



Please tell us if your address changes

ACCELERATIONS

AUGUST 2023

NEWSLETTER OF SUMMERLAND SPORTS & CLASSIC CAR CLUB INC
NEXT MEETING IS WEDNESDAY 2nd AUGUST—NOTE 7.00pm not 7.30pm



Part of the wonderful display of cars on Zadoc St, Lismore when Kustoms of Australia, North Coast Street Machines and Summerland Sports & Classic Car Club met for brunch at La Baracca recently

MEMBER CONTRIBUTIONS of material for publication are encouraged and greatly appreciated. Preference will be given to original material.

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You are invited to join us:

Summerland Sports & Classic Car Club invites members of the following clubs to attend any SSSCC events. Club registrars are requested to list our events in their clubs' day book.

If you are planning to attend, please advise our President so we expect you. This helps with catering and other arrangements.

Clubs: Ballina Classic Vehicle Club; C.ex Coffs Sports, Touring & Classic Car Club; Grafton Vintage Motor Vehicle Club; North Coast Street Machines; Northern Rivers Classic Car Club; Northern Rivers Vintage & Veteran Car Club; Gold Coast Antique Auto Club; Mt Warning Historic Auto Club; Rover Car Club of Queensland.

OFFICE BEARERS FOR 2023 CLUB YEAR

PRESIDENT	Bob Sweeney	1 Gainsborough Way Goonellabah 2480	02 6625 1192 0417 892 456
VICE PRESIDENT	David Besson	PO Box, 5204 Murwillumbah South, 2484	02 6672 6620 0412 561 805
SECRETARY	Julie Snow	PO Box 324 Alstonville, 2477	0411 280 440
ASSISTANT SECRETARY	Shirley Bryce	625 Wardell Rd Alstonville 2477	02 6628 3443 0412 866 199
TREASURER	Sue De Paauw	1 McInnes Lane Tuckurimba 2480	02 6683 2740
REGISTRAR	Tim Thearle	PO Box 865 Alstonville, 2477	0417 892 766
MAGAZINE EDITOR	Fiona Gordon	26 Godfrey Place Alstonville 2477	0431 984 410
Assistant MAGAZINE EDITOR	Shirley Bryce	625 Wardell Rd, Alstonville 2477	02 6628 3443 0412 866 199
COMMITTEE:	Barry Granatelli	29 Conte St Lismore 2480	02 6621 7835 0414 817 223
	Jeff Johnston	4 Windsor Court, Goonellabah 2480	02 6624 5962 0419 006 302
	Jim Hodgson	Villa 59, Oaktree,17 Mackellar Place, Goonellabah, 2480	0411 435 344
PUBLIC OFFICER	Robert Lovell	58 Beaumont Drive, Lismore 2480	02 6621 9682 0427 257 190
PUBLICITY OFFICER	David Gordon	26 Godfrey Place Alstonville 2477	0412 311 828
REGALIA OFFICER	Sue De Paauw	1 McInnes Lane Tuckurimba 2480	02 6683 2740
EVENTS COMMITTEE	Gayl McKay	PO Box 5204, Murwillumbah South 2484	02 6672 6620 0407 181 482
	Helen Spencer	42 Tuckombil Ln. Tuckombil. 2477.	0403 053 814
	Jeffrey Snow	PO Box 324 Alstonville, 2477	0413 318 552
PROPERTY OFFICER	Jeff Johnston	4 Windsor Court, Goonellabah 2480	02 6624 5962 0419 006 302

*****DEADLINE FOR NEXT ISSUE 25/08/2023*****

Facebook: <https://www.facebook.com/SummerlandCar>

Website: <http://shannons.com.au/club/carclubs/summerland-sports-classic-car-club/>

LIFE MEMBERS

Barbara Hodgson, Jim Hodgson, George Jensen, Marj Jensen, Meryl Lovell, Robert Lovell, Brian Sidney, Heather Sidney, Helen White, Barry Granatelli, Kath Granatelli, Jeff Johnston, Sue Johnston

MINUTES OF MONTHLY MEETING OF THE SUMMERLAND SPORTS AND CLASSIC CAR CLUB INC.

Held at Lismore Workers Sports Club, Goonellabah, 5th July 2023

Meeting Opened: 7.03 pm.

Chair: Robert Sweeney

Present

Sue de Paauw, David and Fiona Gordon, Bob and Rosie Sweeney, George and Marj Jensen, David Besson, Gayl McKay, Chris Bengtson, Richard Swinton, Jim and Barb Hodgson, Mike McIntosh, Tim Thearle, Barry and Kath Granatelli, Rod Johnston, Shirley Bryce, Terry Goldman, Garry and Helen Spencer, John Buchelin, Ron Nowlan, Peter Burley, David Cole,

Apologies

Rudy de Paauw, Ken Bryce, David and Robyn Hughes, Jeff and Julie Snow, Allan and Lucky Howard, Jim and Jenny Butler, Heather and Brian Sidney, Lex Cole, Julie Nowlan, Ian and Ann Fordham, Ray and Lynda Lovett, Marion Thearle,

Minutes of the June 2023 Meeting –Motion-That Minutes circulated to Members in July 2023 'Accelerations' be accepted as true and correct.

Motion: Shirley Bryce/Barb Hodgson

Correspondence

In

Jim Butler, 14th-16th July Back to Brunswick Heads Hot rod run, commencing in the park opposite the Pub 22nd-23rd July, Casino Heritage Week, at Casino Showgrounds

3rd September, Kyogle Motor Vehicle Club, Show n Shine and Swap Meet, Kyogle Showgrounds

20th August Lismore Swap Meet, Lismore Showgrounds

25th February 2024 North Coast Show and Shine, Ballina

CHMC-details and registration for Cooma Registration Workshop, hosted by Cooma Monaro Historic Automobile Club

CHMC-details, minutes and attachments for Wagga Wagga Rally and General Meeting

NRVVCC- July Klaxon news

July "Accelerations"

Membership Enquiries-Graham Leishman and Maddie Cowe- all Club information forwarded to both parties, no response from either enquiry

Out

All emails forwarded to Members

Motion that correspondence tabled and action taken by the Secretary be ratified

Shirley Bryce/George Jensen

Treasurers Report

Motion that the Treasurers report be accepted as true and correct, Sue De Paauw/David Gordon

Past Events

14th June- Coffee run to Wildlife Sanctuary Byron- A nice drive, a great attendance of members, all enjoyed the outing.

