

GREAT LAKES
HISTORIC AUTOMOBILE CLUB, Inc.

EXHAUST NOTES

February 2022



Mustang Racing
Story Inside

Australian Car Design
Golden Age ?
Story Inside



- Also in this issue:**
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EXHAUST NOTES

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

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Disclaimer

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Life Members

Chris Goodsell ,
 Ross Humphries,
 Ray Sonter ,
 Peter Darbin

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

MEETINGS & BANKING

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

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

**Club Vehicle Display
 Boards on Sale \$85 + GST
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Brian Payne; 0422 307 120

Car Badges	\$ 25
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Windscreen Banners	\$15
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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 2022

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

PLEASE DO NOT ATTEND IF YOU HAVE ANY FLU LIKE SYMPTOMS OR POSSIBLE CONTACT WITH SOMEONE WITH COVID 19

IT IS STRONGLY RECOMMENDED YOU HAVE HAD YOUR BOOSTER

February

- Wed 2 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 5 10.00am Go direct to Kafe Biru for a coffee and chat.
Tues 8 9.30am Depart rockpool for BYO m/tea at Johns River Reserve.
Thurs 17 9.30am Depart rockpool for BYO m/tea at Krambach Park.
Mon 21 9.30am Depart rockpool for BYO m/tea at Brambles Reserve, Tarbuck Bay.
Wed 30 9.30am Depart rockpool for BYO m/tea at Green Point foreshore.

March

- Wed 2 7.00pm Meeting at Tuncurry Beach Bowling Club Auditorium.
Sat 5 10.00am Go direct to Kafe Biru for a coffee and chat.

We have decided to take a cautious approach and only have BYO morning teas at outdoor venues until Covid settles down



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MONTHLY MEETING OF GREAT LAKES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club on December 1st, 2021

Meeting opened: 7.25pm (After closure of AGM for 2021)

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

Attendance: 35 Members: No Visitors

Apologies: Graham Rowe, Jenny Pulling, Alex & Tracey, Kevin Barnard & Tipping, Mike Nedelko, Warren Brown, Max Smith

Visitors Names: Nil New Members: Nil

Minutes from Previous meeting: as per magazine. Moved to accept as correct record; Proposed: Ron Pulling Sec: Michelle Fitzsimmons Carried

Business Arising: Members benefit amount of \$1500.00 Proposed by Hilton Tripp Sec: Duncan MacDiarmid Carried

Treasurers Report: Presented by Hilton Tripp - Balance \$24,173.92 Moved by Hilton Tripp that the Treasurer's report be accepted. Sec: Michelle Fitzsimmons Carried

Correspondence In: Various club magazines by mail & email.

Correspond Out: Nil out

Events Report: As printed in magazine. All events were well supported and are getting quite popular, although being a difficult year, we have met the regulations and were still able to hold events. Kafé Biru on first Saturday still remaining one of the best for attendance,

General Business:

Stickers for car windows – Ron has found the clear inside stickers for the cars, there will be a cost involved of \$175.00 per 100 stickers bought equating to \$1.75 per car. Proposed by Ron Pulling seconded John Amato that Ron proceed with ordering. Carried. A working bee was held on Friday 3/12/21 to add the finishing touches to the club caravan, Thanks to everyone to was able to attend and gave up their valuable time. The angle Grinder stolen from caravan which belonged to Brian Mills to be re inburst. Proposed by Harvey Howarth sec: Ron Pulling Carried.

Christmas Party – Last chance for Christmas party tickets \$15.00 per person if you don't want to miss out, contact Hilton, you can also pay via the club bank account ... details in Exhaust Notes. We look forward to your company.

MONTHLY MEETING OF GREAT LAKES HISTORIC AUTOMOBILE CLUB INC
Held at Tuncurry Beach Bowling Club (cont.)

Regalia: Clothing available at Anna's trophies, otherwise as per magazine.

Members Spot: Kevin B has been in Dubbo helping his son with a rebuild of a E48 Charger which is Metallic Walnut in colour. It's a challenge but is getting there.

Ron gave a presentation about his new EV car, really enjoying it, drives well and flies when you put your foot down, it seems to have all the bells and whistles you would expect from a Volvo 😊 It even comes with Google online. Ron said that you need to have forward thinking and plan head and know where the EV charge stations are, so you don't get court short of your destination and try not to use all of the mod cons at once as the all run off the same battery outlet.

Guest Speaker: Member presentation

Welfare: Nil to report. Everybody's currently healthy ??

Raffle: We had a much bigger raffle this month and it was great to see the smiles on faces when they won 😊 Some great raffle prizes, The \$ 50.00 Tuncurry Beach Bowling Club prize went to Brian Mills

Meeting Closed: 9.00pm

GLHAC Treasurer's Report Summary 25th January 2022

Balance c/f	\$22,367.55
o/s cheques (0)	0
Opening Bal	<u>\$22,367.55</u>
Income	\$113.88
Bank Int	\$8.88
Membership (3)	\$105.00
Expenses	-\$0
Closing Bal	<u>\$22,481.43</u>
o/s cheques (0)	
o/s deposits (3)	-\$105.00
Bank Bal	<u>\$22,376.43</u>
Member's benefit allocation bal. cf	\$1005.16

THE PRESIDENT'S PRATTLE

February 2022



Happy New Year. I hope your festive season was joyful, healthy and safe.

