

- When we can go rallying again
- Magazine deadline August 18

SOCIAL DISTANCING

EDITION #4

SOME THINGS HAVEN'T CHANGED IN 356 YEARS

'The taverns are fair full of gadabouts making merry this eve. And though I may press my face against the window like an urchin at a confectioner's, I am tempted not by the sweetmeats within. A dram in exchange for the pox is an ill bargain indeed.'

- Samuel Pepys, 1664



Medical staff at a pop-up COVID-19 testing clinic, perform tests on drivers on in the Sydney suburb of Casula, Australia. (Getty)

Turn the page to read about;

- | | |
|---------------------------------------|---|
| • Cancellation of July meeting | • Workshop Tales |
| • Sheep Station Flyer | • Tallangatta Drive (setting my first ever) |
| • The Shoalhaven Shuffle Flyer update | • The RedeX Lubrocharger |
| • Alpine Classic Flyer | • Memories of Bathurst 1969 |
| • Notice Board—Classifieds | • Tallangatta Drive Results |

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JOHN'S JULY JABBER

Hi Everyone, I wish you all good health and happiness in these pandemic times, what a wired and stuffed up time we live in at the moment. Just when you think we are about to get on top of things, it hits the fan again and

we look like starting over with restrictions with the second wave hitting us. I seem to remember in my younger surfer days the second wave usually came in the big set out the back. It would pick you up and dump you good and proper filling your budgie smugglers up with sand making them look like you were hiding a little nugget in them, not very nice to impress the surfer chicks. Well this Corona Virus is not impressing anyone at the moment either.

Our thoughts are especially with our southern neighbours from Victoria. We wish you all the best with your lockdowns, restrictions and border crossings and we hope NSW isn't heading in the same direction. We should be thankful we don't live in some of those overseas countries where the Covid -19 virus is out of control and not being managed that well. It has certainly stuffed up a lot of us planning our overseas trips and cruises hasn't it? Laurie Garth from Queensland has been planning his Cobb and Co rally for months and was relying on a lot of his entries from the HRA in Victoria and HRC here in Sydney and was scheduled for the same weekend as our sheep Station Rally, which clashed as he never officially approached or included the CRC in his planning. Some of us were considering travelling up there to compete. Unfortunately, due to border closures and the ban on Victorians has left him no option but to reschedule to a new unknown date, at this stage for 2021.

At the time of me writing this up for the magazine deadline I have had no word back from the Denistone Bowling Club if we can attend there for our July meeting. With the restrictions constantly changing, hopefully we will have a decision before

going to press and we will be able to fit in a Stop Press in the Magazine, but we will be posting on Facebook and sending out emails to let you all know. Hopefully it's a goer but don't be surprised if it's not. However, at this stage, at time of me writing this we are still on track for our first post Covid CRC rally The Sheep Station, on the 30th August, so now is the time to get your entry off to Jonathan Mansell to show you intentions. As things are changing daily we are hopeful our calendar stays in place, with Tony Norman's rally in September and the Alpine in October. Chris has done another great job last month with Rally Directions, especially when we haven't had any events to write up. Two member profiles about their cars and CRC experiences made great reading, thanks to Bob and Jane Morey and Carol and Gerry Both for your input. I'm working on a feature of one of my cars, how about you all put something together and get it off to Editor Chris. I'm also enjoying some of the past history of rallying, mostly highlighting our Rally Legends and members with their achievements from back in the day. Some of the old advertisements are a bit of a worry though. I tried using the car's exhaust to clean cushions as per the ad on page 17, connecting up a hose to the exhaust pipe of my car and let the engine idle. It's supposed to allow the exhaust gases to pass through the device so suction is created to suck up dust and dirt, well after I woke up in the ambulance from passing out and being resuscitated, the ambo said that's what they invented vacuum cleaners for and they would be a lot safer. So don't try this at home folks, it's false advertising, and by the way the advert for the Keep Baby Safe with a Lull-a-By Baby Car Hammock, I just found another use for mine to hold my helmets in the rally car. Don't believe everything you read in the press, it may not be true. Although I have been told everything on Facebook is true, just off to have another puff on my new ventilator.

I need to thank Mike Batten, Arthur Evans and now Peter Jakrot for keeping up and continuing on with the desk top rallies, which have been well received by a good number of our folk including some drivers getting in on the act. They have been run in conjunction with the HRA and HRC providing

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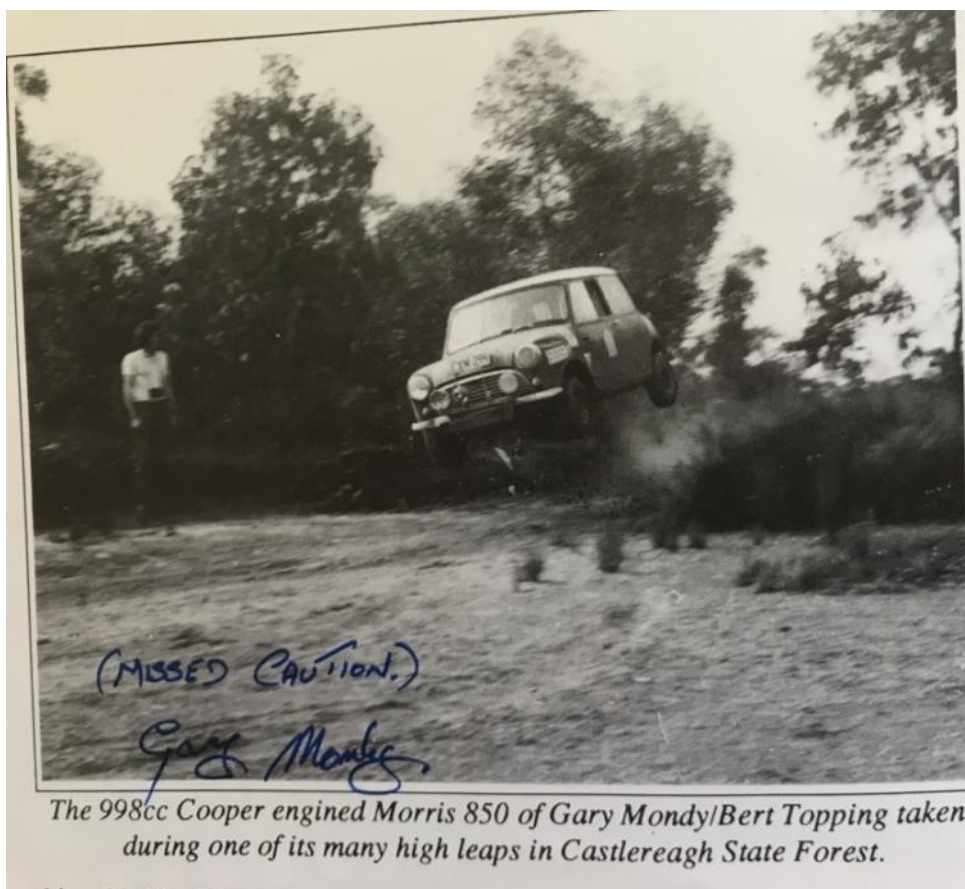
competition between States and Clubs. It has helped keep some of our navigators involved and entertained and has been a help with learning and an improvement exercise for others. Some good news sees our Don Dux AKA "The Driver", home and improving health wise from his stroke and his stays in Brisbane and Toowoomba Hospitals. Great news for Heather AKA now as "The Nurse", to have him home and on the mend. On a sadder note there was a strong continuant from the CRC of past Mini Car Club members to farewell Gary Mondy, who passed away from a massive stroke on the 23 June. It was a well-attended send off for Gary and celebration of his life. He was a great rally peddler of the Mini in his day.