16th/18th June- Presidents Run, Brisbane Motor Museum, Clear Mountain and Montville, Queensland
Bob enjoyed the Motor Museum, a good display. Barb thanked Bob and Rosie for taking them to such an enjoyable weekend. Colin Galley mixed with Members.

Future Events

12th July, Coffee run to Dinner is Served, Unit 11/4 Ascot Rd, Ballina, Contact Helen Spencer 0403 053 814

14th-16th July, Back to Brunswick Hot Rod Run, commences in the Park opposite the Pub

16th July- Sunday, Christmas in July, morning tea Windara Café then on to Rappville Pub for lunch. 47 attending, all going to plan.

22nd and 23rd July 2023, Casino Heritage Week at Casino Showgrounds, make your own way if you wish to attend. This is not a Club Event
 22nd July -Saturday, Meet with Kustom Car Club, Mudgeeraba, at La Baracca, (old Rous Hotel, Zadoc Street) breakfast with a street car display, Gayl McKay 0407 181 482- 10 attending
 2nd August, Wednesday, Monthly meeting at Goonellabah Sports Club commencing 7pm.
 9th August, Wednesday, Annie's Country Bakery, Modanville, Barry Granatelli 0414 817 223
 20th August, Sunday, Lismore Swap Meet, Lismore Showgrounds
 20th August, Sunday, The Edible Garden, Wollongbar. Helen Spencer 0403 053 814, numbers, menu selection and payment up front required. Deadline 9th August.
 3rd September, Sunday. Kyogle Motor Vehicle Club Show and Shine and Swap Meet, Kyogle Showgrounds. This will be a Club Event, Richard Swinton to organise the Clubs attendance. Motion moved George Jensen/Richard Swinton
 25th February 2024, North Coast Show and Shine, Ballina Jockey Club

General Business

The Clubs' T/D of \$6,000 is due on 10th July. A motion to reinvest at best rate. Moved Gayl McKay/George Jensen

If you shop at any of our Sponsors please show your Club Membership Card, Barlow's will give a 10% discount on all sales to Club Members if they present their Members card.

An enquiry regarding the availability of a classy old car for a wedding next year to transport the bride from Casino to Lismore. This was put to members but being next year no one prepared to commit. Lex to investigate further.

President Bob asked if a thank you note could be sent to Colin Galley regarding the Clubs visit to the Car Museum.

A discussion for adding events to the Clubs Events Calendar. If Members wish to add an event they have to move a motion to have it listed as a Club Event otherwise, if a member wishes to attend they just use their Log Book. If the event does get added to the Clubs Events Calendar maybe it is up to that individual to organise the Clubs attendance.

Committee Meeting, Wednesday, 2nd August, prior to General Meeting

Next Meeting Wednesday, 2nd August 2023 at 7pm sharp.

Meeting Closed 8pm

PROPOSED RUN—SUNDAY 24th SEPTEMBER 2023

Hi Summerland Sports and Classic Car Club members,

Alternative run for those not going on the long venture in September.

The Grafton Car club is holding a hillclimb on Sunday, September the 24th at their hillclimb just north of Grafton.

I'm suggesting that for those who wish to make it a Sunday run, we meet in Lismore and drive down via Casino, enjoy the activities of the hill climb for as long as we want, BYO food or buy sausage sangers etc supplied at the hillclimb. And head off back home when you see fit.

This could be registered as a club run.

Can we have some idea of possible attendees? **Please email richard.swinton@gmail.com**

Presidents Report - July 2023

Over recent months there has been discussion over the Historic Vehicle Scheme (HVS) relating to 60 day log book use. While not wishing to create further debate, I have included for the benefit of members a FACT sheet for historic and classic vehicle log book & club runs provided by Transport for NSW.

While this scheme is administered by TfNSW and enforced by NSW Police, it is possible that the interpretation of the scheme by police *may* differ to yours. Ultimately, it's the responsibility of the vehicle owner/driver to comply.

For *this* reason I would encourage each trip be recorded in your log book.

Historic and classic
vehicle log book and
club runs

transport.nsw.gov.au

Fact sheet

December 2022

Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

What if I get a log book part way through the existing registration year?

Days of general use are calculated pro-rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club-organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

OFFICIAL

Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

Scenario. A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong Lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page: <https://bit.ly/2n22mg>

Stay informed and sign up to HAVH, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3b6rvm> or scan the QR code.



9

original

These 2 questions were also raised recently in a Transport for NSW (Regulatory Operations) publication.

Q: Do we still need a handwritten pink slip, or can it be digital?

All pink slips for Historic and Classic registrations need to be done manually via the handwritten book. These cannot be completed digitally. All AIS providers must have one of these as a business rule.

It appears that all inspection stations (AIS) are obliged to have a manual Pink Slip book!

Q: Does the form 1259 Historic Vehicle declaration have to be original?


This [form](#) must be submitted as an original. Photocopies will not be accepted.

*** A general reminder to members with vehicles on conditional registration ***

SS&CCC By-Laws require a vehicle registered under by HVS to have a safety inspection (pink slip) and be inspected with prior arrangement by the club registrar for eligibility.

To avoid delay or disappointment PLEASE contact Tim Thearle for your vehicle inspection well before your registration is due.