The current strand of Covid is having considerable impact in our area. As advised, our events for January were cancelled due to the high level of risk associated with visitors to our area ... and to some extent by staffing issues associated with many venues. February event planning is a 'softly softly' approach. Your events team has your safety as it's primary concern.

We finished 2021 with two excellent events. Our 30 year celebration and Christmas Party lunch at TBBC was well attended and very enjoyable .. good feedback from members. Our events team excelled themselves with a range of prizes and raffles, along with a visit from none other than Santa Claus himself. Carol Tripp made and decorated a celebratory cake for our 30 year anniversary. Thank you Carol. We had four of our current members in attendance who have been with the club since its inception, and they cut the cake, which was then shared with members. We then finished the year with our club supplied BBQ at The Bullring. A great afternoon weatherwise, with about 60 of our members attending. A photo gallery of most attendees was taken by Jan Amato and is included later in the magazine. Thanks again Jan for your excellent pictures.

We are again short of a secretary. Michelle and Peter have taken a job in Qld. I trust the new role will work out for them and wish them well.

Out caravan is now painted and looks pretty smart. Just work on the inside to go. Thanks Ian for the paint job, and Brian and Harvey for keeping the project going.

Brian and Avril have both contracted Covid. Both are well vax'd and are recovering. I am unaware of any other members who are not well.

Ron.

Be bold in what you stand for; and careful what you fall for.

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GLHAC Event Reports to February 2022

Annual Christmas Party and 30 Year Celebration - 11th December 2021.

70 of our members attended the joint celebration of 30 years of our club and Christmas at TBBC. Members attending received a commemorative 30 year mug. A beautiful cake made and decorated by Carol Tripp was cut by our four founding club members. Our events team organised a huge number of raffles ... just about everyone got something ... AND Santa arrived to add to the cheer. Club member of the year, Avril Mills, was presented with her award by President Ron.



GLHAC Event Reports to February 2022

Christmas BBQ—The Bullring—Tuesday 14th December 2021 Photos courtesy of Jan Amato

56 members and 3 visitors attended our Club supplied Christmas BBQ at the Forster Baths BBQ area. Everyone had a good time, plenty of food and good company.



**Chef
Brian Mills**



**Chefs Assistant
Harvey Howarth**



Charlie Brasington



Judy & Max Smith



Dick & Marcia Fancourt



Carol King

GLHAC Event Reports to February 2022

Christmas BBQ—The Bullring—Tuesday 14th December 2021 (Cont.)



Mary & Keith Simmons



John Amato



Peter Lancaster



David Birks

Betty Connery



Garry and Sue Bailey



Percy Newman

GLHAC Event Reports to February 2022

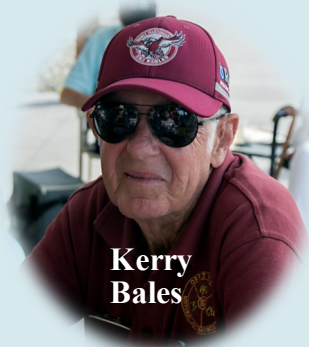
Christmas BBQ—The Bullring—Tuesday 14th December 2021 (Cont.)



Clemens and Karin Brueggemann



**Duncan
MacDiarmid**



**Kerry
Bales**



Lynn Sadjarian



Avril Mills



Carol and Hilton Tripp



Harold Roe



**Alan
Duncan**



Ros and Harvey Howarth

GLHAC Event Reports to February 2022

Christmas BBQ—The Bullring—Tuesday 14th December 2021 (Cont.)



Victor and Lynn Nadjarian



Mavis and Ross Humphries



Arthur Broadley

Barbara Livermore



Ron and Jenny Pulling



Heather and Mike Nedelko



Cathy and Peter Eaton



Judy and Brian Payne



Ron and Leonie Gallagher

GLHAC Event Reports to February 2022

Christmas BBQ—The Bullring—Tuesday 14th December 2021 (Cont.)



Albert
Waldock

Brian Galloway



Kevin and Deidre Stokes



Visitors

Pat and Margaret Walsh
ACT

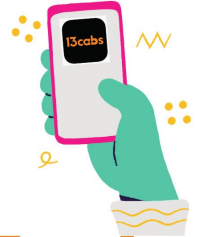


Bernie King



Bill Coulter

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Life saving lane departure tech coming to all new cars

The Australian Federal Government is preparing to make this ground-breaking technology standard in all new cars, but it's not all good news.

Self-steering automatic features look set to be mandatory in all new cars sold in Australia within the next five years.

Lane keeping systems in new cars have the potential to save thousands of lives by preventing serious smashes such as head-on collisions from occurring, though they could make cars more expensive and block bargain basement models from sale.