Our Victorian HRA friends lost another great rally enthusiast this month as well,

Ted Perkins, known to a lot of us mainly through the COT. Ted succumbed to his long battle with cancer. Our thoughts and condolences are with all family and friends of these two great rally men.

Well that's about all I've got to say, except in the words of Forest Gump, " Life is like a box of chocolates, " Bye for this month.

JOHN COOPER
PRESIDENT



STOP PRESS

JULY GENERAL MEETING CANCELLED

Sorry, but due to the latest Covid-19 outbreaks around Sydney, the revised allowable enclosed area numbers for social distancing restrictions resulting from the spread of the second wave and with advice from the Denistone Bowling Club we feel it our responsibly not to proceed, unfortunately, with the July Meeting.

The Members well-being and safety is our priority for maintaining our health by reducing any possible chance to contract the virus. Let's hope for better times for holding our August meeting.

It is still planned at this stage to run the Sheep Station Rally entries are now open.

JOHN COOPER — President.



It's on again! (we hope)

This is the NOT TO BE MISSED rally of the year. As always the Sheep Station Rally is more than just a rally, it's about a great day out for club members and guests with unbelievable scenery and some great driving roads both sealed and unsealed. If you had fun at last year's event, you'll love this year even more.

We have moved from our usual 2nd weekend in August date to 30th August so that we don't cross up with other events that are of interest to Classic Rally Club members.

Continuing on our traditions from last year with do-able navigation, fantastic driving on many new roads, great food and a social atmosphere with lots of laughs. If you're thinking of stepping up from Tour to Apprentice level, this is definitely the rally to have a go. Once you go Apprentice, you won't go back!

In Masters and Apprentice, once again we will be using 1980's maps and the Navigators will be able to get their heads out of the maps and enjoy the drive also.

Tour and Social will have Route Instructions like last year with the added road signs, speed limits, cautions and navigational tulips to help with their route. There will be a mapped navigation section during the day with Tulip instructions for these classes to test their skills.

For all classes there will be some longish runs where the crews can settle in and enjoy the drive while keeping their average speed up. More than 80% of the Sheep Station Rally will be on previously un-used roads.

This year's event will be starting in Goulburn at a secret location with lunch once again in Dalton at the Public School. The afternoons sprint will head from Dalton over to Taralga where we will have afternoon tea and the rally post-mortem before heading off.

As always this rally is part of the CRC Championship and will be just over the 300 kilometre distance. There will be some unsealed roads in all classes but they are so good you'll not notice them.

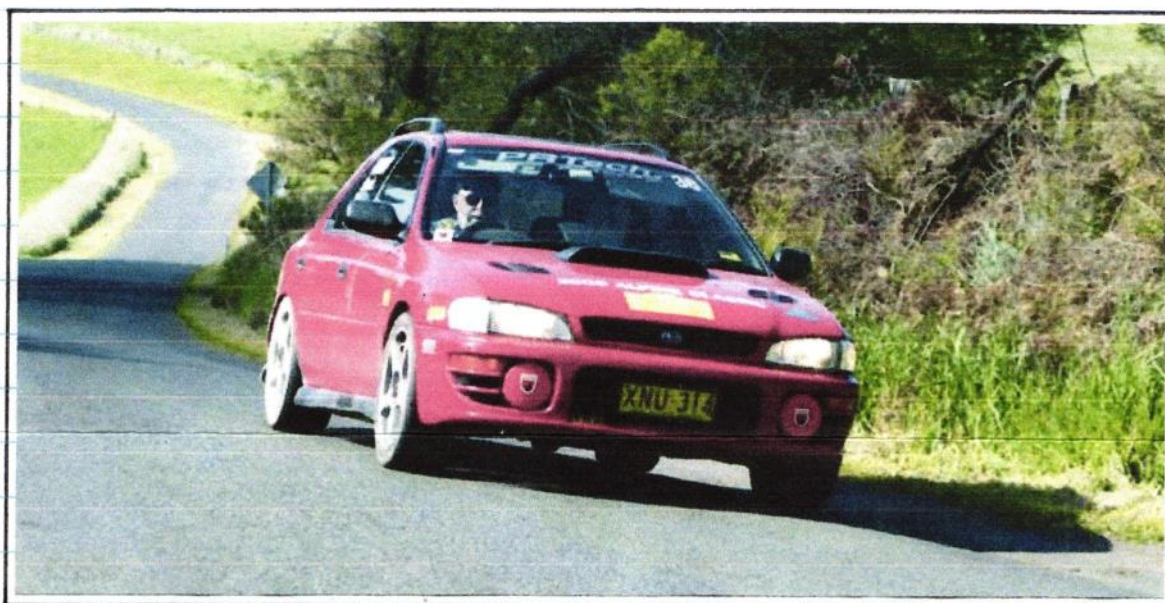
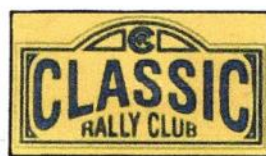
Keep an eye out for further details on the club website and club magazine.

