & Kim Gates, Bruce & Cheryl Burton, Laurie Curtin & Sasa Curtin (visitor), Brian Gallaway & Liz Gallaway (visitor), Ross & Mavis Humphries, Brian & Avril Mills, Kevin & Deidre Stokes, Garry & Sue Turney, Albert Waldoock & Sharon Berry, Graeme & Marcelle Walker. Cheryl Williamson.

Sat 7th August Kafe Biru

Our best attendance yet 31 members and 6 visitors enjoyed the lovely sunshine while having a coffee and chat.

Tony O'Rourke & Karin Warbrick Mini 51847H

Ron Pulling BMW 95355H

In full rego cars: Alex Apostolidis & Kim Gates, Arthur Bradley, Bill Coultin, Peter & Kathy Eaton, Peter & Michelle Fitzsimmons, Ron Gallagher, Bernie & Carol King, Peter Lancaster, Ian & Lesley McInnes, Brian & Avril Mills, Bev Morrison, Victor Nadjarian, David & Joedie Neville, Rodney O'Regan, Keith & Mary Simmons, Hilton & Carol Tripp, Garry & Sue Turney, Cheryl Williamson.

Visitors: Jason Crick, Peter Cheney, Gary & Susan Bailey, Bob & Carina Goodchild.

Wed 11th August Roundabout Inn Gloucester.

Beautiful winters day for the trip to Gloucester, good to see the roadworks progressing on the Nabiac to Gloucester Road. 25 members and 2 visitors sat outside at the Roundabout Inn enjoying lunch, what a great venue.

Ron & Val Paff Mazda 06372J

Ron & Jenny Pulling BMW 95355H

Keith & Mary Simmons Capri 87756H

In full rego cars: Klaus Adam, John & Jan Amato, Kevin Barnard & Dianne Tipping, Arthur Broadley & Barb Livermore, Dick & Marcia Fancourt, Brian Gallaway & Liz Gallaway (visitor), Brian & Avril Mills, Victor & Lynn Nadjarian, Garry & Sue Turney, Albert Waldoock, Sharon Berry & Tom Carson (visitor), Cheryl Williamson.

GLHAC Event Reports August 2021 (Cont.)

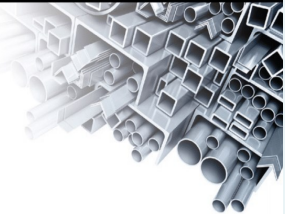
Friday 30th July - Tinonee Orchids



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GLHAC Event Reports August 2021 (Cont.)

Sat 7th August Kafe Biru



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GLHAC Event Reports August 2021 (Cont.)

Sat 7th August Kafe Biru



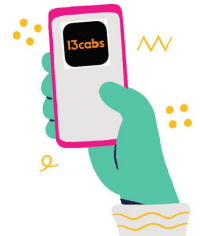
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GLHAC Event Reports August 2021 (Cont.)

Wed 11th August

Roundabout Inn Gloucester.



GLHAC Event Reports August 2021 (Cont.)

Wed 11th August

Roundabout Inn Gloucester.



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The Great Lakes Historic Automobile Club, Inc. wishes to thank the many local sponsors who are supporting our club.

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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Front-wheel drive vs rear-wheel drive vs all-wheel drive

Automotive history is adept at repeating itself and while virtually all technological trends have resurfaced many times over the course of the last 100 years, there are significant milestones for each ground-breaking innovation. The same is true for drivetrains and driven wheels.

Notwithstanding the odd exception, rear-wheel drive was the staple for the majority of passenger and commercial vehicles as far back as the birth of the car as we know it today.

In the late 1950s, and after a number of niche models, it was the Mini that established the now-commonplace transverse engine, front-wheel drive layout as a genuinely practical proposition. Then, in 1980, Audi's Quattro was the pioneer that brought four-wheel drive from the off-road arena into the world of on-road high-performance cars.

These three radically different drivetrain approaches have now proliferated into the model ranges of virtually all brands, offering a huge amount of choice for the consumer. Here are the key differences to consider when choosing what's right for you.

REAR-WHEEL DRIVE

Advantages

Many regard rear-wheel drive as the purist's solution and the only layout for optimum driving enjoyment. The theory goes that by driving the rear wheels, the front wheels are allowed to get on with steering, and a majority of the braking, for complete and balanced driving manners.

Generally speaking, driving the rear wheels also promotes a more inherent tendency for oversteer on the limit, which is considered more fun and manageable in the right hands than the understeer often associated with front-drivers. The engine in a rear-wheel drive is typically oriented longitudinally (if located at the front), which allows the installation of a larger engine provided the engine bay is long enough to accommodate it.

Disadvantages

The natural tendency to oversteer can be unsafe for inexperienced drivers (although it is up to the driver to maintain control of any vehicle given the circumstances), but modern electronic stability systems are very effective at keeping cars on the straight and narrow.

Sending power from a front-mounted engine to the rear wheels requires a propshaft and rear differential, which take up space and add more weight. Most rear-drives have a 'transmission tunnel' which robs some cabin room along the middle of the car.

