



Rally Directions

The official Organ of the Classic Rally Club Inc.
(Affiliated with Motorsport Australia)

February 2021

Issue #01

Dates to remember

- Next meeting February 23
- Magazine deadline March 16
- Feb 21 Dave Johnson Historic
- March 27 The Shoalhaven Shuffle



Turn the page to read about;

- John's Jabber
- Notice Board
- Secretary's Stuff—Tony Kanak
- The Secret Life of Garth— Jen Navin
- Classic Car Maintenance —Tony Kanak
- Something Completely Different—Bob Morey

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John's Jabber

Welcome to the first edition of Rally Directions for 2021, the communication conduit of the Classic Rally Club. You would probably know by now that there was no January magazine as there was very little to report and very little input content to put in it. Again, I stress Chris

can only make your Magazine great and interesting reading if you do your bit with articles, gossip, photos, and stories either written by you or borrowed from somewhere else.

So, HAPPY NEW YEAR, or is it? I think we all assumed that with 2020 being the year of the worldwide pandemic, we were looking forward to a much better new year and putting it all, with the worse behind us. We may now have a reality check, things are going to take more time to get through and over this pandemic and it may be years before we are back to what we used to call normal. Everything we do from now on is rapidly changing and we all need to accept and adapt to these new ways of life. New outbreaks, lockdowns, hotspots and border closures have us all concerned for our wellbeing, our future and our Club's activities for 2021. Already in the first two weeks of the year the Melbourne based organisation group hosting the Classic Outback Trial have had to make another hard decision to postpone again, for the third time from March to August. It must be so difficult and heartbreaking for them. This, in a small way again interfered with our own Alpine Classic and with possibly more uncertainties in the future we have decided to move our date to later in the year, to 27th/28th November. This will allow our expert organisation team of Phill Stead and Alan Walker more time to combat any interruptions and be able to maintain the event with timing and requiring a little more time to gather up all the approvals required. The rally this year has changed slightly and we are overnighing in Dubbo. With the hope of the vaccine rollout upon us, we may eventually see an end to, or a more controlled covid-19 virus. We lost the Australian Grand Prix, or postponed, Mt Baw Baw Targa, what's next? Thankfully at this stage most of our Classic Rally calendar is locked in and hopefully we won't have to make the harsh decisions we made last year cancelling events, it certainly makes our Competition Secretary's job interesting, especially now that his sub-committee is still off searching for the Holy Grail, and no definite

date for their return.

Apart from all the doom and gloom, I hope you all had a great Christmas, enjoyed the festive season and stayed safe. Our thoughts are with any of you and your family that may have some health issues at the moment and wish you good progress with your treatment.

We kicked the year off with our annual informal January General Meeting at Strathfield Golf Club, with



a reasonable number attending and most getting into the spirit of the theme night, being Hawaiian, in honour of Robbie Panetta coming out of the Northern beaches lockdown and his liking for wearing Hawaiian shirts. We couldn't pick a winner for best shirt so Tony Kanak's offer of 20 litres of used sump oil for first prize was not awarded. A motion was made from the floor that this wearing of Hawaiian shirts becomes an annual event, was moved, seconded and passed with a majority vote with only one opposed, stating, "I'm not wearing a bloody Hawaiian shirt for no-one". January meetings will now be known as "The Robbie Panetta Hawaii night." I wonder if they allow loud laughing in Hawaii or just a low ha.....We also had our First Friday Free Fling for the year on the 5th February and although a small gathering a great catch up and social night was had by those who attended. Unfortunately due to the reintroduction of some COVID-19

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regulations there was no live entertainment, which gave us a chance to have a good chat. Hope to see you all there for the next one, great food and a good night out, Friday 5th March, from 7pm.

Memberships are now due for 2021, so if you haven't already re-joined at the cheap COVID-19 rate, or if you are intending to become a member, Glenn Evans, our membership man will gladly process your membership. Don't forget, if you have a vehicle on our Club's Historic registration and you are not continually financial with your membership your car Rego is not current and you are driving an unregistered car. This will cause you considerable grief when either the cops, your insurance company and our Ron catch up with you if you were to use it when not re-joining and being financial with the CRC.