Put it in your diary right now - 30th August 2020

Cheers

Tina & Jon Mansell





THE SHOALHAVEN SHUFFLE - SATURDAY 26th SEPT.

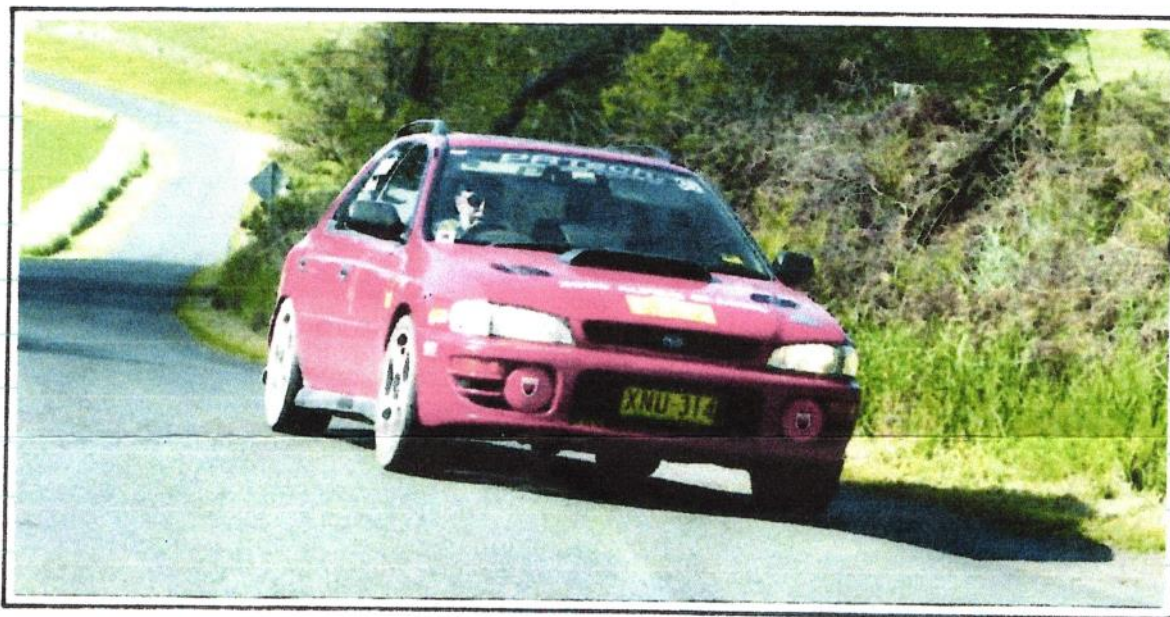
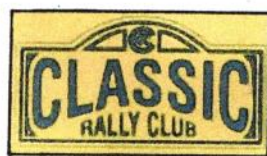
THE EVENT WILL START AT THE HUNGRY JACKS OUTLET LOCATED AT HAYWARDS BAY ON THE ILLAWARRA COAST, ABOUT A 90MIN DRIVE SOUTH OF SYDNEY. THE LUNCH STOP WILL BE IN BOMADERRY WITH THE FINISH IN THE SAME GENERAL AREA.

DIVISION 1 WILL, BY NECESSITY, INCLUDE SOME ROADS YOU WILL BE FAMILIAR WITH FROM LAST YEARS 'ESCARPMENT ESCAPE' BUT THE SCENERY IS STILL AS SPECTACULAR - A PARTICULAR BONUS.

DIVISION 2 WILL HEAD SOUTH OF NOWRA AFTER A CROSSING OF THE SHOALHAVEN RIVER AND THEN USING ROADS DOWN TOWARDS ST. GEORGES BASIN. IT IS HOPED THAT THE ROUTE WILL INCLUDE ROADS UNFAMILIAR TO MANY ENTRANTS.

IT IS ANTICIPATED THAT ENTRY FORMS AND SUPP. REGS WILL BE AVAILABLE ON THE CRC WEBSITE FROM ABOUT MID-AUGUST SUBJECT TO GETTING THE EVENT PERMIT FROM MOTORSPORT AUSTRALIA.

WILL KEEP YOU ALL UPDATED - TONY NORMAN. 0402 759 811



THE SHOALHAVEN SHUFFLE - SATURDAY 26th SEPT.

JULY UPDATE - POSSIBLE COVID-19 REQUIRMENTS

IN ACCORDANCE WITH MOTORSPORT AUSTRALIA CURRENT GUIDELINES THE FOLLOWING MAY APPLY TO THIS EVENT:

1. ALL ENTRANTS TO SIGN A 'DUAL OCCUPANT VEHICLE DECLARATION' ON THE DAY OF THE EVENT AND RETURN IT TO THE EVENT OFFICIALS PRIOR TO LEAVING THE START CONTROL. THIS MAY NOT APPLY IF BOTH CAR OCCUPANTS ARE FROM THE SAME HOUSEHOLD. MA TO ADVISE.
 2. ALL ENTRANTS MAY REQUIRE TO BE TEMPERATURE TESTED UPON ARRIVAL AT THE START LOCATION. MA ADVISE THA 37.9° CELSIUS IS THE CURRENT ACCEPTABLE THRESHOLD.
 3. ALL CREWS TO HAVE HAND SANITIZER AND ANTI-BACTERIAL WIPES IN THE VEHICLE. FREQUENT USE IS ENCOURAGED.
 4. AT THE START, LUNCH AND FINISH LOCATIONS ALL ENTRANTS MUST COMPLY WITH SOCIAL DISTANCING RULES AS THEY APPLY ON THE DATE OF THE EVENT.
 5. ALL ENTRANTS ARE ENCOURAGED TO DOWNLOAD THE COVIDSafe APP. THE ABOVE MAY CHANGE BETWEEN NOW AND THE EVENT DATE.
- IT IS ANTICIPATED THAT THE SUPPLEMENTARY REGULATIONS AND ENTRY FORM WILL BE APPROVED BY MA AND BE ON THE CRC WEBSITE BY MID-AUGUST. STAY TUNED FOR FURTHER UPDATES.