FRONT-WHEEL DRIVE

Advantages

By confining the bulky engine, gearbox, driveshafts and steering to the front end of the car, the rest of the vehicle's space is freed up for occupants and luggage. The overall vehicle package can also be made smaller and virtually all vehicles in the compact segment use a front-engine, front-wheel drive layout.

Disadvantages

For high-performance applications, getting power down to the road through the front wheels causes more problems than a rear-driven car, and wheelspin is more likely, particularly on slippery surfaces such as mud and ice.

Another typical front-drive trait in more powerful vehicles is an effect called 'torque steer' which is when the car pulls to one side with heavy throttle application. Many manufacturers have attempted to counter the effect with a number of solutions, and with varying levels of success. Front-drive cars use a device called a 'constant velocity' joint or CV joint which allows the drive shaft to turn with the steering wheels but the limited dexterity of the CV joint also has a limitation on maximum steering angle and turning circle.

With the entire drivetrain over the front axle, front-wheel drives have a natural tendency towards understeer, which is exacerbated with the application of too much power, just as excessive power encourages oversteer in rear-drives. It is also harder for engineers to distribute the vehicle weight equally over the axles, which affects handling.

ALL-WHEEL DRIVE

Advantages

In a word – traction. With all four wheels sending torque to the surface, all-paw cars offer a safety and performance advantage compared with two-wheel drive cars, particularly in adverse weather conditions and on loose surfaces. Acceleration from a standing start is generally faster in high-powered vehicles with the maximum power of the engine shared between a larger tyre contact patch.

The traction advantage also makes four-wheel drive cars more suitable for towing larger loads or on slippery surfaces where the extra ground-clearance of an SUV is not necessary.

Disadvantages

With an extra axle to drive, the additional differential and pair of half-shafts makes a four-wheel drive system heavier than two-wheel drive systems and this will have an effect on fuel consumption and possibly handling.

There are systems that disconnect one pair of wheels when they are not required which reduces rotational losses but they cannot reduce the consumption caused by carrying around extra weight.

The extra differential and drive shafts can also increase the amount of service items that require attention when in for maintenance work.

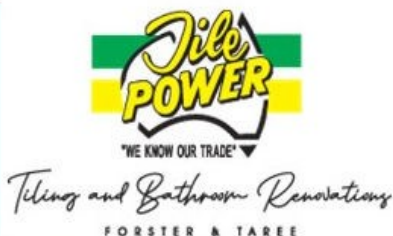
Myth...

All-wheel drive systems do not increase the 'grip' of a tyre. Four-wheel drives have a traction advantage over two wheel drives because all four tyres can contribute but, ultimately, the grip of a vehicle is dictated by the performance of the rubber on the road.

This particularly applies to during cornering where the speed of the car is governed, not by the driven wheels, but more by the weight-distribution of the car, centre of gravity, tyre performance and suspension system.

There are exceptions to all of the examples given, and the above is intended only as a general guide to help you start thinking about which layout best fits your requirements, but as always, the best approach is to get out there and start test driving.

Courtesy of WhichCar.com.



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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
- Bay to Birdwood - Sunday 26th September vehicles prior to 1992



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Cricket (As explained to a foreign visitor)

You have two sides, one out in the field and one in.
Each man that's in the side that's in, goes out, and when he's out he comes in and the next man goes in until he's out.
When they are all out, the side that's out comes in and the side that's been in goes out and tries to get those coming in, out.
Sometimes you get men still in and not out.
When both sides have been in and out, twice, including the not outs ... That's the end of the game. **HOWZAT**

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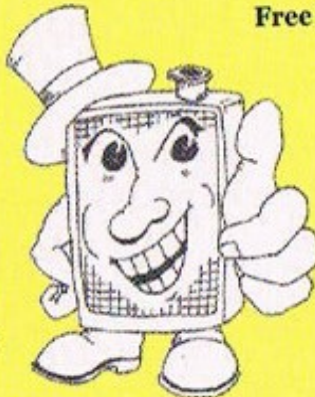
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Courtesy of VFACTS

July 2021 new-car sales results. **Joshua Dowling** 04 August 2021

New-car sales continued to show signs of recovery in July 2021 after record lows last year, however **Sydney applied the handbrake** as the rest of the nation accelerated.

Official VFACTS sales figures released today by the Federal Chamber of Automotive Industries (FCAI) showed **84,161** new vehicles were reported as sold in July 2021, an increase of 16.1 per cent for the same month last year, which had been severely affected by nationwide lockdowns.

Industry experts have expressed caution around the July 2021 new-car sales numbers because they represent **a 5.5 per cent decline compared to the five-year July average** prior to the pandemic – and are **9.3 per cent down on the July record** of 92,754 deliveries reported in 2017.

New-car sales figures for NSW – Australia’s largest vehicle market with the highest number of registrations nationally – were **down by 1.7 per cent** in an overall market that had climbed 16.1 per cent.