Our first rally for the season is being hosted by the Historic Rally Club, HRC, The Dave Johnson Historic Rally, named in honour off one of our CRC Rally Legends, Australian Rally Hall of Fame Dave Johnson, who will be there on the day. Dave set many a Barry Ferguson Rally, BFC, for us in the past. Rally Directors Mal Sinfield and Arthur Evans are promising a great event. Thanks also to our Peter Read as event Secretary doing all the electronic paperwork.(Is that the right saying, paperwork when its electronic?) This rally is either over or on this weekend, depending on when you read your magazine. A lot of changes have had to be made to get this rally off the starting line, with a complete electronic registration, scrutineering, start/finish controls and lunch procedures. We all need to adapt to the new way and comply and make this event the one that kicks off a new era in the way our Classic rallies are to be conducted. There has been a lot of extra hard work put into the planning to come up with a formula that keeps Motorsport Australia and the Government bodies happy and compliant. I hope we will see many rally reports in our next magazine, March edition to go along with the results.

If you missed the Dave Johnson Rally with a sore back or for some other reason don't forget to get your entry in to Tony Norman for his Shoalhaven Shuffle Rally on the 27th of March. Get in and support our first CRC event for the year, details elsewhere in this mag. Hope to catch up with you all soon and see you out on the rally route having great fun with other true classic rally enthusiasts, making new and cementing our friendships we have grown to enjoy, by for now, cheers everyone.

JOHN COOPER

President.

P.S.

I hosted a small gathering of likeminded rally people mid-week at my factory last week, talking all things classic rallying and especially the upcoming 60 years of Minis in Australia, past Mini Monte Rallies and BMC works teams. It was so good to have Matt bring his father and CRC Rally Legend John Bryson along who's remembrance of past people, cars and events from the 60's and 70's is outstanding. We had 12 people there and it was suggested that we should be doing it again sometime, probably with swollen numbers. There was plenty of morning tea coffee and biscuits and some stayed for lunch and we had brother Ron blow out his candle on his birthday cake. I hope you enjoyed my article in the December issue of Rally Directions, especially all you caravan troopers, it was fun researching a lot of the information required to put it together. I'm currently researching the Mini Monte rally of 1965, which Barry Ferguson won, and the '67 and '68 that John Bryson came second in both, as well as Roadsafe International from 1971/72 which was owned by Gus Staunton and Evan Green and managed by Ron Cooper. Any photos or info would be much appreciated, especially if you were entered or involved in any way in the Montes, that would be great.





Starting and finishing from the Mittagong RSL Club, the Dave Johnson Historic Navigation Assembly will be run over 300kms and is open to:

- Masters and Apprentice crews who will have OLD maps to comply with and about 15kms of gravel.
- Tour and Social crews who will enjoy a fully route charted drive over sealed roads.
- The entry fee is \$100.00 which does NOT include lunches, but will include tea or coffee, cold drinks & water at lunch venue
- Competitors to supply own lunch & snacks.
- There will be NO Registration at the start venue, all registration will be online.
- First car starts at 8.30am with an expected finish of 4:30pm approx
- The Mittagong RSL Club will be open for breakfast from 6.00am (pending Covid restrictions)

The Historic Rally Club of NSW and ACT would like to extend a warm invitation to ALL Car Clubs to join us.

Dave Johnson, our former Club President, has been an inspiration to many over the years, and along with fellow club member Barry Ferguson, they are rallying's royals. We are honoured Dave is allowing the club to name this event after him.

The Supp Regs and Entry Form will be listed on the Historic Rally Club and Classic Rally Club Websites and Facebook pages.