New cars with lane departure warning and lane keeping assistance features use a camera to look for painted lines on the road. Lane keeping assist features scan the road for painted lines, then help cars stay in place.

Simple systems alert drivers if a car leaves its lane, while more advanced features actively steer the car to prevent it from leaving the correct lane.

Though it sounds good in theory, the systems can prove to be a nuisance in the real world, with some cars "pinballing" from side to side within their lane.

Advanced systems such as Tesla's autopilot can help steer for you.

They can put you back on track following a brief lapse in concentration, but can also steer you toward road hazards such as debris or cyclists that you may need to avoid.

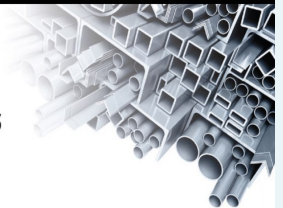
A report released by the Department of Infrastructure, Transport, Regional Development and Communications shows the Federal Government hopes to introduce new requirements surrounding lane keeping assistance in freshly introduced vehicles from March 2024 and all new cars from March 2026.

A regulation impact statement examining lane keeping systems for light vehicles suggests crashes caused by "unintentional lane departure ... result in 55 per cent of all road fatalities" - or 72 per cent of road deaths at highway speed.

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The systems are relatively common in most new cars. Government figures suggest making lane keep assistance tech mandatory will result in almost 7000 lives saved between 2024 and 2068. The modelling shows 23,648 serious injuries would be avoided, providing the community “a likely net benefit of \$2,442 million”.

The Department of Infrastructure’s report suggests the cost of adding lane keeping technology to new cars will only be around \$345 per vehicle, as it can be integrated into camera-based auto emergency braking systems, along with stability control and crash avoidance features that work on a car’s brake and steering systems.

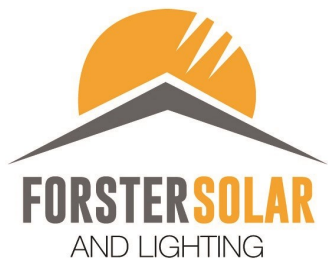
Subaru’s ‘EyeSight’ system uses twin cameras to look for road hazards. Auto emergency braking is required in all new cars sold in Australia from March 2023. Auto emergency braking and lane keeping assistance features are found in the majority of new vehicles, but not cheaper models such as the China-sourced MG3 hatchback or LDV T60 ute.

Safety technology has been linked to increasing cost of new cars. Back in 2015, the cheapest Honda cost \$16,990 drive-away, but today you need more than \$31,000 to join the club. Toyota’s Yaris has increased by nearly \$10,000 in that time.

Safety tech is making small cars more expensive. Defending a 40 per cent price increase for the latest Yaris, Toyota’s vice president for sales and marketing Sean Hanley said in 2020 that technology such as auto emergency braking, lane keeping assistance and innovative centre airbags placed between the driver and passenger pushed up the price of new vehicles.

The Australian Government is open to public feedback surrounding the introduction of lane keeping systems until February 27, 2022.

David McCowen December 15, 2021



PH: 6554 8776

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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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What was Australia's car design golden age?

Former GM design boss considers the 'glory days' of Aussie automotive design



As a child of the '60s, I had a boyhood obsession with Italian sports cars and Australian muscle cars. An odd mix, some would say, but while the allure of European

thoroughbreds is obvious, I believe my contrasting fascination with home-grown workhorses is justifiable.

Our roads were once dominated by Holden, Ford and Chrysler, and this was a fabulous period for diverse styling, as each brand had a genetic code of their own. Their individual personas set the scene for fierce brand loyalty and dogmatic barbeque repartee. At the time, my father's pride and joy was his Holden EH Special with a 179 Hydramatic. Perhaps it was this early indoctrination that sent me on a convoluted path to a career at Holden.



Without dismissing some of the significant earlier works, it's fair to say that automotive design really got serious in Australia in the late 1960s. The big three had new design centres and under the tutelage of more experienced American design executives, the local talent helped create unique

interpretations of our own. So, let's set aside any myopic brand rivalries for a moment and salute a few of Australia's great car designs of the past. Although based on the American designed XR, the local Falcon XW-XY models were good-looking roosters. The XY in particular was a very well-resolved design with an imposing stance and excellent detailing. The butch proportions translated effortlessly into one of the world's best-looking GT sedans. At the same time, Holden had launched the local HK architecture and it heralded the first-generation Monaro. Sleek and clean with a swoopy pillarless roofline, it gloriously captured the mood of the swinging '60s. Enter the 1970s and Australia is spoilt with three new Aussie launches; Holden HQ, Ford XA and Valiant VH. Three very different design languages, albeit influenced by their parent company ethos, but executed in a uniquely Australian manner. I would argue that the proportions of the Australian cars were often better than their oversized US cousins. And the best part was, all three brands offered locally designed coupe variants.