The only other jurisdiction to go backwards in July 2021 was the Australian Capital Territory, however its figures were distorted by higher than average sales in July last year as insurance companies replaced a large number of vehicles due to storms in the region in early 2020.

Most major car companies are experiencing new vehicle stock shortages due to interruptions to production caused by limited supply of semiconductors. Many of the new cars reported as sold in July 2021 were ordered months prior.

The automotive industry has now forecast the **ongoing stock restrictions could run into the next year** and the advice is to order now if you want a new car by the end of the year.

The chief executive of the Australian Automotive Dealers Association, James Voortman said that arrival times given by car manufacturers are subject to change, and is “quite fluid amid the ongoing stock shortages globally.”

Given the current stock shortages globally, some dealers have told *CarAdvice* they don’t know what cars they’re receiving until a truck pulls up to their dealership.

Japanese car giant Toyota continued to dominate new-car sales, demonstrating that people gravitate to brands they trust in times of crisis.

Toyota’s vast range of utes, SUVs and four-wheel-drives helped it stay on top as Australians choose to holiday at home amid international travel restrictions.

The Toyota HiLux four-wheel-drive ute regained the lead in July 2021 after being beaten by the Ford Ranger four-wheel-drive ute for three months in a row.

Other highlights: Ford **finished third in the new-car sales race for the second month in a row**. The last time Ford finished third prior to this latest burst was in 2012. Until then, Ford hadn’t been outside the Top Three since records were kept, from the early 1960s.

Chinese brand MG continues to surge up the sales charts, finishing in the Top 10 for the **fifth time in seven months**. Sales of new cars made in China have overtaken those from the US since August 2020, and have also overtaken vehicles from Germany since January 2021.

Honda slipped to **19th on the charts** in July 2021 – its lowest ranking on record – after switching to a **fixed price sales model**. Honda Australia said stock restrictions, COVID lockdowns, and the transition to the new business structure contributed to the weaker than expected sales result. Honda's July 2021 figure of **822 vehicles reported as sold** ranked it ahead of Czech brand Skoda and behind Chinese brand LDV, and represented a **decline of 62.6 per cent**.

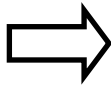
Sales of **electric cars continue to surge** (up 273 per cent, with 515 examples reported as sold, not including Tesla as it does not supply figures).

And **plug-in hybrid vehicles** continue to climb (146 per cent, with 325 examples reported as sold).

However, **regular hybrids remain the dominant force in electrified vehicle sales** (with 5152 reported), although deliveries were down last month after a decline in Toyota RAV4 Hybrid stock in July 2021 – and a glut of deliveries in July 2020.

GLHAC Logo has been updated

Here is the result.



Please use on any new club regalia or promotional material.



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Electric Vehicle Battery Recycling

Lithium-ion batteries, the current batteries used in Electric Vehicles (EVs), Hybrids (HEVs) and Plug-in Hybrid Electric Vehicles (PHEVs), are recyclable.

Currently, the life cycle of the lithium-ion batteries that are used to power the majority of electric cars is estimated to be around 10 to 20 years. Considering the first wave of EVs hit the market roughly a decade ago, that means the world is starting to wonder “Can lithium batteries be recycled?”, pondering electric car batteries’ environmental impact and how to undertake environmentally friendly electric car battery disposal.

With the International Energy Agency predicting an 800 percent increase in EVs over the next decade, electric car battery recycling will soon become a major focus for those wanting to avoid electric car battery waste and electric car battery disposal pollution.

Although the infrastructure to support the mass disposing of lithium batteries and then eventual lithium battery recycling isn’t quite in place yet, there are start-ups that have popped up to deal with this emerging issue.

Another problem is that EV batteries are designed to be cheap and long-lasting, with potential recycling of their materials currently not factored into their production, making recycling the batteries somewhat tricky.

If you’ve got a Tesla or a Nissan Leaf, battery recycling may be something you’ll one day want to consider.

There are currently **two main techniques** available in regards to how to dispose of lithium-ion batteries and engage in EV battery recycling.

Pyrometallurgy This process involves burning EV batteries at high temperatures to remove any unwanted plastics or organic matter, and results in only a fraction of the original material being recovered - usually just the copper, nickel or cobalt.

A common pyrometallurgical process for EV batteries is smelting, which is simple but also not very ecologically friendly as the process requires the use of pollution-causing fossil fuels. It also causes lithium and aluminium to be lost, making it a far from ideal way to recycle electric car batteries. Research into recovering lithium through the condensation of smelter off-gas, however, is currently underway. There is a technique that avoids fossil fuel use by taking the residual energy in the batteries, such as the organics in the electrolyte, to power the conversion process.

Hydrometallurgy

A common hydrometallurgical process for EV batteries is leaching, which is the process of soaking lithium-ion cells in strong acids to dissolve the metals into a solution. The success rate of recovering materials, particularly lithium, is much higher using this technique, but it can be an expensive and complex process.

Up until now, mining lithium has been viewed as a cheaper and easier alternative to leaching, but it is gaining in popularity as EV use continues to grow.