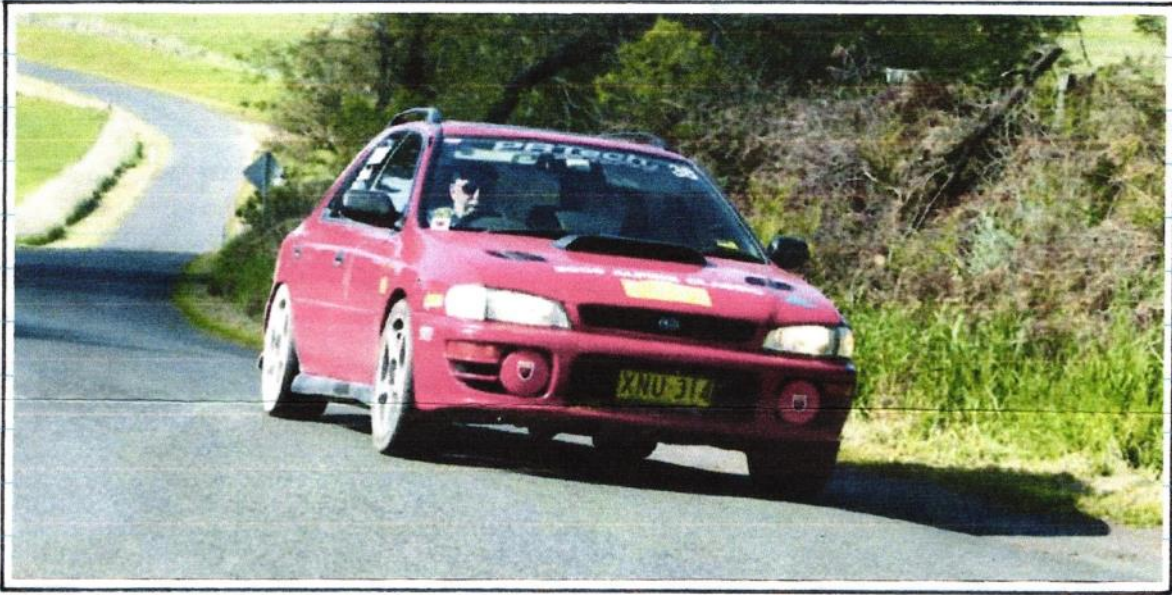
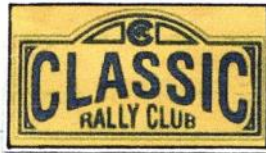
<http://hrcnsw.org.au/>

<https://www.classicrallyclub.com.au>

Mal Sinfield and Arthur Evans

For more information email hrc@leyton.com.au





THE SHOALHAVEN SHUFFLE - SATURDAY 27th MARCH.

3rd time lucky - but I'm not counting my chickens just yet!

- The Event will start at the public carpark adjacent to the HUNGRY JACK'S outlet at Yallah, approx. 90 mins south of Sydney and accessed off the PRINCES HIGHWAY. The finish will be in the South Nowra area - details T.B.C.
- Supplementary Regulations, Entry Form and other Event documents can be found on the CRC website - classicroallyclub.com.au - from about mid-February.
- Upon receipt of your Entry Form and Fee payment you will receive an email confirmation followed by the issue of Event documents by mail to the Competitors address on the Entry Form. Please ensure you provide the best mailing address. The mailed documents will include the following:
 1. Entry Confirmation - this will show your selected Event Category and your allocated Car No. Please read carefully the Pre-Event Registration details to ensure you meet the dates for submitting the various Event documents.
 2. Self-Assessment Vehicle Safety Check form, which will need to be completed and returned to the Event Secretary - crc@leyton.com.au
- **NOTE: Entries close 21st March - don't miss out.**
- Any queries should be addressed to the Event Director - details below.
TONY NORMAN 0402 759 811 normansoz@optusnet.com.au

STOP PRESS

All documents available on the Club web site NOW!!

XXII ALPINE CLASSIC

27 - 28 NOVEMBER , 2021

www.thealpineclassic.com.au



NOTICE BOARD



This is the link to the CMC February Pre-serve - we hope you enjoy the read.

[February-2021.pdf](#)
(councilofmotorclubs.org.au)

THE DUCKS ON AGAIN

20th MARCH 2021



THE DUCKS ARE COVID READY.

