

P.S.C.A.A. MARCH 2021 President's Report

The Port Stephens driving and eating club

AS I write this I am just back from a four-day trip to Berrima with the club. Great trip and a good start to 2021 We are back to running full programs and hopefully by the middle of the year we will have all had our jabs and the virus that dare not speak its name will be a memory, well that's what I hope anyway.

The events guys have come up with an idea that I think they are going to run in May, it's a surf & turf lunch. The event will be funded by the club and we will be hiring a hall, so it is not weather dependent. I think it will be a hit. It is always difficult to think of new events so well-done guys. A few years back Trevor Puckeridge christened us the Port Stephens driving and eating club and there is a bit of truth in that.

I told you a few months back that Transport for NSW had replaced the document on their website that set out the criteria that clubs use to assess the suitability of vehicles to go onto the historic plate scheme. The new document had stricter rules and now has a big banner across it saying this is a *draft document for consultation purposes*. But they haven't returned the original document to the website. So, we don't know where we stand when assessing vehicles for the scheme. Honestly its amateur hour up in Macquarie street at the moment.

Finally, on a lighter note I have found it interesting to watch the evolution of our club over the years. When I first joined about 14 years ago It was very much about Jags and MGs, then for a while it was Mercedes central, now we have a rapidly increasing number of Mustangs. Who knew?

SEE YOU ON THE ROAD

President, PSCAA, Andrew Hamilton

Secret Mens' Business MERCURE, Williamtown – 2021

A perfect morning for a drive and the breakfast was served HOT! Ed

All pics, click here:

<https://photos.google.com/share/AF1QipPvihF3nRRfzmk6N7gE4vtUZ9WlzjaTZfr1VQrtpv7QByYzCkrubTsuHQ8GEtSgJA?pli=1&key=VHRtMXISUTV4OTE1WIZKUIdUX1IfWmtxbjExVTNR>

SMB to Bread & Water Café, MAITLAND GAOL (Jail) – Friday, 29th January

By The Hairdresser Photos: Terry Appleby

IT was wet at the Caltex service station where we started from. It appeared to be raining Mustangs (The Ford ones not the horses). El Presidente was a passenger in one, never thought I would see that. A good roll up given the weather. I was surprised to see Warren Sharpe turn up in his everyday drive as I knew he had had a very expensive rebuild done on the Triumph. Turns out that on its first outing it was using more oil than petrol. Oh dear.

An easy run to the Bread & Water Cafe at old Maitland Gaol and we arrived just as they were opening. Il-Duce checked the booking and that they would split the bill he also requested they take names as there were more than 30 of us. They didn't, of course, so the usual shambles ensued with

people forgetting what they had ordered and waitresses skating from table to table with plates of food complaining "they're all f*****g deaf. In the end everyone did get fed and all seemed happy enough with what they got.

Club photographer Terry Appleby turned up in a very new Landcruiser. It wasn't that wet Terry! Other starters included Greg Smith in the Fiat Abarth. Rob Burns braving it in the BMW convertible, Mike Wilson RX8 and Derek McLachlan in the Mercedes Gelandwagen.

You can always rely on good coffee and scrummy food at the gaol and we were thanked and invited back which is quite rare for our club.



Ready for their Le Mans start to the Gaol.

More pics, click here:

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FISH & CHIPS RUN to Tea Gardens – Wednesday, 10th February



Pammie just loves the new Stang with a lid on top, with Irene and Jean both agreeing.

More pics, click here:

<https://photos.google.com/share/AF1QipONu-u07T8CXxV44GzQaqUA2xi1Nq3-PCN3gF2PCUFR7WyiM28K74EE8bn-LrS33Q?pli=1&key=R0pRX1ZqTklTVmVKdG1rbzZvc1MyZkdTRW1zMVhn>

SOUTHERN HIGHLANDS TRIP – BERRIMA – 22nd-25th February

By Madame Mrs President

THE Berrima Trip – one woman's perspective.

Our merry band set off with high expectations for our time in Berrima... they were exceeded. Well done Charlie.

If you are a bit of a history buff, a gastronome or a wine connoisseur then this was the trip for you.