XXII ALPINE CLASSIC

17 - 18 OCTOBER, 2020

www.thealpineclassic.com.au



NOTICE BOARD



Volvo B20 engine and 140 series shed clearout:

1 X complete B20 B engine with factory alloy twin SU inlet manifold and extractors. Was running fine when removed from car. This is better for HP than the later 1 piece cast iron heated manifold set-up.

Will separate manifolds if desired, and sell engine bare of manifolds, or inlet manifold and extractors separately.

1 X clean and ready for usage, bare B20F cylinder head, no valves. Injection ports have been plugged with screw in plugs (reversible). This is one of the heads that takes the larger 1.72 " inlet valves, as used on the highest power Volvo B20 engines. A clean/good set of rockers and shaft also available.

4 X steel 164 model rims in good condition. Currently fitted with rally tyres. These wheels are 5.5 inches wide, so are wider than 142 or 144 stock wheels but are of the same general appearance and bolt straight on. These are hard to find now.

Other stuff- front guards from 144 model, front grille, ignition distributors, near new ignition leads, ignition coils.

Best offers, any offers? Parts are in Sydney, 5 minutes from CRC meetings.

Tony Kanak 0419 233494



Cancelled Meetings

July meeting cancelled



Subject: Hard to get Plugs, Points, etc for Classics

Hello. Thought your members might be interested in my listings for Classic Spark Plugs, Points, Condensers, etc. These are new items uncovered in the parts room of a 1950's garage that I have taken over. Hope this is of interest.

Regards. Lewis Crump Bowen Qld

<https://www.gumtree.com.au/s-ad/whitsundays/engine-engine-parts-transmission/spark-plug-clearance-champion-bosch-ngk-popular-classic-inc-m-c/1251330926>

<https://www.gumtree.com.au/s-ad/whitsundays/engine-engine-parts-transmission/ignition-contact-breaker-points-vintage-classic-old-packaged-stock/1251346326>

<https://www.gumtree.com.au/s-ad/whitsundays/engine-engine-parts-transmission/ignition-rotors-condensers-modules-vintage-classic-old-boxed-stock/1251349783>

WORKSHOP TALES

Miscellaneous tune-up notes: new spark plug cables, what could go wrong?

Classic vehicles, well most of them, rely on an ignition distributor, coil and spark plug cables to get the high voltage to the spark plugs to fire. Two stroke engines, and modern coil on plug ignitions don't have a distributor, or typically- spark plug cables that you can see or replace.

So tuning up old school classic vehicle equipped with either points or electronically triggered ignition, that still use a distributor to send the voltage where it needs to go and when is a skill modern mechanics may not have....

Now the spark plug cables have no moving parts, so what could go wrong? Well for a start, near bullet-proof simple wire leads have been generally unobtainable for many years, principally because of interference to other electronic systems. Supposedly this problem includes risk to people on the footpath with cardiac pacemakers....

Earlier, in the 1970s the electronic interference solution for many vehicle makers, was to use carbon suppression spark plug cables. Unkindly called carbon string cables these work well enough to quiet static on an AM radio. (Younger readers may be surprised to learn that AM radio stations still exist).

European manufacturers seemed to doubt the long-term performance of these early carbon based and wire-free, and cheap conductors, so they preferred ignition interference suppression from resistance placed at the end of the spark plug cable, resistor spark plugs (with an in-built resistor) and even resistance in the rotor inside the distributor. Technically the objective of installing such resistance was to "silence" the post discharge ringing characteristic of the Kettering inductive

battery coil ignition. This was the source of much, but not all of the static on the radio. There is a lot more that could be discussed about this subject, but not here and now.

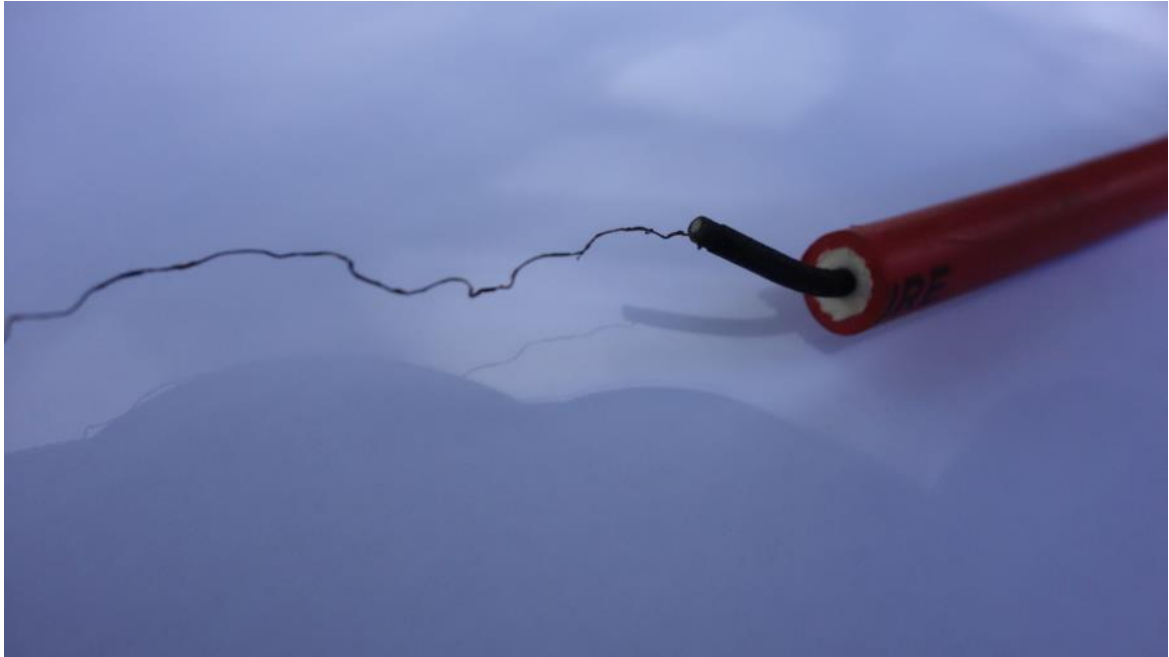
That is because the technical details behind this engineering don't matter much to the classic vehicles' tune up objectives. Plenty of spark at the spark plugs at the right time is the main objective so the engine can give its optimal performance.