Where to recycle lithium-ion batteries

Although there haven't traditionally been facilities specifically designed to deal with lithium-ion battery recycling, there is a trend emerging of companies popping up to deal with the specific demands of the EV battery recycling process.

Australia produces around 3,300 tonnes of lithium-ion battery waste each year, although the percentage of that number that would compromise EV batteries would be close to zero, due to the current lack of EVs on Australian roads.

Still, there is a lithium-ion recycling problem, as only two per cent of that 3,300 tonnes is recycled each year.

Currently the CSIRO is looking into domestic battery recycling, with research focusing on processes for recovery of metals and materials, development of new battery materials, and support for the circular economy around battery reuse and recycling.

With battery waste expected to reach between 100,000 and 188,000 tonnes annually by 2036, a body called Lithium Australia has invested in the logistical infrastructure necessary to recycle lithium-ion batteries through a partnership with Envirostream Australia, which supports battery recycling nationwide.

What is the future of lithium-ion battery recycling?

There is currently a lot of research and development being undertaken to determine the cheapest and easiest way to recycle lithium-ion batteries.

One major problem with modern battery packs is that they are welded shut, making it difficult to sort and access all of the components and separate the thousands of cells.

US company Aceleron is attempting to combat this problem by creating a hard shell case that is removable, allowing for the cells inside to be replaced or upgraded by simply removing some nuts and bolts.

Regardless of whether this technology is implemented or not, you can expect to see a noticeable shift in the future in regards to the manufacturing and recycling of EV car batteries so that they will leave as little environmental impact as possible.

EVs run purely on battery power and are recharged from external sources of electricity – usually the electricity grid. They are also referred to as BEVs (battery electric vehicles), and their batteries are big and heavy. The 85kWh battery pack for Tesla Model S, for example, weighs in at **540 kg**. eBikes (electric bikes) also fit into this category, albeit with small battery packs weighing a few kilograms

HEVs (hybrid evs) combine electric motors with petrol engines. Batteries are charged via a generator connected to the petrol engine. This combination provides high fuel efficiency and, at about **50 kg**, the batteries are much smaller than those needed by EVs

PHEVs (plug-in hybrid evs) are an each way bet. Like standard HEVs, they can charge their batteries with their on-board petrol motor. However, they can also be plugged in to the electricity grid to charge, and generally have a greater electric-only range than non-plug-in HEVs. Their batteries can weigh about **200 kg**.

The Tesla 85 kWh battery pack contains more than 7,000 cells, whereas the 24 kWh battery pack for a Nissan Leaf contains just 192 cells.

EV and HEV batteries fall into two main categories: the nickel metal hydride batteries used by Toyota and Lexus, and the lithium-ion batteries used by pretty much everyone else.

By Stephen Corby

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BEAULIEU



I visited Beaulieu (Bew-Lee) in 2014. Intriguing and utterly sublime. This estate is the home of Lord and Lady Montagu of Beaulieu, some 7000 acres, in Hampshire, in The New Forest. On the South coast adjacent to the Isle of Wight. This estate was gifted to the Cistercian Monks (French, Catholic) by King John as atonement for his guilty complex. King Henry III then added the forest to the estate and provided extra funding. Beaulieu Abbey was founded in 1204 but took some decades to complete as beneficiaries were scarce. Within the Estate the grounds of the Abbey and other service buildings formed the “Precinct” of 58 acres surrounded by 1 mile of a 12ft wall. For drinking water the monks dug a well up a hill, a mile outside the Precinct. Visitors originally entered the Precinct from the river side via the Outer Gatehouse (now Clock House) and it was only in the 14th century that the “Great Gatehouse” became the Abbey entrance.



When Henry VIII took exception to the Pope refusing him a divorce from Catherine of Aragon so that he could marry Anne Boleyn, he created the Church of England with himself as Head. He then set out to remove all vestiges of the Catholic Church from English soil. As the Abbey had “Royal Foundation” status it had the right to give permanent sanctuary and thus had a few felons as guests until it’s dissolution in 1538 when Abbot Thomas Stevens surrendered the Abbey to the Crown, to save his bacon and get some compensation for the monks, only to have it pillaged and destroyed by decree in 1539.

.Only 4 buildings remained in some reasonable condition, particularly the Great Gatehouse, the Refectory (now the Beaulieu Parish Church) and the Domus (living quarters of the monks). Henry then took extra benefit by selling the fertile lands, woods, forest and monastic rights of Beaulieu Estate to one Thomas



Wriothesley, 1st Earl of Southampton, for £1340. Although partly destroyed the Great Gatehouse was rebuilt, became Thomas' home. Passed from father to son, to son, finally a younger daughter, Elizabeth, who married Ralph, Duke of Montagu. The Montagu's knew how to get on! Sir Edward was Chief Justice to Henry VIII and made Duke of Montagu by William III. Lets not get boring or



bogged down in this complicated family history, but to say the men in the story knew how to make ends meet. The current Lord's grandfather Henry Scott (descendant of Sir Water Scott) was given Beaulieu as a wedding present, from his father the 5th Duke of Buccleuch, who also acquired it through marriage. Not

too dissimilar to today with the English landlords take American Heiresses hand to fund their estates and lifestyle. The Great Gatehouse having been progressively enlarged is today the home of the Montagu's, known as "Palace House".