By any objective measure, the Monaro, Falcon Hardtop and Charger were great designs in their day and each of them flexed their muscle with an individual bravado. The Monaro was sculptural and elegant, with fluid surfacing and signature fender blisters. In bold contrast, the Falcon Hardtop was a beast with intimidating volume around the rear quarter, just begging for huge wheels to fill the arches. And the svelte Charger had a sharp and chiselled profile, complemented by the swept buttress pillars and distinctive ducktail.

All three of them were styling triumphs and exemplified the halcyon days of automotive design in this country, consolidating our car-culture and motorsport folklore. Sadly, after this peak period the automotive landscape changed, and corporate strategies shifted away from this genre.

Nonetheless, the industry battled on and a resurgence occurred in the late '80s. In 1988, the VN Commodore and the EA Falcon were released. Once again, the two brands locked horns and the EA deserves a podium position for one of the best styled Falcons. It was crisp and bold, with a modern, product-design feel about it, despite the initial low-tech drivetrain.



The true renaissance for Holden was the VT Commodore and its derivatives like the Statesman and the third-generation Monaro. Export markets opened up, making this the launchpad for the VE-VF architecture; the first ground-up, all-new architecture since the HQ and arguably the best-ever Australian-developed car for its respective period.

Whilst the recent record auction prices for historic Australian cars may be fuelled by nostalgic investment speculation, I'm inclined to believe that we're also finally appreciating the significance of our great automotive history. And so, it transpires that Aussie made cars have retained their re-sale value after all.

Richard Ferlazzo is the former GM Holden Design Director - Dec 2021.

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Shannons 2021 40th Anniversary Auction

Late last year (2021), Shannons conducted an online auction for memorabilia, motorcycles and cars. There were some 130 odd cars that went under the hammer. As a follow-up to the previous article on Australian design/built cars, you can see from the selection of the Ozzie cars on sale that there is plenty of interest in them.

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1956 Holden FE Special Sedan

Sold: \$50,000



1964 Holden EH Utility

Sold: \$45,200



1965 Ford Falcon XP Deluxe Coupe

Sold: \$74,500



1970 Ford Falcon XW GT Sedan

Sold: \$161,000



1971 Chrysler Valiant VH Charger R/T Coupe

Sold: \$116,500



1970 Holden HG Kingswood Sedan

Sold: \$21,500



1971 Ford Falcon XY 500 (V8) Utility

Sold: \$75,000



1972 Holden LJ Torana GTR 'XU-1
Tribute' Sedan
Sold: \$80,001



1973 Ford Falcon XA GT Coupe
Sold: \$151,991



1973 Ford Falcon XA GT Sedan
Sold: \$148,000



1977 Holden HZ Sandman 5.0 V8
'Manual' Panelvan
Sold: \$98,000



1977 Holden LX Torana A9X Sedan
Sold: \$290,000



1982 Ford XE Fairmont Ghia XE
ESP (V8 Manual) Sedan
Sold: \$62,000



2001 Holden Monaro CV8 Coupe
(First Production CV8 Monaro)
Sold: \$130,000



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VFACTS December 2021

6 JAN 2022 Jeze SPINKS

The Toyota HiLux has retained its status as Australia's best-selling vehicle in a market that returned to one million annual sales despite its worst December in 13 years. Toyota's ute topped the vehicle charts for the sixth consecutive year, according to the latest industry figures released today. The rival Ford Ranger was the most popular model in December, but total 2021 sales of 50,279 trailed 52,801 HiLux registrations.

The Australian new-car market registered 78,402 sales last month. The figure is a significant decrease from December 2020's 95,652 units and is the lowest December result since 2008 when 76,510 vehicles were sold.

December's sales were sufficient to take the 2021 total to 1,049,831 – a 14.5 per cent increase on 2020. It is otherwise the lowest new-car tally since 2011. The new-car market continues to be affected by the double whammy of a global pandemic and the related microchip shortage.

The Federal Chamber of Automotive Industries (FCAI) said it was encouraged by results considering market challenges. "The global shortage of microprocessors, compounded by the pandemic, had an impact on the number of cars sold throughout Australia. Automotive manufacturers are continuing to work to strengthen supply chains in 2022."

Passenger cars, SUVs and light-commercials all struggled last month, dropping 27, 18 and 12 per cent, respectively, compared with December 2020. SUVs accounted for 52 per cent of December sales.

Medium SUV was the biggest individual segment last month, according to VFACTS, though the 15,192 units are surpassed by utes when combining 4x4 (14,460 units) and 4x2 (2948) variants.

The 4x4 Ute segment was 2021's outright biggest-selling category, with 24 per cent year-on-year growth ensuring its tally of 189,614 units overtook the 180,165 medium-sized SUVs sold last year.

Micro cars (up 164 per cent) and people-movers (up 91 per cent) were the two big movers in December. The small-car and sports-car segments struggled the most, down 40 per cent and 52 per cent, respectively.