Bob Sweeney

	Transport for NSW	Historic Vehicle Declaration
<ul style="list-style-type: none"> This form must be submitted as an original. Photocopies will not be accepted. The registered operator (or applicant) is responsible for the vehicle to be suitable for safe use until the expiry date of the registration. A Safety Check report must be provided if the club is less than two years old. The registered operator must be a member of a Transport for NSW recognised Historic Vehicle Club in the Historic Vehicle Scheme. The vehicle must be 30 years of age or older and meet eligibility requirements of the Historic Vehicle Scheme. 		
<p>1 Registered operator details NSW Driver's licence/Customer number</p> <input type="text"/> Surname <input type="text"/> Given names <input type="text"/> Address <input type="text"/> <input type="text"/> <input type="text"/> (postcode) Club membership details (nominate primary club first) <input type="text"/> <input type="text"/>	<p>3 Declaration to be completed by the club's Responsible Person (A Safety Check report must be provided if the club is less than two years old) The vehicle is in a safe operating condition</p> Name <input type="text"/> Signature <input type="text"/> Date <input type="text"/> / <input type="text"/> / <input type="text"/> Or Safety inspection report number <input type="text"/> Date <input type="text"/> / <input type="text"/> / <input type="text"/>	
<p>2 Vehicle details Plate number (if known) <input type="text"/> VIN or chassis/frame or serial number <input type="text"/> Engine number <input type="text"/> Make <input type="text"/> Model year <input type="text"/> Model year / make (follow and/or include as noted) <input type="text"/> Colour <input type="text"/> Vehicle type Car/Station Wagon <input type="checkbox"/> Motorcycle <input type="checkbox"/> Truck <input type="checkbox"/> Trailer <input type="checkbox"/> Bus <input type="checkbox"/> Boat <input type="checkbox"/> Other <input type="checkbox"/> Please specify <input type="text"/></p>	<p>4 Vehicle eligibility (to be completed by the club's Responsible Person) I certify that this vehicle meets the eligibility requirements of the Historic Vehicle Scheme. The registered operator is a full member of the club.</p> Name <input type="text"/> Signature <input type="text"/> Date <input type="text"/> / <input type="text"/> / <input type="text"/> Primary Club Stamp <input type="text"/>	
<p>UNCLASSIFIED SENSITIVE: PERSONAL</p>		

BIRTHDAYS**&****ANNIVERSARIES****AUGUST**

George Jensen Barry Granatelli Ken & Shirley Bryce
 Ken Bryce Robyn Hughes
 Rod Johnston



Have a great day

NOTICES

**NEXT MEETING IS ON WEDNESDAY 2nd August AT THE WORKERS
 SPORTS CLUB, OLIVER AVENUE, GOONELLABAH AT 7.00PM**

Please note the change of Meeting times for the Winter months (June, July and August).

For these months only, commencing the next Meeting, 7th June 2023, the Meeting time will be 7pm.

A vote was taken by a show of hands at the last Meeting with a majority in agreement.

Looking forward to seeing all at the next Meeting.

Club Regalia

If any members are interested we do have the following club regalia for sale:

Metal Car Grill Badges \$25.00; Cloth Badges \$8.00, Sticker Badges \$3.00

Club Name Badges

If any members wish to buy a club name badge, please contact Sue de Paauw. The badge has a small logo, your name and year of joining. You have the choice of a magnetic fastener (quite strong) or a more traditional pin fastener. The badges cost \$15.00 (pin fastener) or \$17.00 (magnetic fastener).

Club Shirts

There are two options for club shirts:

1. a button up chambray shirt (either short or long sleeve)
2. a grey polyester polo shirt

If any member wishes to purchase a shirt for use on club outings the procedure is as below:

Chambray Shirt:

Purchase the shirt from George Gooleys, Lismore; they have all the necessary sizes and can provide the best fit. Take the shirt to either Lismore Embroidery (83 Keen St) or to Daleys (21 Woodlark St) for embroidering of the logo.

Bring your receipt for the embroidery to the Treasurer and the club will refund \$5.00 towards the cost.

Grey Club Polo Shirts:

The club has purchased a supply of shirts (Sizes S, M, L and XL) as the manufacturer is discontinuing this line. See the Treasurer to check sizes and buy the shirt - price is \$25.00.

Embroidery of the club logo will be done by Lismore Embroidery (83 Keen St, Lismore) for \$10.00.

Please make sure you tell them to do the wording on the logo and name in white.

Bring your receipt to the Treasurer and the club will refund \$5.00 towards the cost.

Sue de Paauw (Treasurer)

SUMMERLAND SPORTS & CLASSIC CAR CLUB—COMING EVENTS

NOTE: Please Book and Pay by WEDNESDAY 9th AUGUST

SUNDAY RUN FOR BREAKFAST AT EDIBLE GARDEN – Sunday 20th AUGUST 2023

Please RSVP to Helen with choice of breakfast by Wednesday 9 August. (August Coffee Run)

Payment of \$27.50 must be made in advance to Sue De Paauw by cash or Direct Deposit BSB 062 565 Account No 10661879 with your surname.

We will meet at Edible Garden at 8.30am.

Many thanks

Helen Spencer - 0428 666 703 or ghspen@bigpond.net.au

~ THE EDIBLE GARDEN CAFÉ / RESTAURANT ~

Summerland Sports & Classic Car Club
Breakfast Menu Sunday 20th August 2023

\$27.50 per person

- **brekkie stack on pumpkin sourdough**
✓ baby spinach ✓ roasted balsamic tomatoes ✓ rindless middle bacon rashers ✓ soft fried free range scrubby gully egg ✓ creamy hollandaise sauce
- **bangers & eggs**
✓ 2 gourmet pork, apple & sultana sausages ✓ 2 soft fried free range scrubby gully eggs ✓ roasted vine ripened tomatoes ✓ homemade boston baked beans & toasted organic vienna sourdough
- **canadian pancakes**
✓ 3 light & fluffy buttermilk pancakes ✓ maple syrup ✓ rindless middle bacon rashers ✓ fresh seasonal fruits ✓ whipped cream
- **caprese breakfast bruschetta on vienna sourdough**
✓ haloumi ✓ roasted heirloom tomatoes ✓ avocado ✓ reduced balsamic glaze ✓ extra virgin olive oil
- **hearty savoury beef on sourdough**
✓ full of flavours lean beef mince ✓ toasted organic pumpkin sourdough ✓ baby spinach ✓ grated vintage cheese ✓ free range scrubby gully soft fried egg