So the carbon string spark plug cables of the 1970s are now well aged, and probably have been replaced once/twice/ more often. This century, premium spark plug cables at a higher price than the older carbon string type, are popular for a good reason. They are better, more durable, more resistant to internal breakage from rough handling and heat, and have lower electrical resistance- so they cause less compromise to delivered spark energy.

The modern suppression cables supplied by companies such as Bosch, and many others are based on a central spirally wound fine wire of, typically monel metal. The resistance of each cable may be only 20-30% of the older carbon string cables, and they do a better job of suppressing electronic "noise" as well.

So why was the subject engine running roughly, at idle with some hesitation during modest acceleration? Simple enough when the cables were checked with a workshop quality multi meter for resistance. Good cables of this spiral wound metal type typically measure around 2,000 ohms. Two of the new ones were open circuit- no conductivity at all at the meters probe points. Sticking the probe deep into the centre of the distributor end of the cables brought the expected 2,000 ohm result. The problem- the new premium cables had the fine

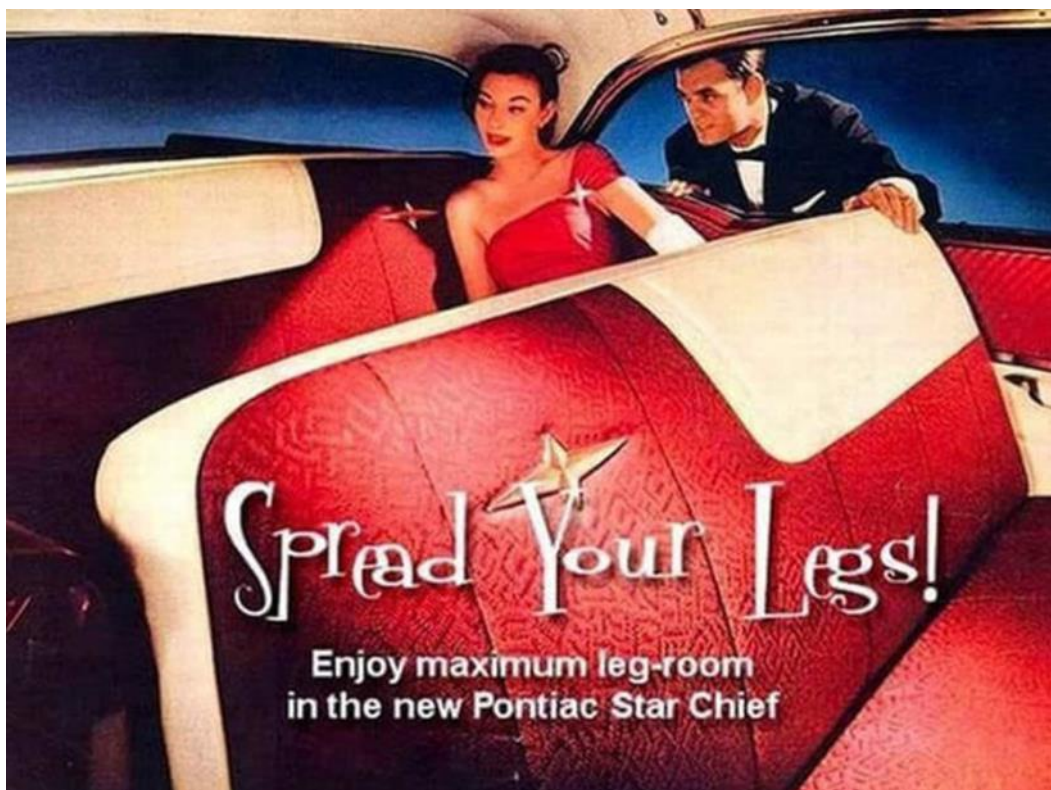
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spiral wire broken when the insulation was stripped to fit the cable ends for the distributor cap. Delicate work with wire strippers brought undamaged conductor out to allow the end fitting to be reattached. A shot of WD40 to the boot to ease the refitting of it to the cable boot and retest- EUREKA!

New does not always equal perfect. The fault of the tiny broken spiral wire conductor was hard to detect with normal eyesight but was obvious with a 7 X magnifier. With a High Energy Ignition (HEI) system this electrical long jump may not have mattered, the higher voltage from an HEI system just would have made the hidden long jump at the cable end, but on this basic 1960s points triggered engine the situation was unhappy, until the connection was made as intended by the maker-properly. The engine and the car owner rejoiced. Someone has a quality assurance problem?

Tony Kanak



THE TALLANGATTA DRIVE

Setting my first ever (desktop) rally. How hard can it be?

Having attempted a couple of the early desktop rallies this COVID season, I was for some reason on the phone to Mike Batten and he inexplicably got me involved in setting one. To make matters worse, I followed instructions and contacted Ross Warner asking if he had maps of somewhere interesting that I could use. A few days later, an email arrived with two high resolution PDF maps of Tallangatta (wherever that is) and explanation of 'special' map features, wink wink. Can I just say upfront that the naming of LAKE JAKROT is to be wholly credited to the map maker!

My intention was to make the rally simple, and plotting the initial route took some doing but little did I know. Let's just say that without my trusty checker (Mike Batten) and his 24/7 availability, this rally would have turned out more of a disaster than it actually did.

I quickly learnt that the National Touring Code doesn't cover basic things such as what constitutes 'passing' a feature, and this is where having an experienced director's assistance is invaluable. Although Mike has prepared a 'cheat sheet' for newbies like me, who reads manuals anyway?

When it comes to this rally, what virtually nobody knows, or will ever find out, is the number of stuff-ups I had made and how we coped with them without impacting those taking part in the event. Many of the 'hints' that led people astray, were actually the clues for where I wanted the route to go. However for whatever reason, people found other, shorter alternatives that satisfied the rules, so I played along. Is this normal I wonder? Probably.

I learnt from Jim Richardson on the MG Classic

rallies the sneaky trick of setting a trap right at the start. For those not in the know, at the beginning of



the rally, tracks were allowed. The road out from the start took a curve (Reference Point 'U') whereas using the track was a shorter route. Most

competitors fell for this trap, but not your trusty editor!