Utes dominated the top 10 Vehicles list last month, with the Ranger and HiLux joined by the Isuzu D-Max, Mitsubishi Triton and Nissan Navara. One of the month's biggest shocks was the absence of the Toyota Corolla from a monthly top 10 for the first time. Just 1271 Corollas were sold in December – half the number registered in December 2020.

Top 10 models

The Ranger v HiLux battle has raged all year, and the Ford's December win means the utes share six monthly victories apiece.

Utes accounted for half of the Top 10, with the Nissan Navara making a second consecutive monthly appearance after not featuring at any other time in 2021.

Isuzu's D-Max returned to the top 10 after registering its first absence of 2021 in November. The Hyundai i30 was the sole representative for small cars after the Toyota Corolla missed the best-sellers list for the first time in 2021 as a consequence of a 50 per cent sales decline.

The Toyota Prado placed fifth last month to secure its sixth top 10 result of last year and match its highest placing also achieved in August and September.

MG's ZS SUV continued its excellent 2021 sales form, with its 1980 December registrations equating to a 96 per cent increase compared with December 2020.

Ford's Ranger staged a fine comeback against the rival Toyota HiLux that topped the charts for every month except one (April) in the first half of the year.

Despite the locally developed ute taking the honour of best-selling vehicle for the last four months of the year, however, the Ranger fell just over 2500 units short of glory. Ford Australia will find consolation in two areas. The Ranger again led the vastly more popular 4x4 ute segment, increasing its margin of sales superiority over the HiLux compared with 2020.

And the Ranger's 23 per cent year-on-year growth was higher than the HiLux's 17 per cent.

Toyota's RAV4 was the country's most popular SUV for the second consecutive year despite a slight decrease in sales (down seven per cent) and a solid year for the rival it displaced, the Mazda CX-5 (up 14 per cent). Toyota's Corolla, despite a bad blip in December, comfortably held off the Hyundai i30 for title of best-selling small car. The new-generation Isuzu D-Max had a stellar year, with Mitsubishi's Triton making it four utes in the top 10 for 2021. Chinese brand MG knocked the Kia Cerato (18,114 sales) out of the chart, with its ZS compact SUV securing the final top 10 position.

Top 10 brands

MG was the standout brand last month, increasing its sales 70 per cent compared with this time last year when most car makers struggled. With 3268 sales, MG matched its best place of seventh – achieved in November. Kia was the only other brand in the Top 10 to achieve growth, albeit a low four per cent. A 31 per cent decline compared with December 2020 couldn't deny Toyota top spot. With more than 16,000 units, the Japanese company was again well ahead of second-placed Mazda. Volkswagen was a big victim in December. With month-on-month sales down by more than 25 per cent to 2245 units, last month marked the first time the German car maker hadn't featured in the Top 10 during 2021. Nissan squeezed in despite a 36 per cent decline, avoiding the July, August and September anomalies when it failed to make the top-brands list. Toyota sold 223,642 vehicles last year – its third best result on record. The figure surpasses not only the pandemic-hit 2020 (204,801 units) but also 2019, when it sold 205,766 cars.

Hybrid vehicles, led by petrol-electric versions of the RAV4, accounted for nearly 30 per cent of Toyota sales. Mazda returned to six figures for the first time since 2018, if not beating that year's 111,280 registrations. Hyundai emerged victorious from an intense, year-long midfield battle with Ford, stablemate Kia and Mitsubishi. Just 5140 units separated the four brands.

An even smaller gap existed between the rest of the Top 10, with 4248 units between seventh-placed Nissan and 10th-placed Subaru. Subaru sales grew 18 per cent year on year, with slightly better growth for Ford (up 20 per cent) and Kia (up 21 per cent). Mitsubishi (16 per cent) and Hyundai (12 per cent) also achieved double-digit growth, with only single-figure increases for Toyota (nine per cent), Nissan (eight per cent), and Volkswagen (four per cent).

The brand story of 2021 belongs to China's MG, which became a Top 10 regular last year and registered 156 per cent growth.

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EV Guide: Home charging your electric car

When your garage becomes your new favourite fuel station

20 DEC 2021 Wheels Staff

So you want to buy an EV? Okay, we are going to guess you've got a garage or driveway, you park on the street, or you live in an apartment complex.

One of the three, anyway.

If you have a garage or driveway, you can plug the car into a conventional 240v wall socket using the supplied charging cable. However, these cables are more intended for emergency recharging and are the slowest by a considerable margin. The typical maximum current from a wall socket (2.4kW) is about half as powerful as a dedicated 'wall charger'.

One of these is really mandatory if you want your car fully charged at the start of each day. Wall chargers cost between \$1000 and \$2500 with installation by a licensed electrician an additional \$1000 or so. A 7.2kW wall charger will give about 30-50km of range per hour depending on the car, so you may not even need to plug the car in every day, depending on use.

But if you're planning a long drive, or you park on the street, you'll be reliant on public charging infrastructure which is still way off the pace in Australia compared to other Western nations. But that's only to say a long drive, or owning a street-parked electric vehicle, will take some additional planning.

Tesla owners enjoy their own charging network, but for all other EV drivers, websites like plughare.com show the public chargers in your area, their outputs and what plug types they cater for.