Includes Coffee / Tea & Juice

KYOGLE MOTOR VEHICLE CLUB
PRESENTS



SHOW 'N' SHINE & SWAP MEET

KYOGLE SHOW GROUNDS

PLENTY OF PARKING AVAILABLE / CAMPING IS AVAILABLE

SUNDAY 3RD SEPTEMBER, 2023

GATES OPEN 9AM

OPEN TO ALL CAR AND BIKE ENTHUSIASTS

REGISTRATION: \$5 PER CAR/BIKE

TROPHIES TO BE WON

FOR MORE INFORMATION CONTACT

CRISTY ON 0427 443 193



\$5 ENTRY/ KIDS FREE

SWAP MEET INFO

WHATS ON

- FOOD VANS
- COFFEE VAN
- LIVE MUSIC
- ONSITE BAR
- JUMPING CASTLE
- FACE PAINTING
- ICE CREAM

\$10 PER STALL /MARKET
- NO POWER
(3X3M - INSURANCE
INC)

PREBOOK BY 25TH AUGUST 2023

PROUDLY
SPONSORED BY



Richard Swinton is organising SS&CCC Members who wish to attend—please liaise with Richard on 0410 225 204 or by email richard.swinton@gmail.com

COFFEE RUN to “ANNIE’S COUNTRY BAKERY” at MODANVILLE

Wednesday 9 th August 2023.

We will meet at the Workers Sports Club, Goonellabah at 9.00am for a 9.15am departure.

Written directions for the route will be provided on the day.

Contact for the day :- Barry Granatelli 0414 817 223

COFFEE RUN—WEDNESDAY, 13TH SEPTEMBER

Morning tea at Summerland Farm, Wardell Road, Alstonville.

Meet at Goonellabah Sports Club 9.15am to depart 9.30am.

Contact Jeff Snow 0413 318 552

SUNDAY LUNCH RUN TO LAWRENCE—SUNDAY, 17TH SEPTEMBER

We will depart the John Crowther carpark in Lismore. Meet 8.45am to depart 9am.

Our first stop will be Rappville Pub for morning tea at 10am. We will then depart the pub at 11am and head to the Lawrence Tavern for lunch at 12 midday.

After lunch we will visit the Lawrence Museum. The Museum will arrange for our Clubs’ vehicles to be parked in front of the Museum on display for the afternoon, the Museum is open 1pm to 4pm.

Your trip home can be either the same route we took to Lawrence or you can take the ferry across and come home via the highway.

Contact Jeff Snow 0413 318 552

CRAMS FARM LUNCH RUN—SUNDAY 15 OCTOBER 2023

We will meet at 9.00am at the Goonellabah Sports Club for departure at 9.15am.

We will drive to Burringbar for a morning tea at Tweed Valley Whey Farmhouse Cheeses.

Tea/coffee and scones are \$12 per head. Please pay individually.

We will depart Burringbar for a short observation run on our way to beautiful Cram’s Farm Reserve at Doon Doon to the west of Uki.

Directions will be provided.

At Cram’s Farm Reserve we will have a BYO Barbeque lunch. There are lots of BBQs and room under a huge shelter if needed, depending on the weather. Tables and benches are also plentiful. So, you really only need to bring your food and knives, forks and plates. And decide who will do the cooking.

We have invited the Queensland Peugeot Club to join us from Burringbar.

Contact: Gayl McKay on 0407 181 482



OTHER COMING EVENTS & INVITATIONS — NOT SS&CCC EVENTS—USE LOGBOOK

Original artwork by Jacinta Lithgow

LISMORE SWAP MEET

Sunday, 20 August
Lismore Showgrounds
Gates open 6:00am

BORDERLINE STREET RODDERS
STREET RODDERS Inc.
Proudly supporting local service organisations

- Stallholders' camping available
- All car, bike, vintage and collectables welcome
- Trade stands welcome
- Display vehicles at organiser's discretion (free entry for driver with display vehicle)
 - Outside swap site \$10
 - Undercover swap site \$15
 - General admission \$4
 - Children under 12 free
 - Plenty of food and drinks available (catering rights reserved)

For bookings please call:
Peter 0417 324 649

A Borderline Street Rodders Annual Event

Grafton Vintage Motor Vehicle Club

MOTORFEST 23

Sunday, 27th August 2023

Cars, Trucks, Motorcycles, etc

FEATURED MARQUE: JAPANESE VEHICLES



Jabour Park, Minden Street, South Grafton

Camping, All day entertainment, Markets.

Judging from 9am to 11am

Entry Fee \$5 for any Vehicle

Spectators – Gold Coin Donation



Major Sponsor



RECENT EVENTS

COFFEE RUN TO BALLINA—12th JULY 2023

Our Coffee event to Dinner is Served in Ballina was very successful, with 29 members attending.

Most of us met at Worker’s Goonellabah Sports Club. From there we drove on the newly opened extension of Oliver Avenue before entering the Bruxner Highway. The new section is very impressive.

From there we travelled to Wollongbar where some members joined us at the park on Rifle Range Road. Then we drove through Tuckombil, Tintenbar and Cumbalum before reaching our destination on North Creek Road. There we met up with more members.

We enjoyed coffee, tea and a delicious variety of cakes and slices. The welcoming staff had set up tables and seating for us outside on the lawn. It was a lovely morning.

Shilpi, who is the Director & Event Manager at Dinner is Served, was very grateful for our support.

Helen Spencer



CHRISTMAS IN JULY—SUNDAY 16th JULY 2023

Shirley and I would like to thank everyone for making the day such a memorable one. As usual, we had a great turnout of people with all their beautiful cars, I don't mind saying they turned a few heads at both venues, they are such a credit to all of you.