We ask all competitors to stay within NSW health covid rules.

This year we head up the valley with the start & finish at Cook Park.

Ryan St Singleton with lunch at Scone.

**2 divisions will be available
Tar only section or a mix of Tar & Gravel
So it's an all tar drive or enjoy the dirty.**

**See the AHRG web site for sub regs
and entry forms**



2NS licence now combined with Speed Licence

Hi Tony,

Going on from our phone conversation I'm confirming for you that members with a Non-Speed licence will be able to compete in your event even though your Supp Regs indicate a Speed licence is the minimum requirement.

What Motorsport Australia has done is they have combined the Non-Speed licence with Speed Licence and now this type of licence will be known as a 'Speed' licence.

When your members renew their licences they will see the change to their licence type to Speed.

Kind Regards

Peter McDonald
Permit Officer

phone +61 3 9593 7766

email pmcdonald@motorsport.org.au

web motorsport.org.au

address 275 Canterbury Road, Canterbury, VIC 3126, Australia

Official Announcement

The last twelve months, by any measure, has been difficult for the Auto Italia Organising Committee (AIOC) to establish any reasonably firm plans to stage our event due to the uncertainty of the Covid 19 restrictions.

Many major events were not only cancelled for 2020 but will also not proceed for 2021.

That said, we believe we have an ongoing commitment to all our valued supporters, spectators and Italian car and culture enthusiasts to do everything in our power to stage Auto Italia 2021.

As many will be aware, Auto Italia is a not-for-profit organisation, with little cash reserves, that relies on the success of its event annually so as to be able to generate enough funds to meet its commitments.

Unfortunately, the AIOC is of the considered view that given the relatively high cost of staging our event at EPIC, we are unable to justify undertaking the risk of conducting Auto Italia 2021 at that venue due to the uncertainty of the Covid 19 restrictions.

The good news is we will be staging Auto Italia this year!

However, and only after considering a number of difficult issues such as timing and a suitable venue – both in terms of size, cost and location - it has been necessary to implement some changes for this year's event so as to ensure it can actually proceed.

The AIOC is pleased to announce that Auto Italia 2021 will be held at Queanbeyan Park albeit a week earlier than previously advised on 11 April 2021.

Whilst we in many ways regret the need to reschedule our event in terms of both date and venue the AIOC feel that the ability to stage the event overshadows any inconvenience that may occur with the necessary changes.

Further announcements by way of social media will be made in the coming days and our website will be continually updated regarding ticket sales and access to the site of this year's event.

We look forward to your continued support and attendance at this year's event.

Tony Hanrahan
President Auto Italia

Secretary's Stuff February 2021

Happy New Year everybody.

Despite the ongoing COVID situation the CRC is back in operation with something like the characteristic program of events and activities. Hooray! See elsewhere in this issue for details and please support our hard working event planners and conductors (of a symphony, or even a ballet of pirouetting classic cars)- if you can.

Maybe after the vaccination process gets to its completion it will be like the good old days?

A couple of news type items: First of all the CRC affiliation with the Council of Motor Clubs (CMC) and with Motorsport Australia has been paid for 2021. At the early February CMC meeting I collected the not just mint, but uncirculated condition medallions produced for the didn't happen August 2020 CMC extravaganza, at Sydney Motorsport Park. It seems the CMC didn't know what to do with these already made medallions and rejected the idea of overstriking them with 2021. So they were distributed to the car clubs in accordance with the number of admission tickets the respective clubs had purchased. I'll give these to John Cooper so if you want, er, proof of your participation in an event that didn't take place, request one from John, explaining your logic in 25 words or less. The neatest most correct entries will get a medallion, there are about nine....

Now the subject of chips- how many does your classic vehicle have? No, not paint chips. You know, microchips. No, not what goes down the back seat cushion from the children eating potato chips in the back of your classic vehicle. Computer chips! Now that should eliminate misunderstanding.