Sadly in Australia, supply is waiting for demand, meaning our network is far from world-leading, however more chargers are being added all the time. (In Europe, it's been not uncommon to find all public charge points in densely populated cities already occupied by EVs getting juiced up, and their public recharging network is much larger than ours.)

With outputs ranging from 25kW to a beefy 350kW, public recharging – despite being less convenient than just plugging in at home – can be a lot faster than home recharging.

To use some public chargers you'll need to sign up with a provider like Chargefox, which is as simple as downloading an app. Chargefox then charges a per kWh rate. Many public recharge sites are currently free. Some manufacturers offer free or discounted charging via Chargefox – for example, buy an Audi e-tron and any public recharging is free for six years.

Lastly, if you live in an apartment complex, well, you'll have to come to an agreement with your owners' corporation if wall chargers aren't already in the carpark. Same if you wish to recharge at your place of work, which could make a lot of sense if your car is plugged in all day while you're at your desk, with the company taking care of the bill.



Is battery swapping the future?

No time to wait for your EV to recharge? In China, Tesla rival Nio is trialling battery-swap stations where you drive into what looks like an automatic car wash, and a machine swaps your depleted battery pack under the floor with a fresh one in less than five minutes while you sit in the car.

Nio already has 301 'Power Swap' stations in China and has plans to operate 4000 by 2025, 1000 outside China, in what is shaping up as a philosophical challenge to Tesla's Supercharger network.

Editors Personal Experience

My Volvo XC40 EV came with a 10 amp 2.3kw cable charger that can plug into any single phase household GPO (wall plug). At 2.3kw it would take quite a few hours to top up my 78kw battery pack (at say 50% top up ... roughly 17hrs). I have used it several times when staying overnight ... plug in at 5pm, unplug at 9am next day ... 16hrs at 2.3kw = 37kw.

At my home I only have single phase to the house. Single phase chargers top out at 7.5kw. To go any higher you would need three phase input. I have installed a 32amp single phase circuit that drives a 7.5kw charger, which means I can top up easily during the day when the sun is shining on my solar panels (6hrs at 7.5kw = 45kw or 58%).

My consumption driving around town (Forster/Tuncurry) is roughly 4ks to one percent charge, meaning I only recharge about once every 10 days (say

200ks). Battery life is impacted by frequency of charges ... so I limit that by running it down to 40%-50% and then charge up to 90% (no small top ups) and, as with your phone, once charged I disconnect ... no overcharging.

Ron Pulling



A collage of images for Lumpys Nursery & Landscape Yard. It features various potted plants, including a large green plant in a black pot, a white pot with a green plant, and several teal ceramic pots. Two bald eagle figurines are perched on the teal pots. The text "YOUR COMPLETE GARDEN CENTRE" is overlaid in white. The logo for Lumpys Nursery & Landscape Yard is in the center, with the address "Chapmans Rd Tuncurry" and contact information: "www.lumpys.com.au", "6557 6558", and "Find us on Facebook".

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Traffic Fines

Even the best of us are occasionally guilty of a driving indiscretion (or several...), but while that sinking, stomach-clenching feeling of knowing you're about to be booked for an offence is identical nationwide, how much you'll be paying for said transgression most certainly is not.

In fact, if you're road tripping across state lines, which side of the border you're caught on could have a significant impact on exactly how much you'll be paying. Because whether you're being handed a ticket by a police officer, or opening a fine that's followed you home like an unwanted - and very expensive - stray dog, the amount of money you'll be asked to hand over depends on which state or territory you were sprung in.

And that's because most traffic fines are imposed by the state and not by the federal government, which is the same reason the number of demerit points applied with each offence varies. Which means an offence that might cost you \$100 in Sydney, could cost double or triple that somewhere else. The worse the offence, the more discrepancy in the fine amount.

We sincerely hope none of you are committing these serious offences. Because apart from the obvious safety risks, the dollar figures are very, very high.

New South Wales

Speeding is bad, of course, but getting pinged exceeding the limit by some margin is very bad indeed.

One offence we'd like to see handed out more often:

Increase speed while being overtaken \$325 (three points)

Common offences:

- Not stop at red light (aka a red light camera fine in NSW) - \$433 (three demerit points). Interestingly it's the same amount for not stopping at a yellow light.
- Not indicate when changing lanes (or not indicate sufficiently early enough; as measured by a policeman's discretion) - \$180 (two points)
- Stop sign fine (not coming to a complete stop/not stopping on the line) - \$325 (three points)

Overtake vehicle when unsafe - \$325 (two points)

Most expensive offences:

- \$433 is the top-whack for driving fines in NSW and covers a multitude of offences. That amount applies to absolutely any offence near a school or pedestrian crossing, from approaching too quickly to failing to stop to overtaking near one (all three points).

One weird/confusing one: Proceed after light change while stopped - \$433 (three points). What does it mean? Who can say?