We stayed in the centre of town, easy walking to the lovely shops, the oldest continually operating pub in Australia and all the historic buildings and sites that Berrima had to offer. If the weather had been kinder, we could have had a swim in the motel pool but admiring the ducks grazing on the manicured lawn sufficed.

Our first major outing was to the Bendooley Estate Book Barn. What a place! Thousands of books covering every

subject imaginable and then there was lunch. Magnificent food appreciated by all.

Wednesday saw us meander off to Centennial Vineyards for a wine tasting. Some very different wines on offer and some that are sure to become classics.

The Scottish Arms hotel for dinner (yes, more good food) brought out the ancestry researcher in most people. The Clan Tartans that were displayed on the walls were of particular interest.

On the morning of our departure our motel host provided us with egg and bacon rolls to set us up for our onward journeys. We went our separate ways all with a feeling of having spent a relaxing and enjoyable few days away.



Chief Cook and Bottle Washer, Charlie Aquilina, hard at it with a magnificent breakfast, fit for a king.

More pics, [click here:](#)

https://photos.google.com/share/AF1QipO9XcAv_ruJpFwqAyVyioy9YjeEwCYqJh1eVaP-zaX2G78la6DptwUljo3WP8cdEw?pli=1&key=d1U5c2l4cDFmSlhicUpKd3djc1RNdW0ybWRpMFZB

SMB trip to Lexies on Stockton Beach – Friday, 26th February

SURF SUN and “YUM” By Greg Smith

A great start to the day as 24 club members enjoyed a long breakfast at Lexie’s on the beach at Stockton. A very popular morning as members jostled for tables vs the RAAF team also out for a feed. Despite a rising tide and ongoing beach restoration members enjoyed good food and company with no reported break downs or incidents.

Until our next run “keep those eyes on the road gentlemen”



Jeff’s beaut MR2.....been paddock-bashing?

More pics, click here: <https://photos.app.goo.gl/SZfuND5Fks6AtsDZ6>

BATHURST 500 – Saturday 27th-Sunday 28th February Charlie and Terry’s Trip

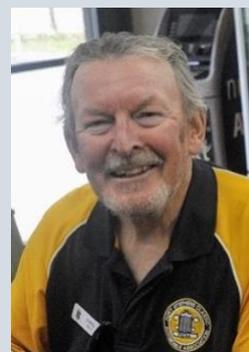


All pics, click here:

<https://photos.google.com/share/AF1QipN8hzaca0TtEOOQII9fW1Fb4YH6BOq5nK1edp0Xo0tf26CBT4IBF5cffFyWGH0xNQ/photo/AF1QipOAtGbf9QZWkR7LsMGjWdRRna1QYPvxbYYxqX7w?key=ZEIwRzI5YIRVaGhSMDFLTWdIR0dldWM2S0pqc3R3>

WHAT DO OUR CARS SAY ABOUT US?

By Chris "Bullitt" Bult



WE'VE all seen that question popping up in the Club Newsletter from time to time: 'Money no object- what car would you buy'? In the real world of course, we all compromise, so our 'classic' is usually something that is affordable but desirable. And so back to the question of what our cars say about us? And that doesn't include the safe, reliable and economical vehicle sitting out there in the driveway, usually of Japanese or Korean origin and mostly unloved. I'm referring of course to that 'objet d'art', that masterpiece of mechanical engineering, that bucket of bolts we love and cherish and bring along to Club runs when rain is never forecast. What is it about this particular marque that pulls at our heart-strings?

It's often said that the clothes we wear tell the world about who we are. But is that true of the 'classic' we drive? 'Money being no object', it might be. Come into some unexpected lucra, win the lottery, sell those shares and finally realize the dream vehicle which may well manifest into an expression of our inner most desires. But we're dealing in realities, so here's my attempt at discovering why we've spent our 'hard earned' on that particular 'classic' sitting under a dust cover out there in the heated garage. And it's only fair to begin with my own self-analysis and why it led eventually to the purchase of a Bullitt Mustang. Put simply, it was all about sound. Which is ironic given I'm mostly deaf, although my wife Christine would settle for 'stone deaf'. Growing up in the UK there were any amount of magnificent cars for a 17 year old to dream about - Beautiful Aston Martins, stunning Jaguar E Types, purposeful Austin-Healeys, the ubiquitous MGB. Virtually all four and six-cylinder engines, but a paucity of the motor beloved of Americans, the V8.