Doesn't this history lesson ever end? "Read on". In 1952 the current Lord Montagu, finding it a financial burden, decided to open Palace House and the Beaulieu Estate to the public.

The fact that he had 3 personal veteran cars displayed in the entrance foyer was something of a public draw card., The cars were as a memorial to his late father who insisted that his 1909 Rolls be garaged in the foyer. The walls of the dormitory, 1st floor of the Domus, are today



adorned with magnificent embroideries depicting the many facets of life in the Abbey. The art and furniture in the Palace House are amazing as well.



Today the Estate has a village of 120 rented cottages and farm houses, along with 15 commission houses and 30 commercial buildings, shops, etc. This is all very interesting as too are the “Kitchen Garden”, the “Lily Pond” but much more importantly **The British National Motor Museum**. More than 3 cars could no longer occupy the foyer so a separate “shed” was built and from little things big things grow, today the “shed” holds 300+ vehicles.

The Museum has everything from the oldest,



**The 1875
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Carriage**



To some of the more classic



And a whole lot in between!



1898 Canstatt Daimler



Gobone Brillie 1907 Fire Engine



1935 Auburn 851 Speedster'



1909 ROLLS

This Motor Museum has so much. I've only got to 1935 and this magazine's just not big enough! There's a selection of bikes and some renown race cars. The bizarre and the beautiful. Thousands of other pieces of associated memorabilia.

There's another separate "shed" housing the created oddities of Richard Hammond, James May and Jeremy Clarkson of Top Gear.

After a long day, when you've had enough don't throw your ticket away as I did. There is more to see. The ticket also gives you free entry to Chatsworth House, in Derbyshire, perhaps one of England's finest historic homes.

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ROAD MARKINGS

Ever wondered where road markings came from? Wonder no more...

It's the early days of the 20th century. The motor car is still a relatively new invention. Roads are rudimentary, despite sealed tar-paved roads first making an appearance in the Middle East in the 8th Century. Roads continued to evolve over the centuries, but it was the advent of the motor car that saw a rapid rise in development and construction. Sealing the surface became commonplace, once British engineer Edgar Purnell Hooley patented his idea for tarmac in 1901. While John Loudon McAdam invented the method of road surfacing that would become known as macadam, it was Hooley who added tar to the macadam aggregate mixture to create tarmac, the process creating a smooth surface and with reduced levels of dust and detritus. What those first sealed roads lacked, however, were any type of line markings. And here we meet **Dr June McCarroll**, who, as dusk fell on an autumn day in California in 1917, was driving her **Ford Model T** when she rounded a bend and was faced with a large truck coming in the opposite direction. Worse still, the truck was using all of the road and heading straight for her.

McCarroll made a split-second decision that not only – in all likelihood – saved her life, but also planted the kernel of an idea in her mind. As she later recalled of the incident, “My Model T Ford and I found ourselves face to face with a truck on the paved highway. It did not take me long to choose between a sandy berth to the right and a 10-ton truck to the left!” With the truck disappearing into the distance, the Model T was buried in sand at the side of the road with a fuming Dr McCarroll behind the wheel and plotting her next move.

“Then I had my idea of a white line painted down the centre of the highways of the country as a safety measure,” she added. Buoyed with motivation, McCarroll proposed her idea to the local Chamber of Commerce and the Riverside County Board of Supervisors. They listened to her idea, possibly even nodded sagely as she espoused the virtues of line markings, but ultimately rejected McCarroll's proposal.

So what did a fiercely determined McCarroll do in the face of such opposition? She – literally – armed with only a paintbrush and some white paint, got down on her hands and knees and painted a two-mile long, four-inch wide white stripe down the centre of Indio Boulevard.

Doc McCarroll was convinced that once officials saw how the centre markings helped keep traffic separated, and thereby safer, that local jurisdictions would adopt the idea rapidly. She was wrong.

Undeterred, McCarroll continued to campaign for road markings, spending seven long years petitioning authorities, urging them to implement line markings on the nation's burgeoning road network.

It wasn't until 1924 that her local Legislature authorised the State Highway Commission to start adding centre lines to the California's roads. Today, the **California Department of Transportation** credits Dr McCarroll with the idea of delineating highways, while the stretch of road where she was forced off the road by the oncoming truck, has been absorbed into Highway 99, incorporating a stretch of that original Indio Boulevard. In 2003, a plaque commemorating her endeavours was mounted into a six-foot tall pillar which was then erected at the corner of Smurr Street and Indio Boulevard, at the spot here she first got down on her hands and knees, paintbrush in hand.

The good doctor's final honour came later, a stretch of Highway 10 near Indio Boulevard renamed **The Doctor June McCarroll Memorial Freeway**.