Firstly to Windara for morning tea of Christmas Cake with custard and cream and rumballs. A great start for our celebrations. After morning tea many purchases were made at the nursery—as Jim says plants arriving at our house have a very short lifespan.

A nice drive to Rappville for our Christmas lunch and as usual Lisa and her staff provided us with a lovely lunch served in great surroundings a credit to them as they are currently having chef problems. Many thanks to Bob, Jenny and Rudy - your lovely contributions as usual made many people very happy.

All the men were seen to be looking at engines and admiring each other's cars.

With full tummies and big smiles we all made our way home.

Barb Hodgson



COMMERCIAL HOTEL RAPPVILLE



BRUNCH AT LA BARACCA, LISMORE—SATURDAY 22nd JULY 2023

Kustoms of Australia—Gold Coast Car Club, who are based at Mudgeeraba, contacted our Club to arrange a run down to Lismore to meet up and offer some support to the flood affected community.

It was a beautiful sunny day and we had an amazing turn out of lovely cars from Kustoms, North Coast Street Machines and Summerland Sports & Classic Car Club with over 50 people lining up for coffee and brunch at La Baracca, who now occupy the old Rous Hotel in Zadoc Street, Lismore. The staff did an excellent job of serving such a big crowd, and everyone enjoyed chatting and admiring the beautiful vehicles. A lovely gift basket of local produce was raffled with the proceeds to be donated to the local PCYC.



A night at the Royal Automobile Club, Pall Mall, London Natasha McIntosh-Berry

London is well known for its clubs, with exclusive access for members, into a realm of the well-connected, well-dressed and well-heeled. The Royal Automobile Club (RAC) was founded in 1897 by motoring pioneers and has two magnificent clubhouses, in London and Epsom. They offer first-class facilities and a busy programme of sports, events and other activities to our members and their families.

The RAC 'clubhouse' on Pall Mall is demanding: entry is conditional upon wearing a jacket and tie and there are refusals. But once inside, you can smell the petrol fumes behind the distinguished air. The doors open to a central atrium, with the 1963 Brabham BT7 Grand Prix car in pride of place (though the longer, slimmer car with lightweight transaxle and modified rear suspension with lateral link and wishbone inverted from the previous model only won a year later in 1964).

The display models are on rotation from the Club's Heritage Collection.

Continue onwards and the hallway signs demand no phone



conversations as you appreciate friends and nearby artwork on the walls, such as the Aston Martin DBR1 en route to victory at 24 hours of Le Mans in 1959, and E Type Jaguar. The artist, Andrew Hill, has an interesting biography, as a designer for both Aston Martin and Jaguar Land Rover.



**Brabham BT7
Grand Prix Car
1963**

The Brabham BT7 was designed by Gordon Murray for the global Formula 1 season of 1963, 1964, 1965, and 1966. It was the first British open-wheel car. This car is Brabham's second Grand Prix design - the first being the Brabham BT6 which won the 1962 British Grand Prix. It is the first of a series of cars designed by Murray for the RAC's collection. The car was designed in 1962 and built in 1963. It was the first of a series of cars designed by Murray for the RAC's collection. The car was designed in 1962 and built in 1963. It was the first of a series of cars designed by Murray for the RAC's collection.

Only one other example of this design was constructed in 1963, that one was built for Peter Brabham by the Brabham family. It was the second of two cars, the first being the Brabham BT6. The BT7 was built by the Brabham family. It was the second of two cars, the first being the Brabham BT6. The BT7 was built by the Brabham family. It was the second of two cars, the first being the Brabham BT6.

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Number of cylinders: 10	Top speed: 145.5
Power output: 250 hp	Top speed: 100 mph

On loan courtesy of Mr. James King from Tuesday 4 July to Monday 12 July
Further information is available from the Club by 020 7611 0100 or 11-11-11 (11-11-11)

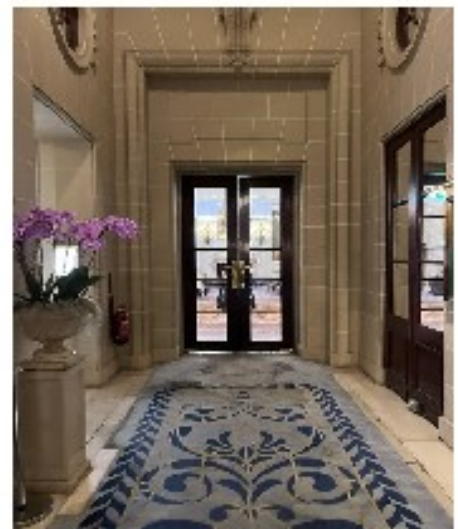
Displayed by the club noticeboards is a beautiful distraction from the fixture results: what I think is a Norton Atlas motorcycle.

Produced between 1962-1968 with a 745cc air-cooled twin engine and precursor to the Norton Commando.

Through the double doors is the lounge with a humidor containing Cuban cigars. Bizarrely, the only place to smoke them is under one specific gazebo. Exiting the lounge to the left, is the beautiful rear garden with tables for al fresco

dining and an Aperol spritz bar (it's summer time in London). The garden is an oasis amongst the hustle and bustle of central London. Finally, dare a turn past the toilet facilities and the window inside the toilets is spectacular. With a bold red, white and blue design, featuring gear mechanisms in the club's logo.

But you don't have to love cars to appreciate everything the club has to offer. There's also a gym, Turkish baths, squash courts, treatment rooms and the full-sized swimming pool. The bedroom was great by London standards, with a view of treetops and Buckingham Palace. I don't need the fancy dress code but I just wanted to know when will Summerland car club offer such delights to members?



Two interesting articles submitted by Peter Burley

EVOLUTION

THE SUBJECT HAS BEEN BUILDING momentum for a number of years, but now it has entered the mainstream. Synthetic fuel, or efuel as it is also known, is no longer a niche subject. With Porsche one of the first car manufacturers to commit and invest in efuel development, evo has visited its pilot production facility in Chile to see first-hand how this type of alternative fuel could play a large role in the internal combustion engine's future.