Circa 1966 and to this day, I'll never forget the first time I heard the unmistakable sound of a big V8. Sitting at a bus-stop just outside the coastal town of Plymouth, I heard this deep rumble in the distance, soon to be linked to a white Mustang coming up the road with that characteristic nose up attitude they have under hard acceleration. It roared by and disappeared, leaving behind a teenager open mouthed in astonishment.

Fast forward a couple of years, it's Australia, still a teenager and I'm spending most weekends at long since abandoned race circuits like Catalina Park, Amaroo and Warwick Farm. And the star attraction, for me at least, were the likes of the Geoghegan brothers and Bob Jane tearing up these tracks in their brutal Mustangs, full opposite lock, tyres smoking, exhausts roaring and always that nose up profile under acceleration. Coopers, Alfas and Imps out cornered and outbraked these American behemoths, but simply couldn't match the sheer grunt of those big unsophisticated V8s. So this was the seed well and truly planted in a young and fertile mind. But the final ingredient in getting this seed to sprout was a movie. In 1968 'Bullitt' was released. The 10-minute chase scene through the streets of San Francisco is to this day regarded as the best ever to grace the silver screen

and all without the benefit of special effects. It was the real deal and Steve McQueen did most of his own driving. Rumour has it McQueen approached Ford looking for a couple of 'freebie' Mustangs, which given his 'star power', he might have expected. Perhaps brand placement wasn't de rigueur back then and Ford declined. So McQueen bought a couple of 350GTs in dark highland green, beefed up the suspension, installed a white cue ball shift and removed every single reference to Ford and Mustang. The rest as they say is history. One of those original Mustangs, unrestored and still bearing the scars from the chase sequence, recently sold at auction in the USA for \$3.4 million.

It's said you should never meet your heroes and it's true. I've driven a couple of those early unmodified Mustangs over the years and with apologies to anyone who owns one, they really are quite atrocious. The steering is slack, with about fifteen turns lock to lock. The drum brakes are the size of a can of shoe polish and the chassis is a very basic Ford Falcon affair. But, and it's a big but, even approaching sixty years old, they still go like the clappers in a straight line and best of all, they sound fantastic.

Fast forward a few decades to 2018 and the opportunity came up to buy a 'modern' Bullitt. Only 700 came to Australia and they all sold in six days, so getting a cancellation was an incredible piece of luck. Hopefully the irony has not been lost on Ford, having declined McQueen's request some fifty years earlier, as by the time the modern Bullitt ceased production late last year, over 12,000 models of this 50th anniversary movie tribute car has been sold worldwide. The modern Bullitt is also bereft of any badges that might identify it as a Ford or a Mustang. McQueen I'm sure is smiling.

Ford would be well aware of the existence of poor souls like me who relish aural delights. I remember years ago, reading an article that described the start of an F1 Grand Prix as 'a six second orgasm of sound'. And perhaps that is why the modern Mustang has four exhaust settings: *Quiet, normal, sport* and *track*. Having two neighbours who are both Club members, it's set on quiet, mostly!

So, next time you gaze lovingly at that gem sitting in the garage - think back to where it all might have started. Was it admiring an urbane Roger Moore punting a Volvo P1800 around in the TV series 'The Saint'? Or perhaps like me, you were out at Oran Park in the late 60s, watching Kevin Bartlett taking on the big guns in his beautifully proportioned Alfa Romeo GTA. Or maybe, just maybe, it was the visceral sound of a big V8 on song, pressing your buttons and stirring your soul?

And just what would I buy were money no object? Thought you'd never ask. Why, a Bentley Continental GT of course. Make of that what you will! My psychiatrist's couch awaits....



Graham's '65 "Pony" What a beauty!



Chris Bult's Bullitt.