Speeding fines NSW

- Up to 10km/h over the limit - \$114 (one point)
 - From 10-20km/h over - \$265 (three points)
 - From 20-30km/h over - \$455 (four points)
 - From 30-45km/h over - \$872 (five points)
- More than 45km/h over - \$2350 (six points)

But at least those offences require willful breaking of the law, rather than simple absent-mindedness. For example, accidentally letting your registration lapse, and getting pinged unregistered will incur two brutal on-the-spot fines - \$607 (for being unregistered), and \$530 (for being uninsured). Want to fight it? Be warned: the court can increase both penalties to \$2200 and \$5500.

South Australia If you're caught going 21km/h over the limit, that's \$754 (compared to \$455 in NSW). Tailgating? That'll be \$327. Drop something from your car window? You're looking at \$210 and up.

Victoria Littering fines are harsh: \$317 for litter, \$634 if it's a lit cigarette or similar. Speeding \$198 (less than 10km/h over) and \$793 (more than 45km/h over), but the latter will also earn you an automatic 12 month licence suspension. Pinged driving unregistered \$793.

Queensland Speeding 40km/h over \$1177 and a six-month disqualification. Mobile phone \$378, unregistered vehicle \$800

ACT Speeding less than 15km/h over the limit, \$257, travelling more than 45km/h over \$1831. Driving an unregistered \$650.

Andrew Chesterton CarsGuide



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Cars of Historical Interest

The FORD MUSTANG

FORD'S iconic Mustang pony car is officially returned to premier touring car racing in Australia after a 33-year absence. Tickford Racing and DJR Team Penske fielded facelifted Ford Mustangs in the 2019 Supercars championship with the blessing of Ford Australia.

Despite its long absence from Australian motorsports' premier category, the Ford Mustang has a long, successful history in the Australian Touring Car Championships (which later became what we know as Supercars). THERE is no coincidence in the date Ford chose to announce the return of the Mustang to the Supercars Championship. April 17 is the birthday of the iconic nameplate, the covers coming off the original edition of the world's first 'pony car' on this day in 1964.

In the five-and-a-bit decades since, a variety of V8-powered Mustangs have raced their way into the hearts and minds of race fans around Australia, driven by some of the Blue Oval's greatest heroes. Here are a few of the 'greats' ...

NORM BEECHEY'S 1964 HARDTOP



The one that started it all. Once upon a time, big-capacity V8-engined cars did not rule Australia's race tracks. The car pictured changed all that.

The car that would help alter the course of Australian touring car racing history rolled off an assembly line at Ford's San Jose plant in August 1964. After a brief stop at Carroll Shelby famed race shop, the gold machine was soon bound for Melbourne, to a garage in Brunsw

wick belonging to 'Stormin' Norm Beechey.

The Mustang must have looked like a preview of the future, lining up on the grid for its first race alongside the dominant Jaguars of the day. While a big American car with a similarly big American engine had been tried before,



Calder

Peter D'Abbs photo

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the combination of Ford's powerful 289ci V8 with the light and relatively lithe handling of the Mustang was a match made in heaven.

Repainted in Neptune blue it took a string of wins, along with the 1965 Australian Touring Car Championship — Beechey's first — before he sold it off in his quest for a faster racecar.

NORM BEECHEY

Australian Touring Car Champion

1966 – 1970

1967 FORD MUSTANG GTA

Pete Geoghegan

Ian 'Pete' Geoghegan and his '67 GTA notchback Mustang are one of the most competitive combos in ATCC history, sweeping three consecutive championships (1967, '68 and '69).



Even with only three wheels on his wagon its likely Geoghegan would have hosed his opposition; his Mustang was often seen sliding around the track with the inside front wheel wagging in the air.

Geoghegan and the GTA Mustang quickly became a crowd favourite due to the spectacular slides that 'Big Pete' would perform each lap.

Geoghegan's engineer, John Sheppard, was responsible for tuning and maintaining the GTA, which was fitted with a four-speed gearbox and 302-cubic-inch engine from a '67 fastback. The engine was hotted up with four Weber carburetors, before eventually being converted to fuel injection.

But the GTA's party trick was its unique three-wheel cornering style, which was due to a modified suspension geometry.

"We were limited to standard bodywork and 8.0-inch rims, but there was nothing to govern the rim offset," Sheppard told Unique Cars.

In order to widen the track, and fit fat rubber under the flared arches, the top wishbones were shortened by an inch to allow the unladen wheel to lean in and clear the mudguard.

"Most of the circuits then were stop-start affairs and it was more important to get off the line and out of the corners fast, than to carry speed through them. So we left the rear springs pretty soft, so that the car would squat and get its power down," Sheppard explained.

"I suppose if Pete hadn't been so naturally talented we might have gone testing and developed the suspension more, but he could drive around any problem and rarely complained. And if the driver was happy, then so were we!"