- To recap, efuel is a gasoline that's made entirely from clean energy and can be used in any internal combustion engine, with no modifications needed. It requires no mining of fossils to make but instead removes CO₂ from the atmosphere during its manufacture, hence why Porsche refers to it as a 'virtually carbon neutral' fuel. ●

It's made by splitting the hydrogen from the oxygen you get in plain old water (H₂O) using a machine called an electrolyser. Ideally this should be powered entirely by renewable energy, which at the plant in southernmost Chili means a Siemens turbine harnessing the consistently strong wind.

This hydrogen is then mixed with CO₂ that's extracted from the air by a radical (and for the time being expensive) new process called 'air capture technology' to create e-methanol. This e-methanol then goes through a final process called MTG (methanol to gasoline), at the end of which raw 93-octane fuel is produced. This can then be brought up to higher octane ratings with additives.

As it stands, efuel costs a ludicrous amount of money to manufacture, so the current notional price of between \$18-22 per litre is largely misleading. It could cost a tenth of this once (or if) its production is scaled up to an industrial level, claims Porsche. And the

key difference between Porsche's efuel and other synthetic and biomass fuels is that, according to its maker, it can be scaled up to be produced and distributed on an industrial level much more quickly.

In truth, the idea behind Porsche's involvement with efuel is not to manufacture or sell it – Porsche makes and sells cars, not fuels – but to encourage its production and distribution. Essentially all Porsche wants to say is: look folks, we can't afford to ignore this technology any longer because for the next 15-20 years at least, the internal combustion engine is here to stay, like it or not. And right now the infrastructure for widespread electrification is not there globally, and won't be there realistically for at least another decade, possibly longer, which means there's a huge time gap that needs plugging if we're truly going to become a carbon-neutral world by 2050.

- * Indeed, recent estimates suggest that over a billion ICE vehicles will still be on our roads by 2030, and they will still require fuel to run on – but if they are powered by efuel rather than conventional gasoline then far, far less CO₂ will end up in the atmosphere as a result of their use. ●

In fundamental terms, the efuel that's being made in Chile has little to do with Porsche. Instead it's being developed and mostly bankrolled by the same energy companies that have made billions in profits over the years making conventional fuels. The main financial stake in the Porsche plant (which is, in fact, owned by Highly Innovative Fuels Global – HIF) has been put up by a Chilean mining company called Andes Mining & Energy, while by far the most expensive and complex piece of technology within the plant itself – the MTG system – is provided by ExxonMobil.

EVOLUTION

ExxonMobil developed its MTG technology to convert flare gas at its refineries in New Zealand in the 1980s, but then abandoned the tech soon afterwards because it was deemed uneconomical at the time. Back then, Exxon developed lots of technologies to help compensate for the harmful emissions it knew its refineries were churning out but then buried them due to economic reasons. Now, however, MTG has been fired back up again to help HIF and Porsche generate efuel.

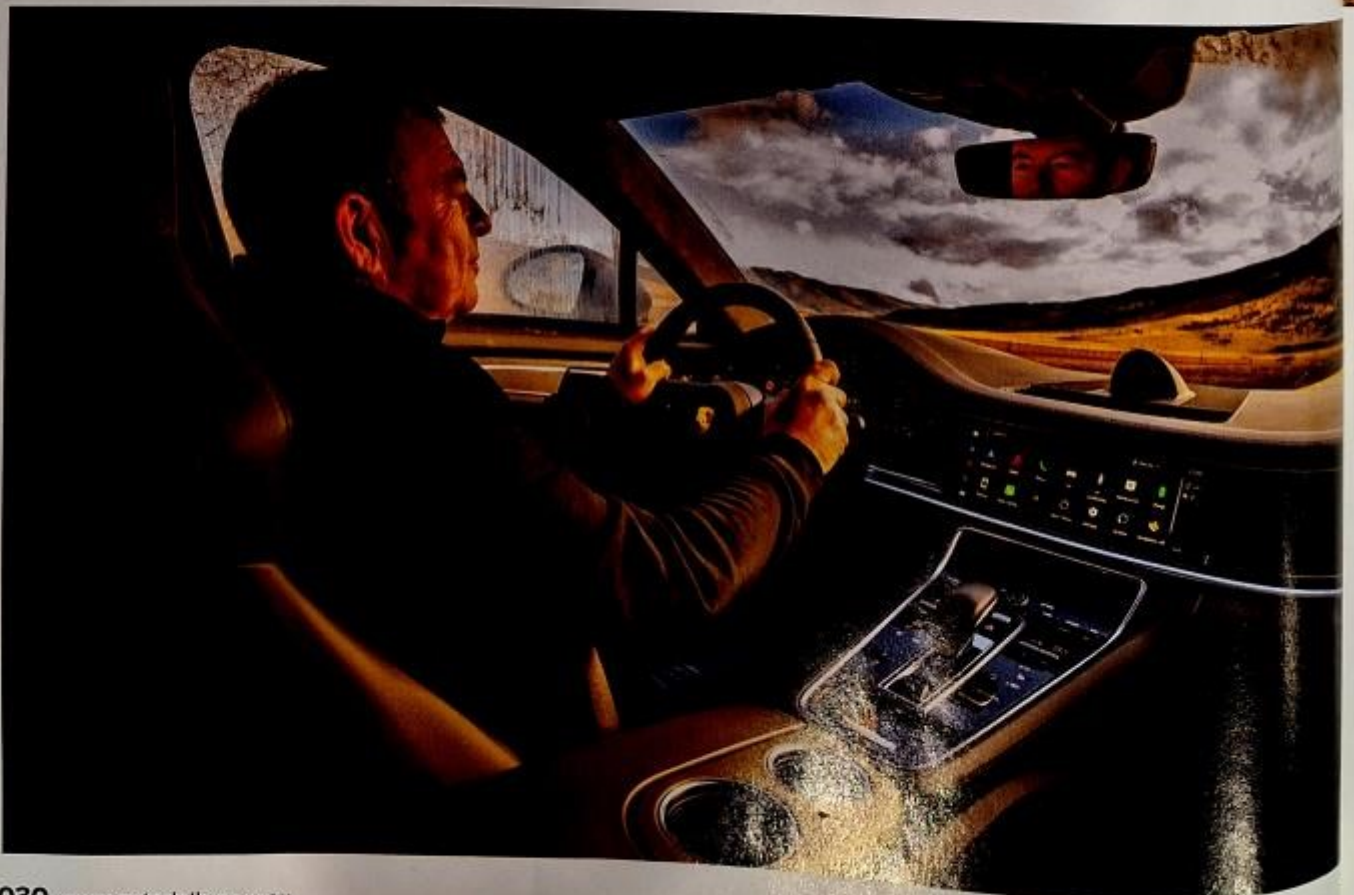
Yet whoever makes it, and whichever companies end up earning the most money out of it, efuel surely has to be embraced as good thing overall? You'd certainly think so, given that it pulls almost as much CO₂ out of the atmosphere during its manufacture as whatever vehicle it runs then puts back in when driven. The Panamera Turbo S we tried it in drove exactly the same on efuel as it did on the conventional unleaded it was topped up with the next day.