More pics, click here:

<https://photos.google.com/share/AF1QipNAy6MR8qlqoihJJ6VyZEXqLhKV6XeS955ewMMH2axzSv9e6DcAA7E7H4jdC8n-fQ?pli=1&key=dXY4SXcwMjdxT1hRWUE4UGhpVE9WN3hUZ3Bsbjh3>

ELECTRIC FUTURE

Jaguar-Landrover have just become the latest car manufacturer to announce their intention to go all electric, with 2025 cited as the year for their new line up of electric vehicles and 2035 the date for an end to all their petrol and diesel-powered cars. This is now more than a trend as other manufacturers such as Toyota, General Motors and VW have made similar announcements. Even Ford have risked alienating their faithful base, by eschewing the iconic V8 in favour of the electric Mustang Mach – E.

The writing is well and truly on the wall.

A quick glance around our Club members at any meeting would suggest the average age to be between sixty and seventy. All of us have quite literally cut our motoring teeth on the internal combustion engine. Most of us at some stage have wrestled with the mysteries of SU carbies, Lucas fuel pumps and done our best to keep the distributor dry on rainy days. And more complex procedures such as a valve grind and de-coke, repairing cracked heads and installing new rings was par for the course in our salad days of the 60s, 70s and 80s. But we became intimately familiar with the failings of our treasured steeds and somewhat perversely, loved them for it.

It would seem all that is rapidly coming to an end with the advent of vehicles that more resemble computers on wheels than a coveted member of the family – how many of us actually name our cars? Quite a few I suspect. The car of the not too distant future will do everything for us, requiring just a voice command for the destination, then sit back and enjoy the ride in perfect safety.

Recently I had the pleasure of being taken for a ride in ex member Paul McQuarie's Tesla. To say it was a revelation is an understatement. Smooth, quiet and deceptively quick,

it left me with the distinct impression the driver was surplus to requirement. And no doubt that is the future. I forget the exact figures, but Paul stated the average 'normal' car has thousands of moving parts. The Telsa has just twenty. Not only that – drive out of the showroom and that's pretty much it. No servicing required, just the occasional consumables such as brake pads and tyres.

Of course the argument remains regarding initial cost, range, charging infrastructure, battery cost etc. But electric cars are still very much in their infancy, so only a matter of time before these issues are addressed. In that Jet Jetson world not too far away, our roofing will automatically be sophisticated solar panels, feeding into a super-efficient battery, powering both the house and charging the electric car, with excess going into the grid. Brave New World indeed.

So the point to these observations - I think we've had the very best of it. Owning and driving automotive creations that are at once totally involving and frustrating. They may be noisy, occasionally unreliable, leak oil from undetectable places and never reveal the origin of a rattle. But they have that indefinable feel-good factor that endeared them to us. Hard to imagine one hundred years hence, our descendants gathering out at the Anna Bay Caltex (Cal-lectric) early on a cool winter's morning to whoosh silently off into to the distance in their driverless appliances.

Maybe, just maybe the rare sound of the internal combustion engine might still be occasionally heard - on production of a Federal permit to operate such a noisy, polluting machine of course....



As design goes.....this is Paul's first and favourite Tesla 'S'.



This is Paul's second Tesla Model 3 with all the new bells and whistles.

Mobile Speed Cameras (and Other Delights) By Jeff Sinclair

AS I expect you all know, the State Government has three times recently changed the rules pertaining to these demonic vehicles that appear in unexpected places with an unobtrusive camera on the roof. Their official purpose in the world is for "Road Safety" - - - hmm.

Previously there were two warning signs before the vehicle and one more sign after – telling you that your speed had been checked. The van itself was also quite obvious with bright chequered paintwork. In my opinion any driver who was mostly sober and at least three quarters awake, could do a quick check of speed and adjust if necessary. In fact, I always felt that these devices were not so much to check speed, as to punish drivers who were not concentrating on the primary task in hand – i e – driving the car! Revenue was, of course, a fortuitous, some would say primary, result of the fines issued.

First the warning signs were no longer to be displayed, next, no more bright paintwork on the vehicle and finally, new technology which enables the speed of vehicles travelling in BOTH directions to be checked.