The motoring/business news reports in early February 2021 that Ford in the USA and other vehicle manufacturers are slowing or stopping vehicle production because of a shortage of computer chips that are nowadays essential to vehicle function and features. It seems COVID and the increase in stay at

home time for many people has spurred demand for many devices that use computer chips, and the manufacturers, cannot keep pace with demand. Vehicles are just one destination for some of these chips and the factories- many of which are in Taiwan.... are flat-out trying to keep pace with demand.

It seems that only a short few years ago new cars may have had about twenty chips to manage engine control, logic for power windows and interior lights, remote locking etc. Now the number in mobile computer/entertainment centres- formerly known as motor vehicles- may have around 150 computer chips. A modern vehicle without all of these "tech" features, not found in earlier cars is likely impossible to sell in today's market. Whilst for some- it stops people buying a new car. A lady I know became infuriated with her new Lexus because it wouldn't stop "talking" to her. The dealer struggled to disable the chatterbox syndrome, when she requested this.

Early on in my employment career I worked in the data processing area of a major enterprise which had computerised payroll of 15,000 staff across a complex set of award conditions. We had less computing power than your modern car to do this, though somehow we managed, not knowing we were so crippled with a lack of computing power and data storage in the cloud etc . Although note to Ford- an IBM370 mainframe computer from the 1970s would just about fit in the back of one of your new F150 "trucks"... Ah nostalgia, it makes me feel like a 19th century coal miner.

So again- how many chips does your classic vehicle have? Well my count is:

1972 Volvo 142 none, 1973 Jensen Interceptor none, but a transistor in the 1972 introduced electronic ignition, 1985 Porsche 928S- a bit more tricky- but I'll say none. Whilst it does have a Bosch ""brain" to manage the fuel injection and ignition timing this is really only integrated circuits and other

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semiconductors. 1985 was too early for modern functionality computer chips. And certainly there are none in the radio, the only thing the screen will show you, is the frequency you have tuned to. None of my classics have ABS, by the way.

This subject of computer chips in vehicles raises a dilemma, or at least a question- is a true classic vehicle one without computer chips? Should there be a limit on computer chips in the definition of the otherwise simple criteria for classic vehicle eligibility of needing to be 30 years old? What functions can acceptably be shared or passed over to computers? Consider a couple such as ABS, stability control, traction control, lane changing warnings, vehicle in blind spot warnings, parking assistance?

Organisers of events such as Targa Tasmania have long dealt with technical advancements as a factor in defining vehicle age categories, I suggest that somewhere in the past few years there is a divide between the minimally computer "enhanced" vehicles and those that merely needed a functional driver? With respect to present 100 plus computer chip equipped vehicles I suggest these can only EVER be regarded as post classic, compared to the 30 to 50 year old, or even older classic vehicles that are the focus of interest for most CRC members?

It wasn't so long ago that classic rallying people were clamouring for a mechanical Halda, how does this sit, literally- next to a giant screen in the dashboard? Your thoughts are welcomed.

Tony Kanak

It's got a wooden frame, wooden engine, wooden wheels, and a wooden gas tank. Did he ride it? No, wooden start...



THE SECRET LIFE OF GARTH TAYLOR

We all know Garth from the CRC Rallies.

As we drive into a Manned Passage Control, he is that beautiful man lounging in a camp chair, quite relaxed, enjoying life. One look at his smile and all the tensions that may be wafting from the car at that time dissipate. It is, as if with one benevolent smile from Garth you have been given new oomph to carry on with the rally even if at that moment you were clocked in at a WD (Wrong Direction)! Yes, that WD on your card means Wrong Direction not Well Done!

I was reading the local rag, the Blue Mountains Gazette, when I came across an article that divulged Garth's secret life as one of the Re-treads. A re-tread is a used tyre that has been re-manufactured to extend their life. I don't think they are made anymore. I remember my first car had re-treads and that was last century. But these re-treads certainly exist today.