And in case you're still wondering, it's not what comes out of the tailpipes that's the problem. Ultimately an ICE vehicle will emit the same amount of CO₂ running on efuel as it will on traditional fuel, and it'll consume the same amount of fuel, says Porsche. But the creation of the fuel in the first place is where we're all going wrong, and synthetic fuels, or

other fuels – they all end up with a broader, simpler result – are by far the simplest, most convenient, and therefore most realistic answer to our climate problems in the short- to mid-term. And for enthusiasts efuels could be a far longer-term solution – if they really take off, they could be usable and affordable virtually forever.

But will that fuel be there only for legacy ICE vehicles or for new ones too? That's a scenario that's still panning out thanks to efuel's acceptance, or otherwise, by politicians. Some of the world's lawmakers seem genuinely to want to do the right thing, but others want merely to be seen to be doing the right thing, while inevitably there are those who are just looking out for number one. Same old story, in other words, but the potential of efuel to make a real difference is almost entirely in their hands.

At the moment the UK government's stance is resolutely against the use of efuels beyond 2030 in ICE vehicles. However, in a Transport Select Committee meeting that took place on March 2, the government's advisers 'strongly recommended' that efuels should be considered for use in ICE vehicles beyond 2030, and not just for passenger vehicles but planes too. Haulage and shipping, on the other hand, may require a hybrid solution,





Will the fuel be available only for legacy ICE vehicles or for new ones too?

Above and top left: Porsche's Haru Oni plant in Chile, and its very first drops of e-fuel, produced on 20 December 2022. **Left:** our man Sutcliffe puts the fuel to the test in a Panamera Turbo S.

they noted, because these can't just be addressed with e-fuel alone. All of which makes good sense and would appear to suggest that, if it actually listens to its advisers, the UK government could yet see the light and approve the use of e-fuels post 2030. Maybe.

✦ In Europe, meanwhile, on March 7, the EU was supposed to rubberstamp a law banning the sale of new ICE vehicles beyond 2035, but at the eleventh hour the vote was postponed, the voting committee merely noting that it would return to the topic 'in due time'. A week before this, the German transport minister Volker Wissing stated publicly that Germany would not approve the ban on ICE vehicles unless a clause was introduced allowing an exemption for those "powered by climate-friendly e-fuels". Immediately after the vote was postponed, his counterpart at the Italian transport ministry said he welcomed the postponement, stating that vehicles running on renewable fuels should be considered as "an equally clean option" alongside electric vehicles. Poland, Bulgaria and the Czech Republic also came out in support of the movement. •

On the other hand, Germany's environment ministry and its increasingly powerful green party said that Germany should not stand

in the way of the 2035 all-out ban on ICE vehicles. Even more confusingly, Audi's chief executive Markus Duesmann stated that not reaching a final decision on the 2035 ban "would be fatal for the car industry." He said: "Audi has made a clear decision; we are phasing out the internal combustion engine in 2033 because the battery electric vehicle is the most efficient method for individual mobility." BMW has a similar attitude and doesn't seem convinced by e-fuels either, nor does VW publicly.

But by the end of March, Wissing had got his way, and an agreement was reached with Brussels to allow vehicles with internal combustion engines that run on CO₂-neutral fuels to still be registered in the EU after 2035. Any such vehicles would need to be fitted with systems to prevent them running on traditional fossil fuels.

The move will be an added incentive to get e-fuels scaled up as quickly as possible, and hopefully in use on a global scale, replacing fossil fuels in as many ICE vehicles as possible – new and old – as soon as possible. Which has to be a good thing. After all, e-fuels have to be an awful lot better for the planet than doing nothing, and hoping, for the next 10-20 years.

THE REAL DEAL

The Bathurst 12 Hour - why you should go

Peter Burley

It could be the high pitched shriek of the Ferrari 458; the hoggish grunt of the speed boat-like Mercedes SLS or the quiet business-like turbo gurgle of the Nismo GTR and McLaren 12c that is so compelling... however, it's very much about a burgeoning field of 55 cars covering a number of classes with 30 in the outright GT3 category against 20 in the V8's that really gets you in!

There's a wide array of the world's finest GT3 drivers mixed with some of the best Aussie touring car drivers - not to mention the machine-like precision of world-re-

nowned works teams in action, such as Audi and Nismo. And the spectacle and excitement of an early grey dawn with the car lights dancing through the trees on top of the mountain, and then exploding out of the chase as the field thunders down Conrod into Murrays at the end of lap 1 is truly a sight to behold!

There's also a reduced crowd of real enthusiasts - allowing easy pit entry and access to all the viewing points around

the circuit plus a full three days at the mountain watching a variety of categories. And, there are 'real cars!' The GT3 is based on the road versions, yes with a number of modifications but much more like the cars you and I can buy (unlike the V8's). These cars, although having less power are significantly faster than V8's.