McCarroll died in 1954, aged 86, by which time line markings on roads were commonplace, worldwide, a legacy to her vision, determination, and advocacy for road safety.



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Cars of Historical Interest

The “Grey Pussy”



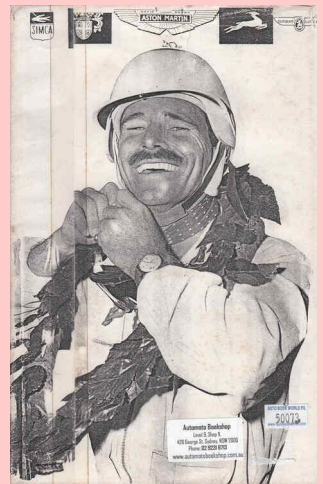
The Story

One of the most important surviving cars from the early days of Australian touring car racing, the Mk 1, 3.4 litre “Grey Pussy” Jaguar was to herald in a new era of racing saloons. Driven by David McKay, Ron Hodgson and Ian “Pete” Geoghegan, this factory built competition Jaguar has had a great life.

Australian motoring journalist and now racing legend, David McKay imported a new Jaguar 3.4 litre Saloon in late 1958 and met with immediate competition success. It was soon given the name of the “Grey Pussy”.

During its competition heyday it faced the starter’s flag a total of 58 times and from these received the winner’s chequered flag 36 times. It came in 2nd on 16 occasions, managed 3 thirds and suffered just 3 DNFs.

Born in Sydney David McKay saw active service during WW2. While in no way trained as a journalist, McKay started a motoring page in Smith’s Weekly in 1949. Interested in motor sport he also tried his hand at the Australian racing scene at the time by running at Bathurst in October 1950 in a green road equipped MG TC. He also tried his hand at the increasing popular Redex round-Australia trials and other rallies as both driver and navigator.



David McKay soon became known for his forceful testing and reporting style as he wasn't backward in saying what he thought about a new car on the market, over the years writing for both the Daily Telegraph and Sunday Telegraph. His “Behind the Wheel” column soon became compulsory reading for all motoring enthusiasts.

While David McKay is remembered for his hard writing he is also fondly recalled

as being a racing driver of some capability. Not only did he win the 1958 Australian Sports Car Championship in an Aston Martin DB3S, the inaugural Touring Car Championship in 1960, but also was first across the line in the 1961 Australian Grand Prix in a Cooper Climax T51.

McKay was acutely aware of the promotional and advertising possibilities that could be achieved through motor racing. McKay managed to persuade Ampol to buy a new Jaguar with a view of racing in the blossoming touring car races. McKay had heard that Jaguar's new 3.4 litre saloon in the hands of such noted drivers as Stirling Moss, Mike Hawthorn and Tommy Sopwith was the car to beat in England. So through Sydney Jaguar distributor Brysons, an order was placed direct with Lofty England for a 3.4 Saloon and that it be prepared for racing by the Jaguar Competition Workshop. It was McKay's plan to use the car as everyday transport and also race it during race meetings. All the time of course, the name of Ampol would be paramount.

On 25th July 1958 the "Grey Pussy" rolled down the Brown's Lane assembly line, and, following on, spent 6 weeks being prepared by Lofty England and his team in the Coventry based Jaguar competition workshop. Interestingly Lofty England had heard that fuel on sale in Australia was of questionable quality, so he had the car fitted with low compression pistons to compensate. Also fitted were slightly wilder D type camshafts, a polished and flowed cylinder head, twin SUs, bronzed big end bearings from Vanwall, lightweight flywheel and race clutch, limited slip diff, high ratio steering box, stiffened race suspension with race shock absorbers and heavier sway bars, an extended shifter, boot mounted battery, tailored race bucket seats and 72 spoke wire wheels.

McKay was to note the Jaguar would reach 135mph down Conrod straight, a lot faster than his competition could muster. The writing was on the wall, for the numerous Holden and Zephyr racers, that things were about to change forever.

While advertising was banned in all forms of motor sport at the time McKay did add red, white and blue stripes running down the middle of the car. The colours were that of his sponsor Ampol, something well known to all motor racing enthusiasts and soon nearly everyone who read the Daily Telegraph.

McKay wrote a story that England had at last built a post-war super car at what was a relatively modest price. In a time when Bentleys would set you back £8,000, for just £2,800 it was possible to buy a car and after using it for normal use during the week, go out and win races on the weekend. It was also a time when TV was still a novelty and the Bathurst races were shown prime time. A car that could be taken to the shops in town and later do 130mph down Conrod Straight at Bathurst caught the public's imagination.

Plus it wasn't just in the motoring press that the Jaguar and Ampol received the promotion, as McKay's then wife Betty was doing some writing for the icon of Australian women's magazine, the Women's Weekly and yes it was mentioned whenever the occasion warranted as she drove the car as well.

In March 1959 at Melbourne's Albert Park circuit, an open circuit with wide curves, just perfect for McKay's Jaguar. Needless to say success followed as McKay had no problems seeing off the Repco Holdens to win both races over the weekend.