Garth joined Fantastic Aussie Tours in 2004 and drove the famous red, double-decker Mountain Explorer buses for more than sixteen years after twenty-one years with Shell Australia in sales and marketing and then as a V8 supercar contractor. He was one of three gentlemen who joined Fantastic Aussie Tours, seeking a second career after becoming bored in retirement. Garth, always knew that 2020 would be his last year of driving the buses as he turned 80 in December and would have to undertake an expensive vehicle driving test.

So, the time is up for Garth in his Secret Life as a bus driver giving many visitors to the Blue Mountains, a good, safe and informative day exploring the beautiful attractions the mountains have to offer.

What of Garth's second retirement plans?

Garth plans to become more involved in car clubs.

Jen Navin

NEWS

Drivers hang up their keys

BY ELLEN HILL

THE responsibility of driving a 20-tonne bus laden with the weight of 57 souls, their luggage and the company reputation. Negotiating the steep Victoria Pass or Jenolan Caves Road. Happy international tourists, and the feel of the road through the steering wheel.

Just some of the things three Fantastic Aussie Tours (FAT) drivers will miss after parking their buses for the last time.

Affectionately dubbed The Retreads (used tyres that have been re-manufactured to extend their life), Garth Taylor, Jon Rickard and Robert Hurren were officially farewelled from the Katoomba-based tourism transport company in December.

FAT operates the Blue Mountains Explorer Bus fleet of double-decker red buses around Katoomba and Leura and conducts sight-seeing tours and charters

YEARS OF SERVICE

Garth Taylor, sales and marketing; joined in 2004
Jon Rickard, science teacher; joined in 2003
Robert Hurren, electrical engineer; joined in 2003

around Australia.

Mr Hurren, now 78, had been retrenched as an electrical engineer for Phillips Electrical when he joined the company in 2004.

FAT director operations Darrell Booth said: "I think he is the only bloke we've ever given a bus driver's job to that didn't have a bus driver's licence. But attitude is everything and we taught him how to drive a bus, and he went on to drive basically everything in our yard."

Mr Taylor, of Leura, always knew 2020 would be his last year driving commercial buses - he turned 80 on December 19 and must now undergo an expensive heavy vehicle driving test.

Unlike Mr Rickard, whose

last driving shift was in February, Mr Taylor had two and a half days' work since COVID pulled the brakes on the tourism transport industry.

He joined FAT in 2004 and drove the buses for more than 16 years after 21 years with Shell Australia in sales and marketing and then as a V8 supercar contractor.

FAT managing director Jason Cronshaw said colleagues would miss The Retreads who, it seemed, had been part of the team "since the beginning of time" and all sought a second career after becoming bored in retirement.

Mr Rickard, 77, of Linden, joined FAT in 2003 after a teaching and education administration career, ending



END OF AN ERA: Jason Cronshaw, Garth Taylor, Jon Rickard and Darrell Booth. Photos: David Hill, Deep Hill Media

as head science teacher at Springwood High School.

No stranger to heavy vehicles, Mr Rickard drove steam trains at Zig Zag Railway between 1983 and 2010.

Mr Booth said: "Anyone can drive a bus in a straight line but when the chips are down and something happens, that's when the skill comes into it. The result will either be a bus on its roof with its wheels in the air or everyone's safe."

"If somebody does something stupid in front of you, you need to react. A professional driver weighs it all up and nails it because the people sitting behind you have got no control over their destiny. It's in your hands."

However, driving the bus was only half the job of a bus driver on sightseeing tours, Mr Rickard said: "The other half is customer relations, keeping everyone happy and well informed."

Mr Taylor said he would miss the Explorer Bus customers, advising tourists on where to go, what to do and where to eat.

"They come from all over the world and they're on holidays. They're in a great mood and want to have a good time, so it's easy to have a good day."

Pre-COVID The Retreads, as unofficial ambassadors for the Blue Mountains, engaged with more than 100

NEWS



ON THE BUSES: Garth Taylor and Jon Rickard inside one of the vehicles they drove.

people on each of the four Explorer buses every day.

Without overseas visitors and no big red buses on Christmas Day, Boxing Day and New Year's Eve, the 2020 festive season was very different.

"One year it was me and Robert, and we were just packed - tourists were almost literally hanging out the door," Mr Taylor said.