I will admit that one instruction that went sort of a bit wrong was the deemed 11 km road. The area around where this road was placed had the route and instructions changed many, many times. In the end I decided not to use the initial route and made the deemed road longer than the mapped road (11 km as the mapped road is about 9 km) so it would be too long to be of any use however, I never expected that someone would use this road to pass a required feature (the Horizontal control point). So this 'red herring' had spoiled the challenge in this part of the rally and after discussions with Mike, we agreed that it wasn't fair for those making the much harder route work for them, so I had to post an update disallowing this route. Fortunately this was the one and only update.

Other than the above, from what I can tell, there were two instructions that particularly baffled. One was the "Proceed to the last RJ of the following herringbone" and the other was the "then"s.



The herringbone was intended to be a trick and was not to be driven. In the original instructions, I had made it possible to drive the herringbone. Mid-

(Continued on page 13)

event we realised there was a simpler and much shorter, yet correct, route to the VIA at Bellbridge, which made it impossible to drive the herringbone. Luckily the shorter route still worked out but it sure led many people astray and I received several emails asking for clarification. For those that got this section wrong, I truly apologise for this stuff-up. For those that got it right, congratulations.

The other confounding bit was the two “then” instructions to get to M3. Again confession time, originally I only had one “then” but felt the rally was too short so I added another “then” to make the

VIA 1 TJ closest to *Spring Creek*
Travel through a Landing ground then,
Pass Horizontal control point 946 then,
Cross two different Bridges, each once only

route longer by adding another loop and boy, did I not expect that it would make the rally so much harder. If you got this bit right, I take my hat off to you.

Fielding questions from entrants was very pleasing and did reflect the ambiguity of the English language but, I had no idea there could be so many interpretations of what I thought were, very clear and straightforward instructions. I’m only mentioning this as a lesson for me and any other newbies to beware of the language you use when setting instructions. I now know why Mike was harping on so much about being detailed with the instructions.

In total we received 26 entries which by far exceeded my expectations. It was great to see such a big turnout, especially from the many CRC members. The results show that Ian Richards (QLD) won by clean sheeting, just beating Peter Canals (VIC) by 2 points and Peter Otzen (VIC) third with 60 points. Then we have Nikki Baker (NSW) in 4th followed by Valerie Jakrot (NSW) in 5th. Special mention to Scott

Wilkinson in 7th and Andrew Inglis in 8th. Scott’s submission was above-and-beyond in terms of diagrams and maps, and Andrew for beating his regular navigator. Martin better watch out or he’ll be in the driver’s seat soon. Although I was scoring the event progressively as entries arrived, I still felt compelled to re-score all entries before finalising and this took some time as you want

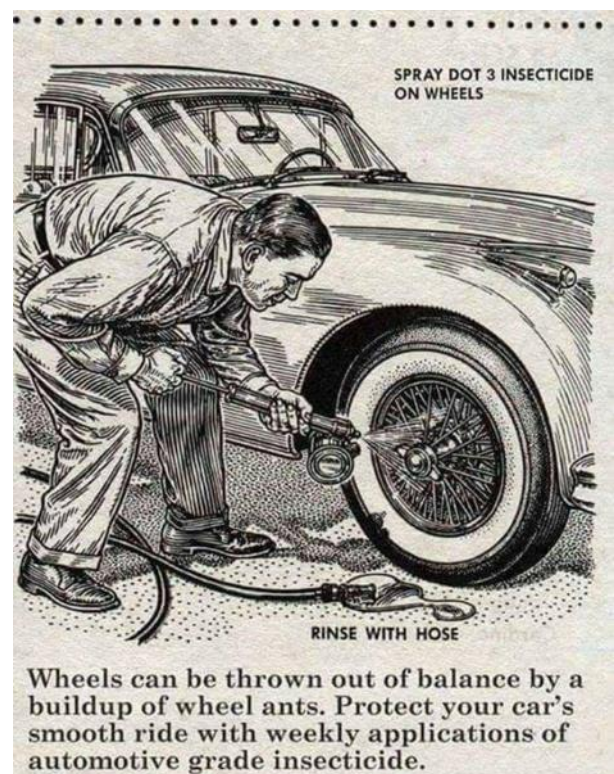
to be fair to all who entered. I now understand why results are not always posted soon after an event.

My aim was to make this rally easy however being a newbie I failed miserably. Maybe I’ll do better next time, if there is a next time. Even with Mike’s extensive assistance this rally took a lot of effort but I do hope that those who took part enjoyed it.

This rally has been an enormous learning experience yet I couldn’t (and wouldn’t) have done so without Mike’s assistance. I also thank Ross for providing the ‘interesting’ maps, and last but not least, I must thank Valerie, my trusty real-life rally navigator, for putting up with me and my secrecy during this rally.

Until I see you on the real road,

Peter Jakrot



Austin 1800 wins Australia's roughest, toughest, longest rally on **CASTROL**



1969 Southern Cross International Rally

AUSTIN 1800 MARK II DRIVERS: ANDREW COWAN / DAVE JOHNSON

(Subject to official confirmation)

Castrol-approved by British Leyland
for every Austin
and Morris ever made



C434 94

THE LEGENDARY REDEX LUBROCHARGER!

What is this? It is the central item in the RedeX Lubrocharger system. It allows visual checking and adjustment of the flow of the RedeX fuel additive into the inlet manifold of the car engine that is to gain the benefits of the addition of RedeX....

What is/was RedeX? This liquid was widely promoted and used as a fuel additive and oil additive, largely to aid lubrication and engine cleanliness. RedeX was sold at service stations and commonly added at time of filling the petrol tank, it was added at about 150 parts petrol to one part of additive, and was believed to be beneficial as an upper cylinder lubricant (i.e. to add some lubrication to the valve stems and the cylinder walls and piston rings exposed to combustion).

It could also be used as an oil additive to add to detergent action, which didn't always exist in earlier motor oils, to keep the engine's internal parts more clean and free from build up of sludge etc.