Between October 1958 and March 1959 David McKay entered the car in 7 events of which he won 5, came 2nd in another and the original DNF in Bathurst. However his run of successes wasn't to last.

There was one interesting interlude when McKay also obtained support from the Victa motor mowing. Mervyn Victor Richardson was the inventor of the rotary lawn mower that was destined to turn "grass into lawn" around the world and was also a keen motoring enthusiast. The arrangement was that McKay would do a series of ads for Victa featuring him cutting his lawn with the "Grey Pussy" in the background. The arrangement blossomed with not only McKay receiving a gratis Victa lawnmower, but plans were put into place to buy a new Cooper open wheeler with the intent of fitting it with a multi-cylinder two-stroke engine that would overpower the all-conquering Climax engines. While the car did happen, success didn't follow and Richardson wasn't prepared to part with any more cash, so the car was sold.

In April 1960 Ampol decided to withdraw its sponsorship which meant that as the



Jaguar was their property it had to go. With his name behind him, McKay quickly obtained sponsorship from rival Shell and attempted to buy the car from Ampol, but they didn't like the idea of "their" car running under Shell sponsorship.

Another competitor at the time was young car dealer Ron Hodgson who had been running a very quick Ford Zephyr. Super com-

petitive Hodgson was close to the front runners with the Zephyr, but the winner's trophy continued to allude him. Hodgson would go on to be a household name in Australia as a used car dealer of some repute. Ampol sold the "Grey Pussy" to Ron Hodgson while McKay went on to run another Jaguar 3.4 with sponsorship shared between Jaguar distributors Brysons and Shell. It was red in colour and soon sported a white stripe in recognition of the arrangement with Shell. After Shell, Hodgson received sponsorship from Castrol for the "Grey Pussy" and this time the stripes were changed to green and gold.

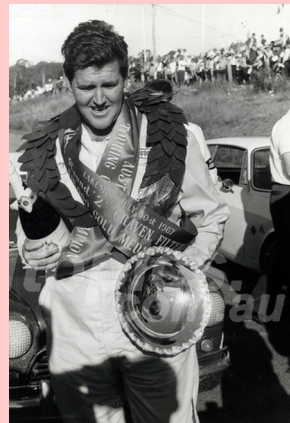
It was also to run in the very first Australian Touring Car Championship race at Gnoo Blas, Orange. Hodgson had upgraded the engine to 3.8 litres and fitted triple webers in prepping for this, much to the consternation of both McKay and Bill Pitt in their new 3.4 red competition Jaguars. The race itself had Hodgson starting in third, McKay on pole and Pitt in next to him. Hodgson made an early lead in



the race, but with McKay catching him, he made out braked himself and headed down the main straights escape road, flustered he then stalled and flooded the Jaguar, pushing him back to last place after stopping for over a minute. He drove as hard as he could, making his way back to third, but unable to catch eventual winner McKay and Pitt in 2nd.

In Hodgson hands the “Grey Pussy” saw more success with 4 wins from 9 starts along with 2 seconds as well as 2 thirds and one DNF.

At the Easter 1960 Bathurst race meeting the “Grey Pussy” once again changed hands. This time to an up and coming race driver by the name of Ian Geoghegan. Known almost universally then and now as ‘Pete’ he was a member of what is perhaps the first Australian racing dynasties with father Tom’s experiences stretching back to before WW2. Older brother Leo’s name was already made within Australia and Pete’s time at the top was coming. Having previously competed in such diverse machinery as a super-charged Standard 10 and early model Holden the “Grey Pussy” was added to the Geoghegan stable.



As with all cars in the Geoghegan stable, the “Grey Pussy” was soon wearing a coat of black paint and to say Pete’s success with the car was prolific would be an understatement. From April 1960 through to January 1963 Pete Geoghegan entered the Jaguar in 44 separate events of which he was first across the line an amazing 28 times, along with 13 seconds and one third. Such continued success of course meant considerable work and during the Geoghegan period the engine was worked considerably.

Like so many racing cars the “Grey Pussy” was only as good as its last win. Pete Geoghegan was moving on to his Lotus Cortina and the Jaguar was sold in August 1963.

The car was taken off to South Australia where its new owner swapped its wire wheels for alloys and ran it in Super Sports for about 12 months. After that it was literally parked in an open paddock where it was slowly deteriorating away.

It was destined to stay unmoved in the paddock until 1978 when it was purchased by a Jaguar spare parts dealer who apart from getting the car going also gave it a quick coat of black paint. No doubt with dreams of success in his mind the “Grey Pussy” was once used ignominiously in Super Sports.

Some 3 years later Jaguar Rover Australia (JRA) entered the scene as they wanted to promote the Jaguar marque at events around Australia. Coming up quickly was a race meeting at Sandown in Melbourne and what better car to promote Jaguar than the “Grey Pussy”? So it was rescued from its plight in South Australia and brought back to the East Coast.