"You'd get around to Echo Point and enough people

would get off for more to get on, and you'd get around to Leura Cascades and enough would get off for more to get on. It was like that all day and we still look back on it with a smile.

"I'll miss that camaraderie," he said.

Fantastic Aussie Tours, which has operated sight-seeing tours since 1974, had grown and evolved during their time with the company, The Retreads said.

"When I started there was no air-conditioning, no power steering," Mr Rickard said.

"It was like a gym workout driving the Explorer buses in summertime."

However, it would be the experience rather than the vehicles they would miss.

Mr Taylor said: "When they're fully loaded, you really are driving by the seat of your pants because you can feel the vehicle and the road through the seat."

Mr Rickard said: "When you've got a bus fully laden with passengers and all their luggage they weigh 20 tonnes, and you're going down or climbing Victoria Pass or you're coming up to some sharp corners, you've got to be aware of all that weight and the performance of the vehicle and the braking."

"You go around a corner and you're aware of the transfer of weight to another

wheel or the outside axle as you power out of the corner. It's that I will miss."

However, reluctantly, it was time to change the tyres, they both said.

"We both feel responsible for the passengers, but also for the vehicle and the esteem we have for the company," Mr Rickard said.

Mr Taylor planned to become more involved in car clubs during his retirement, while Mr Rickard would con-

“When you've got a bus fully laden with passengers and all their luggage they weigh 20 tonnes, and you're going down or climbing Victoria Pass or you're coming up to some sharp corners, you've got to be aware of all that weight and the performance of the vehicle and the braking.”

Jon Rickard

tinued as a volunteer driver trainer at Linden RFS. Mr Hurren had already moved to Russell Island, Queensland.

Meanwhile, Mr Cronshaw assured The Retreads they would be invited to all the FAT parties "for the rest of time".

Classic Vehicle Maintenance

An occasional series of tips to keep your classic vehicle from unplanned resting at the side of the road.

Breakdowns during a CRC event or other classic vehicle motoring are a nuisance for which no kind of roadside assistance/insurance scheme can fully compensate.

It may be that your classic is well maintained by yourself/friends/trusted mechanics and that you have a suitable stock of nowadays hard to find critical spares. If so score yourself 8 out of 10 for preparedness. However you can still get bitten by the breakdown bug. Allow me to illustrate, first in words and with a picture.

This problem was seen in two cases during the COVID year of 2020. Both failed parts date from 2003, so the vehicles are younger than 30year old classics, but the problems might be a sign of things to come?

The problem was with a simple part called an idler pulley. This part guides and tensions drive belts at the front of the engine. Your 1960s or earlier classic vehicle engine may not have any idler pulley. Back in the day of one V belt (aka fan belt) driving the water pump, fan, and generator or alternator there was usually no idler pulley. Once power steering and air conditioning was added though, idler pulleys appeared to help keep the now multiple, or longer v belts in line. They are also used on engines with belt driven overhead camshafts and flat belt (serpentine or multi-ribbed) accessory drives- which often incorporate an automatic tensioner roller as well.

More modern cars have usually made belt adjustment automatic because of longer service intervals, guaranteed service costs and reduced engine access and space compared to the simpler under-bonnet arrangements of the past. I suspect there may be no new cars using V belts to drive engine accessories these days, though they were standard for many decades.

Reflecting the decline of V belts in modern cars and

the era of their usage passing into automotive history is the reducing availability of V belts at typical autoparts resellers. The knock on effect has been to reduce the availability of idler pulleys for V belt equipped cars too. You know how it goes- the parts life-cycle: First the parts can be bought at the dealer who sold the vehicle. Later the parts can be bought from operations such as Repco. Later still the parts can be bought from marque specific specialists. Finally the parts might be found at swap meets, e-bay or become effectively extinct. Some people think this cycle is speeding up because of modern trends in business and the sheer complexity of the car marketplace today.