Now, to return to my earlier comment about concentration. I am firmly of the opinion that modern vehicles are designed to encourage disengagement from what, as a young bloke, I felt was the "art" of driving. Just take a look at an advertisement for any new car and the order of importance of its desirable features. Usually at the top of the list are details of the "Infotainment" unit, the mobile phone connectivity and charging facility, the number of cup holders, the sound system, sunroof and possibly heated driver's seat! So, does this car have a motor and a gearbox – who cares anymore! Maybe a handful of young hoons and a minority of us "old farts".

It is a current fact that there are supply problems and waiting lists for many new cars – why? Because there is a shortage of computer chips and circuit boards!

Some months ago a study showed that drivers engaging with a touch screen had reaction times 50% slower than when paying attention to the road. Selecting music via Spotify caused more impairment than by texting while driving.

So, after all that, here is my opinion – or conspiracy theory, if you prefer! The progressive constriction of the driving experience (mobile speed cameras etc) and the "dumbing down" of driver understanding of what they are driving and how it works, is a controlled softening-up process. The ultimate purpose of which, is to wean the majority of the population onto the notion of self-driving cars, almost certainly electrically powered. When soon we shall most likely be all crawling around at 40 or 50 kph, then the huge screen on the dashboard and the multi speaker sound system, will be far more appealing than having to watch the road and operate a steering wheel and a couple of pedals. (Three pedals are mostly history now). Total disengagement from the driving experience will be welcomed by the masses, and the authorities will vehemently assure us that it will be safer.

Of course, this process will require a total hand-over of your control and complete trust in the god Google. In addition we must hope that a nerdy 15 year old, or the Chinese Communist Government, won't hack the system and cause peak hour gridlock on bridges and in toll tunnels, or perhaps just swap Drive for Reverse. These scenarios will be an attractive bait to those who wish to demonstrate their hacking capabilities. Oh joy, chaos just a keystroke away!

So, give thanks fellow drivers, were we not extremely lucky to have experienced the affordable and interesting times of motoring, as a passion, a skill and a pleasure. I believe those times are in their sunset years..... **Jeff.**

Postscript:- After completing this historical (hysterical?) manuscript, the news came that Jaguar will only sell electric vehicles from 2025 – only four years away! Volvo said it a while back – and we didn't care, but Jaguar – that is sad!

Here's a heads-up re. the Hi Tec Oils 6-Hour with supporting events (6 categories) at Mt. Panorama over Easter, 2nd to 4th April. I have no knowledge of TV coverage, but it would be a great event to see. Check out 7 Mate on Saturday and Sunday over Easter.

IMPORTANT DATES FOR YOUR DIARIES.....

**Sunday Workshop at Charles', Tallean Road, Nelson Bay, Sunday, 18th April, from 8am
(BBQ and Refreshments are provided by the Club)**

**Our Surf & Turf Luncheon at the Croatia Club, Nelson Bay Road
Sunday, May 16 – BBQs and Refreshments provided by the Club**



This is an oldie....but a goodie, for all the new members....Ed

PORT STEPHENS CLASSIC AUTOMOBILE ASSOCIATION 2020-2021 COMMITTEE

President: Andrew Hamilton – 0435 393 816 – president@pscaa.org.au
Vice-President: Keith Green – 0435 393 816 – kpgreen@iprimus.com.au
Secretary: Christine Walton
Treasurer: Denis Pittorino – 0413 279 202 – denispittor@gmail.com
Committee Member – Regalia: Greg Cumberland – 0428 292 108
gregcumberland@bigpond.com
Committee Member – Events: Mike Ryves – 0407 226 753
Assistant Events: Jim White – 0402 620 020 – jimwhite2317@gmail.com
Committee Member – Photographer/Facebook – Terry Appleby
Committee Member – Major Events Co-ordinator – Charlie Aquilina
Committee Member – Brian Turner – 0412 496 180
Committee Member – David Linn – 0433 036 956

Appointed Positions:

Public Officer: Laurie Nolan
Club Plates Co-ordinator: Steve Ward
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Your Newsletter Representatives:–

Brian Watson-Will	bww3@bigpond.com	0412 011 676
Jeff Sinclair	jeffinoz69@hotmail.com	0409 044 390
Chris Bult	ccbbytheseashore@tpg.com.au	0437 897 787
Helen Clare	katchygraphics@gmail.com	0416 776 702
Terry Appleby	taappleby@bigpond.com	0498 266 764