Then there's the added bonus of up to a week away with your club mates! Driving there and back on some fabulous country 'driving' roads, through many wonderful towns like Armidale, Tamworth, Mudgee and

Solala, you get to traverse some of Australia's best farming countryside. This includes the panoramic vistas of vast rolling plains as well as distant mountains, all the while taking in cattle and sheep country, via the rich black soil of the Liverpool Plains to the equine, horticultural and grape growing vineyards of the Hunter Valley.

Plus you get to stay in beautifully restored Bathurst housing. Our last abode featured an expansive kitchen and en-





leisure area, with beautifully polished floors, flat screen TV and a reading deck with extensive views across Bathurst and Lithgow. Then if you're lucky, you have your own

MKR (My Kitchen Rules) type chefs on duty – ours included, Ray with his wide range of exotic foods and Rob, with his expertise at making delicious bruschetta. In 2015, there is an even more tantalising prospect - Mark Webber in a factory Porsche, 2 factory entered Nissan R35 GTR's... and even rumour of Ferrari entering a 'works' team of 458's.

AND, there's a choice of driving dates:

Option 1: Leaving Wednesday with an overnight stay in Tamworth, returning Monday - staying overnight in the beautiful city of Armidale before finally heading home via the fabulous driving roads along the Waterfall Way (ask Greg Tymms or Denis Weisz about this).

Option 2: Leaving early Thursday, via the Newell Highway to Coonabarabran then onto Bathurst and a one day trip home on the Monday.



If you're a car or racing enthusiast, you just have to see and experience the Bathurst 12 Hour for yourself – and it is even better if you go along with club friends. I hope to see you there in 2015! And, in breaking news – received as this edition goes to print: a British-based team has announced they will be entering a team consisting of 2 BMW Z4 GT3's in the 2015 race... do I need to

say anything more?

I suggest you contact Denis Weisz as soon as possible to secure accommodation in one of the three houses that the Club has booked for next year to ensure that you not miss this amazing opportunity



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Please remember to support our generous Club Sponsors whenever you can. Their sponsorship assists our Club to cover costs which enables us to keep Membership fees reasonable. TELL THEM YOU ARE FROM SS&CCC.

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Alstonville Automotive Services can also manufacture stainless steel, copper zinc or OE Style brake and fuel pipes and hard lines.



Summerland Sports and Classic Car Club - 2023 Club Calendar Runs

Date	Type	Destination	Organiser	Notes
2/8/23	Meeting	Lismore Workers Sports Club, Goonellabah	Julie Snow	Dinner from 6pm, meeting <u>7.00pm</u>
9/8/23	Coffee run	To Annies Country Bakery, Modanville	Barry Granatelli	Details Page 11
20/8/23	Sunday run	Breakfast at Edible Garden	Helen Spencer	Details Page 9
3/9/23	Show n Shine	KMVC—Kyogle Show n Shine & Swap Meet		Details Page 10
6/9/23	Meeting	Lismore Workers Sports Club, Goonellabah	Julie Snow	Dinner from 6pm, meeting reverts to <u>7.30pm</u>
13/9/23	Coffee Run	To Summerland Farm, Alstonville	Jeff Snow	Details Page 11
17/9/23	Sunday run	To Rappville & Lawrence	Jeff Snow	Details Page 11
10/9/23— 23/9/23	Two week Road trip	Hebel, Lightning Ridge, Cobar, Broken Hill , Dubbo, Moree	Mike McIntosh	Details provided by emails in September & October 2022
4/10/23	Meeting	Lismore Workers Sports Club, Goonellabah	Julie Snow	Dinner from 6pm, meeting reverts to <u>7.30pm</u>
11/10/23	Coffee run	TBA		
15/10/23	Sunday run	To Burringbar and Crams Farm, Doon Doon	Gayl McKay	Details Page 11
1/11/23	Meeting	Lismore Workers Sports Club, Goonellabah	Julie Snow	Dinner from 6pm, meeting at <u>7.30pm</u>

Kathy's Fruit Slice Recipe – provided by Rod Johnston

1 packet Morning Coffee (or Milk Arrowroot) biscuits crushed

½ cup sultanas

½ cup fruit medley

½ cup crushed nuts

1 tin condensed milk

2 ½ tablespoons golden syrup

2 ½ tablespoons butter

1 Tablespoon of coconut

Combine first group of dry ingredients together in a bowl.

Melt together 'wet' ingredients in microwave or on stove top. Stir together to form 'caramel sauce'.

Stir 'sauce' into dry ingredients.

Grease a tin and sprinkle with coconut.

Press mixture into tin and top with coconut.

Place in frig. Cut into squares to serve.

*Note from Rod "what I do with the quantities is put a bit more butter and golden syrup in so it's not too dry when mixing, it works ok for me"

CLUB PLATE UPDATE

In order to be sure that our records are up to date, in 2023 we are requesting that Members who presently have vehicles on Historic Vehicle Registration (Club Plates) to please confirm their vehicle details on the form below .

Please return your completed form :-

By handing to the Secretary or Registrar

or

Posting to:- PO Box 761, LISMORE 2480.

or

Emailing to:- summerlandssportscarsclub@gmail.com

Name : _____ Date : _____

* Please delete 'H or J' which ever is not applicable to this vehicle.

Vehicle Details

Registered Number : _ _ _ _ _ H or J *

Make & Model: _____ Year: _____

Vehicle Details

Registered Number : _ _ _ _ _ H or J *

Make & Model: _____ Year: _____

Vehicle Details

Registered Number : _ _ _ _ _ H or J *

Make & Model: _____ Year: _____

Vehicle Details

Registered Number : _ _ _ _ _ H or J *

Make & Model: _____ Year: _____

Please include only details of the vehicles that you currently own. Vehicles not listed above, which may appear on Club records against your name will be considered "no longer in your possession". We will also assume that you have returned the registration plates to RMS.