In quite recent times both Shell and BP have marketed engine cleaning/dirt buster fuels claimed to clean your engine's internals, so the concept and marketing isn't new. A clean engine must be desirable, right? As a smart motorist you KNOW this is worth paying for.

In the late 1960s Esso garages in NSW offered their version of fuel additive/upper cylinder lubricant, supplied on the forecourt from a 5 gallon drum with a metered squirt into the petrol tank- it helped to put a tiger in your tank. Golden Fleece garages sold Firezone, their upper cylinder lubricant product. Like RedeX, these additives were relatively cheap and I assume the companies wanted to normalise the usage of these products by motorists who wanted Happy Motoring (a period Esso slogan).

In motor accessory places Bardahl Top Oil was likely found next to the RedeX tins, at least until about the early 1970s, by which the times the enamoured enthusiasts for such products were dying out..

What was the origin/purpose of these products?- to

some other additive products. There are other carburettor/injector cleaning fuel additives too, so the idea lives on. Also still in local motor parts supply places there is Flashlube, a similar idea liquid additive for petrol or lpg usage, sold to protect older "leaded fuel" engines from unleaded petrol, or from the dryness of lpg.

So the Lubrocharger? As far as is known this example dates from the mid 1950s, when REdeX awareness was at its peak from their sponsorship of the around Australia RedeX Trials- which attracted major international attention and many car manufacturers wanted to participate to prove their vehicles under Australian conditions. RedeX had sponsorship event naming right in 1953/4/5 for this famous series of Australian arduous long distance car trials.

How the LubFrom the early days of commonplace vehicle operation engines of the day, operated on the fuels and lubricants of the day, needed frequent "decoking", which is the removal of combustion chamber and valve deposits and restoration of valve seats. More detergent solvent action and periodic vigorous usage could expel these deposits to a degree, so improving performance and delaying mechanical intervention. In particular deposits on the back of inlet valves can obstruct gas flow and cost power and fuel economy. So anything that would assist with maintaining satisfactory condition of the engine's cylinder head was seen to be a benefit. In particular problems with "sticky" valves and "gummy" piston rings annoyed motorists, caused downtime and costs for repairs, and these petrol additives did help avoid/ delay or remedy these conditions. In the 1950s some cars needed cylinder head removal at intervals perhaps as short as 30,000 miles or about 50,000km. Some were even worse!

Why did these engine problems go away?- Especially from the early 1960s onwards, fuel refining processes became more advanced, engine oils and filtration

(Continued on page 16)

improved (1950s Holdens, as one design example had no oil filters at all), and engine designs slowly improved. Even if cylinder heads were mostly still, in effect a simple lump of cast iron, the valve steels had improved, and better machining tolerances and the use of valve guide oil seals and shields cut the oil loss via the valve guides and 3 piece oil control rings improved oil control in the cylinders. Engine life without overhaul intervention now was typically 80,000 miles or more (130,000km).

Today engines often travel double these distances, and the engine reconditioning business with off the shelf reconditioned exchange engines for same day changeover for popular car models is mostly a memory. And RedeX is no longer promoted for its original modes of usage, though the brand is applied rochargert works is simple enough- a container of REdeX was fitted at a convenient place in the engine bay and a hose from the RedeX tank went to the Lubrocharger, and also a vacuum line from the inlet manifold was connected to the Lubrocharger. Thus RedeX could be drawn into the engine under normal operation and the rate adjusted by needle vales with a thumb-screw. Inside the Lubrocharger "control" you could see the rate of flow and adjust the liquid flow rate of vacuum signal strength to keep the flow rate at the desired level. (I have experience with similar devices on a pre 20th century steam railway locomotive- so the concepts of finely adjustable flow control of oil into a gas stream or engine in this way

were not new).

Certainly before "whiz" bang, or is that doof-doof sound systems or even car radios, the Lubrocharger could keep motorists engaged on long trips, and maybe extend concerns about engine efficiency to interest in keeping detailed log books on fuel economy and other running costs. Such things could be bragged about at the pub, or work, or car club meetings.

RedeX certainly published many positive testimonials from happy users. Some car magazines wrote articles demonstrating positive results too, but not so many after about 1960.

Maybe the idea should get resuscitated for users of E85 fuel. With so much alcohol in the fuel, the valve and upper cylinder protection might be an issue- or be claimed to be an issue? Certainly many racing engines on alcohol fuels are treated to about 1% of special oil added to the alcohol fuel to provide improved valve stem lubrication. However the legality of continuing usage of fuel additives in today's highly regulated and pollution control certified public road motoring world might be a problem area.

As to the Lubrocharger- if anyone wants it- call me. It would make a great display next to a period tin of RedeX.

Tony Kanak





AGAIN!

**1st & 2nd IN OUR CLASS
IN TOUGH ROTHMANS
INTERNATIONAL RALLY**

Provisional results subject to confirmation

There's a lot more behind rally results than 1st, 2nd, 3rd. You must also consider that four Renaults started and four finished. You must consider that these four all finished without mechanical faults, in fact some start again next weekend after tightening up only . . . and some are scheduled to start the weekend after that. Just ask our winning drivers Bruce Collier and Gerry Crown—they praise Renaults more than we would dare.

BE REWARDED — DRIVE IT!



Renault vehicles are built in Australia by Renault (Aust.) Pty. Ltd. at West Heidelberg, Vic.

BATHURST 1969 MEMORIES

Denis Cribbin looks sorrowfully at the McLeod Falcon which expired with a blown radiator after hitting a fence.