Finally the “Grey Pussy” was grey again albeit an incorrect shade and was also fitted with an unoriginal 4.2 litre engine from a Jaguar XJ6 SIII and in this guise was run at Sandown – with David McKay at the wheel. In an unusual arrangement JRA was happy to lend the car out to those interested. For instance, Sydney disc-jockey

and Jaguar fancier, Doug Mulray was custodian of the car for half of the 1980s. Also Ron Hodgson was given a drive of the car at an historic meeting at Amaro Park, but unfortunately put it into a fence, left hand front guard first. It was quickly repaired.

Next owner Chris Haigh is a true Jaguar enthusiast, with his family having had numerous significant models of the marque over the years. In the early 90's he was looking for a new car to do some racing in, and he was to find that Jaguar Rover Australia had been sold to Inchcape and they had no need for the "Grey Pussy". By 10am the following morning the famous Jaguar was his.

After a few runs in different events, it became apparent that the car would need to be totally restored, and the task was given to Jaguar specialist Graeme Lord.

Over the next 12 months the car was totally stripped and rebuilt, bringing back a lot of the original elements of the car like a 3.4 litre engine, but keeping the triple



Not long after the "Grey Pussy" was restored Chris received an invitation to run in the supporting events to the 1995 Australian Grand Prix. It was not an invitation to refuse especially when it was arranged for David McKay to once again get behind the wheel.

"David was wrapped in the car." Chris exclaimed. "He couldn't believe that it still existed let alone to be in perfect

condition. After his run around the Albert Park GP circuit he said to Graham. "Son! Where were you in my day?"

"David also ran it a couple of years later in a parade event at Easter Creek while I ran it throughout the rest of the meeting. Since then Chris had regularly raced the car at events at such circuits as Phillip Island and Eastern Creek. By 2003 it was part of the growing Appendix J sedan car races, but by then I was starting to be concerned about the 'biff and barge' that was prevalent in some events. So at the end of 2003 he decided not to race it again."

When Chris heard that the Sydney based Festival of Sporting Cars had secured the rights to promote a club level race meeting at the famed Mount Panorama circuit Bathurst it was an opportunity not to be missed. That it would mark 50 years since the car had first competed in Australia at the same circuit, was of course highly significant.

"I found it a delight to drive at Bathurst as it's really suited to the circuit. Both the car and myself just loved going up the mountain, across the top in 4th and then it felt sort of leaping down the essess before taking it out to 5,800rpm down Conrod, which is about 130mph."

After many years of ownership, Chris had been thinking of finding a new custodian for the Grey Pussy, with a lot of interest being made from different overseas parties. But with so many of our important motorsport machines now living in other parts of the world, he had a strong wish for the car to remain here in Australia. After looking at a couple of the local museums and realising they would not care for the car the way he wished, he was to attend a Sydney car clubs visit the Bowden car collection in 2013. He saw first hand the passion the Bowden family share for the cars in the collection, the same as he had for the Jaguar. He spoke with David Bowden about the possibility of him wanting the Jaguar one day to join the stable. The answer was a resounding yes.

A year later, Bowden had moved a couple of cars along, to create room for the famous Jaguar in his shed. Since arriving in Buderim, it has been driven quite often, and we have found like so many others over the years, that this big pussycat is an absolute delight to drive throughout the many hinterland roads. We hope to be able to show and continue to demonstrate the Grey Pussy at a few local historic racing events in the coming years.

The "Grey Pussy" is one of two surviving competition Mk1 Jaguars in the world, and with its deep history here in Australia it is a natural addition to the Buderim based Bowden collection of iconic motorsport machinery.

Majority of this text is from Patrick Quinns great article in the July 2009 edition of the Vintage Racecar Journal.



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SHARE a Recipe

DATE LOAF

Ingredients

3/4 cup caster sugar

250g chopped dates (or mixed fruit)

1 tblsp butter

1 pinch salt

1 tsp carb soda

1 1/2 cups self raising flour

1 tblsp white vinegar

1 cup boiling black tea

Method

Place all ingredients in a bowl and mix using a wooden spoon. Then add the black tea to dissolve butter and sugar. Then add the flour and the vinegar. Stir well and pour into a loaf tin (greased and lined with baking paper).

Cook in a moderate oven at 160 C for 40 minutes.

Option; add 50g of walnuts after the vinegar.

The logo for AutoPro Parts Professionals is displayed within a white rounded rectangle with a black border. The word "auto" is in a bold, black, lowercase sans-serif font. The word "pro" is in a bold, red, lowercase sans-serif font, with a diagonal slash through the letter 'o'. Below this, the words "PARTS PROFESSIONALS" are written in a bold, black, uppercase sans-serif font. A small registered trademark symbol (®) is located to the right of the word "pro".

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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.

Now That I'm Older

The biggest lie I tell myself is “I don't need to write that down, I will remember it”.

My childhood punishments are my goal .. Go to Bed Early ... Do Not Leave the House Do Not Go To The Party



“ SHE WAS SO SWEET,
SO PERFECT. STILL IS. ”



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