IAN "PETE" GEOGHEGAN

Australian Touring Car Champion

1964 - 1966 - 1967 - 1968 - 1969

By November 1965, Ian had 11 wins from 11 starts in the Team Total 1965 Mustang

1969 TRANS-AM MUSTANG

Alan Moffat



When it comes to the most beautiful of the Mustangs to race in Australia, it's hard to go past Allan Moffat's Coca-Cola red 1969 Trans-Am.

Built in the US in the same batch as the cars destined for Ford's factory Trans-Am racing program, the bespectacled Canadian's relationship with Ford ensured he would obtain the seventh of just seven cars built. Arriving in 1969, Moffat reset the parameters of what it meant to be a touring car competitor, applying a focused, professional approach to his racing. With that came a

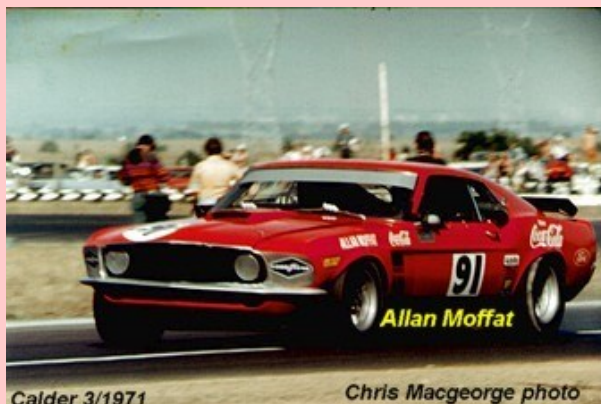
host of victories but also controversy, his hard-edged, no-quarter approach to racing against his rivals winning fans and detractors in equal measure. No Mustang in Australian racing folklore is bigger, badder, and more fearsome than Alan Moffat's 1969 beast.

Nicknamed the Moffstang, the Boss 302-equipped 1969 Trans-Am Mustang was all-conquering, and considered by some to be the greatest touring car to race Down Under.

The car, built to dominate Chevrolet's Camaro in the Trans-Am series in the US, arrived in Australia box-fresh for the '69 series.

During its racing career, which spanned from May 1969 until December 1974, Moffat and the Boss 302 scored 101 race victories from 151 starts, along with a bevy of qualifying and lap records.

Despite the 302 cubic-inch (5.0-litre) engine, Moffat's Mustang was often out-gunned on the track, competing against the likes of Bob Jane's 7.0-litre Chevrolet Camaro ZL-1, Norm Beechey's 6.0-litre Holden HT Monaro GTS and Pete



Geoghegan's 5.8-litre GTHO-badged Super Falcon.
Despite the incredible two-out-of-three win rate over a four-year period,
Moffat and the Mustang never won the ATCC title.

ALLAN MOFFAT

Australian Touring car Champion

1973 - 1976 - 1977 - 1983

Over the years I've heard many say that Allan Moffat was always #9
Mustang. Not so ... Here is all his numbers.

1, 2, 3, 4, 5, 6, 7, 9, 11, 19, 33, 38, 41, 58, 91, 100

1985 GREENS-TUF FORD MUSTANG

Dick Johnson

The last Mustang to compete in the ATCC was Dick Johnson's 5.0-litre Group

A third-gen 'Stang that campaigned the 1985 and '86 seasons.

Johnson bought two Mustangs from the German Zakspeed team in mid-1984 after Ford Australia didn't homologate the XE or XF Falcon to race under Group A regulations.

Wearing the iconic #17 and dressed in Greens-Tuf paint, the Mustang made its race debut at the '85 season opener, which was the first under Group A regulations following the demise of Group C in '84.

However, the car's first entry was the '84 Bathurst 1000, where Group A cars were permitted. John-

son added the car to the grid as a back-up vehicle in case he encountered problems with his XE Falcon. The Mustang qualified 48th, but didn't race.

During the '85 ATCC season, Johnson finished runner-up to Jim Richard's BMW, with eight podium finishes across 10 rounds – but no victories. Sixth was the best Johnson could manage in the '86 championship, with his Mustang suffering a lack of power compared with its rivals.



DICK JOHNSON

Australian Touring Car Champion

1981 - 1982 - 1984 - 1988 - 1989

Mustangs have been very popular with Australian race drivers. Here are two more familiar names to race Mustangs successfully

BOB JANE

Australian Touring Car Champion

1962 - 1963



Bob Jane raced three Mustangs

1965 289 Coupe

1967 390 GT Coupe

and also fitted with a small block engine

1968 Trans Am 302 Coupe

JIM RICHARDS

Australian Touring Car Champion

1985 - 1987 - 1990 - 1991



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5. Photocopy all paperwork as you will need to provide the registrar with copies of all forms. Take the completed Forms (1246 + 1259) plus the “pink slip” along with proof of identity, and ownership of vehicle to Service NSW and pay the registration and one-off plate fee.
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7. It is a requirement that you provide the club registrar with copies of all documents. i.e. Completed rego forms, “pink slip”, registration paper and insurance coverage plus a vehicle photo with plates attached.
8. All non club use of the vehicle must be entered in your logbook, (this includes a mechanic taking it for a test drive.)

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Now That I'm Older

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