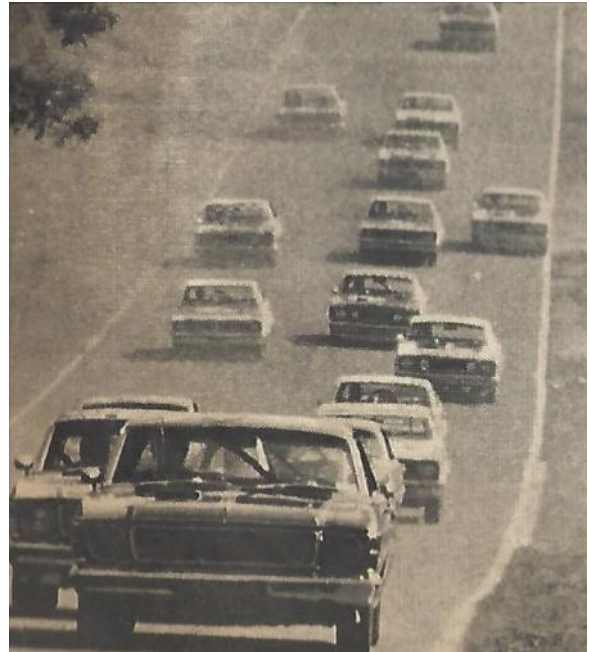


Kevin Bartlett, only out of the car for three laps, pushed the Alec Mildren Alfa Romeo GTV 1750 around the mountain on his way to first place in the class and eighth outright

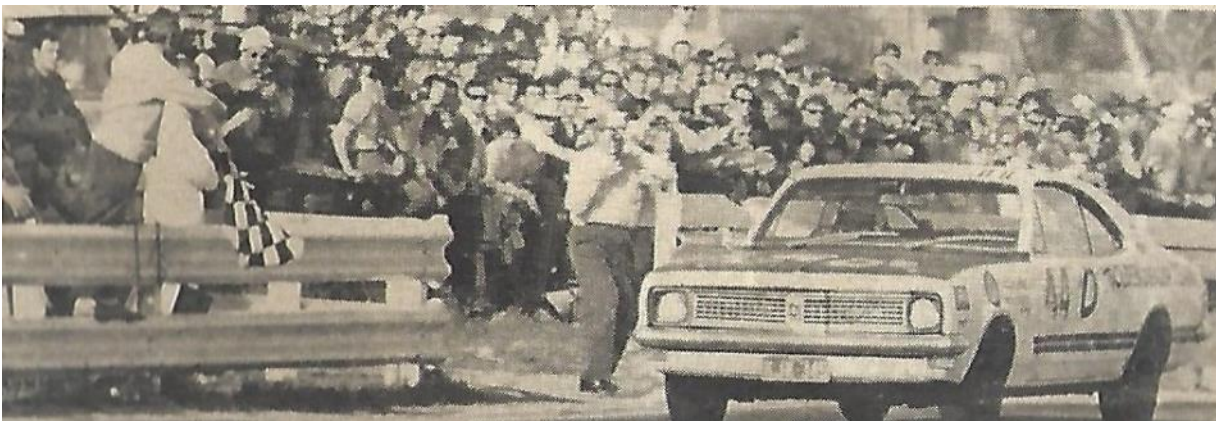


The final result of the cars they couldn't move after Bill Brown rolled his Falcon

The opening lap and Pete Geoghegan leads the field up Mountain Straight.



The result of Barry Seton's blown tyre as he roared around the top of the mountain. The deflated tyre can be seen on the fare side rear, while two of the other three tyres are already thread-bare.



Barely tall enough to see over the steering wheel of the big Monara, young Sydney driver, Colin Bond raised a gloved hand to the crowd as he proudly takes the chequered flag after the popular win he shared with Victorian, Tony Roberts.

THE TALLANGATTA DRIVE**Summary Results**

Rank	Navigating Driver	Club	State	Questions	RPs	TOTAL
1st	Ian Richards	HRA	QLD	0	0	0
2nd	Peter Canals	HRA	VIC	2	0	2
3rd	Peter Otzen	MUCC	VIC	0	60	60
4th	Nikki Baker*	CRC	NSW	18	130	148
5th	Valerie Jakrot*	CRC	NSW	18	140	158
6th	Ross Kelly	HRA	TAS	18	165	183
7th	Scott Wilkinson	CRC	NSW	18	175	193
8th	Andrew Inglis*	CRC	VIC	27	250	277
9th	Andrew Owen	BSCC	VIC	18	260	278
10th	Alan Watson	CRC	NSW	27	280	307
=11th	Martin Leaver	CRC	ACT	18	295	313
=11th	Chris McDonald	CRC	NSW	18	295	313
=13th	Brian Ward	HRA	VIC	18	340	358
=13th	Andrew Taurins*	CRC	NSW	18	340	358
15th	Peter Reed	CRC	NSW	18	365	383
16th	Mark Tolhurst	CRC	NSW	36	375	411
17th	Dan White*	GRRC	NSW	18	410	428
18th	Arthur Evans*	HRC	NSW	27	435	462
19th	Pam Watson	CRC	NSW	27	445	472
20th	Steuart Snooks	HRA	VIC	27	495	522
21st	George Davidson	HRA	VIC	27	565	592
22nd	Graham Dolbel	CRC	NSW	36	615	651
23rd	Jayne Annabel	CRC	NSW	27	625	652
24th	Peter Eastham	CRC	NSW	20	770	790
25th	Henry Stratton	CRC	NSW	36	785	821

21/07/20

2020 CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Event - CC indicates CRC championship event	Note	Contact
21-6-20	AROCA Tour D'Course CC	Cancelled due to COVID - 19	Alan Walker – 0432 511 709
23-6-20	C.R.C. Meeting	Cancelled due to COVID - 19	
3-7-20	F.F.F.F.	Cancelled due to COVID - 19	
28-7-20	C.R.C. Meeting	Cancelled due to COVID - 19	
7-8-20	F.F.F.F.	T.B.C.	
25-8-20	C.R.C. Meeting	T.B.C.	
30-8-20	Sheep Station Rally	Navigational Assembly	Jon Mansell – 0467 632 735
4-9-20	F.F.F.F.	T.B.C.	
22-9-20	C.R.C. Meeting		
26-9-20	The Shoalhaven Shuffle	Navigational Assembly	Tony Norman – 0402 759 811
2-10-20	F.F.F.F.	T.B.C.	
9-10-20	Free drinks at John's place.	Not really....	
17-10-20	18-10-20 Alpine Classic CC	Navigational Assembly	Phillip Stead – 0412 805 122 Graham Pettit – 0403 308 752 Alan Walker – 0432 511 709
27-10-20	C.R.C. Meeting		
6-11-20	F.F.F.F.	T.B.C.	
24-11-20	CRC Annual General Meeting		
T.B.C.	CRC Annual Presentation and Christmas Party.	T.B.C.	

Thanks to John Cooper, Tony Kanak, Peter Jakrot, Wendy Cooper, Garth Taylor