The picture shows a failed plastic idler pulley which was cheaply made and featured a moulded pulley around a common #6203 sealed ball bearing. After unknown operating hours and miles/kilometres, the bearing broke up internally and seized causing the pulley to stop rotating. With the pulley now locked up the belt protested with noise and a burning rubber smell. Fortunately this was not far from a major town during shopping hours- and after three tries something suitable, with some adaptation with washers and the mounting bolt was found at a parts supplier.

The new pulley was matched (sort of) to the sample, the popular number plate linked computer wizardry unable to help in this instance, either due to H registration or other IT limitations. The pulley had previously been replaced in 2003 according to the owners service records....

The other case was with a BMW of 2003 and only 110,000 kilometres vintage, which whilst on the freeway had an idler pulley spit out its internals onto the tray under the front of the engine, then disintegrate and which took out the serpentine belt causing the alternator fan and water pump to stop and

(Continued on page 14)

the engine to stop too. This situation required a tow recovery because parts had to come from Sydney and roadside repair was impractical anyway- a hoist or similar being need for a 3 hour job that would take ten minutes, on say an MGB!

So the take home message is idler pulleys and maybe tensioners and the belts they work with don't last forever. Sealed bearings inside these assemblies may not be designed for service or replacement, and may show no signs of impending failure until a minute or two before. From now on I'm going to put idler pulley replacement or service on a must do preventive maintenance list when working on a so-equipped vehicle of more than fifteen years old- especially where the age of the part is uncertain. Bearings sealed for life were probably never expected to last this long.... If your car has an idler pulley, and or a belt tensioner pulley, it is simple to check, not too dear to replace- and you can avoid grief from this source.

Happy motoring!

Tony Kanak



And now for something completely different by Bob Morey

After I sold my '76 Alfetta GT which I had driven and maintained for 15 years covering 180,000 km, I realised I needed a new challenge.

Many years ago as a young, budding Marine Engineer I attended a course at Ultimo Tech. on diesel engines. The course featured an amazing collection of superbly maintained old engines secreted away in the basement.

During the course we learnt the principles of diesel combustion using these engines as examples. Diesel fuel is not as volatile as petrol so initially needs heat to ignite in the combustion chamber. Some of the techniques used in these older engines included preheating of the cylinder head by burning kerosene in a hollow in the head or heating the head with a blow torch. No glow plugs here like more modern diesels.

This experience fuelled a lifelong interest in engines, particularly small simple ones with interesting features. So when suffering withdrawal symptoms from my Alfa I started thinking about restoring an old engine.



Of course nowadays the internet is the place to go when starting out with an interest like this. I discovered a wealth of knowledge and a number of very active forums and Facebook groups.

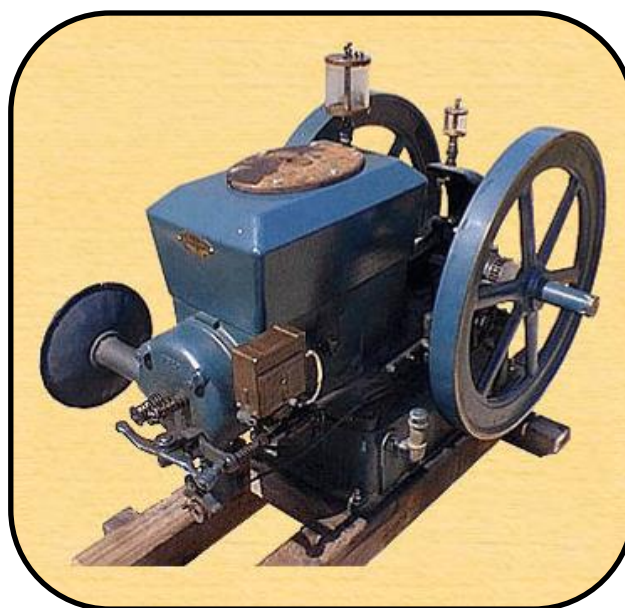
Eventually I bought a trailer load of parts which should allow me to restore one 95 year old engine.

Warning: boring stuff follows!

So now I had one and a half Cooper single cylinder, 4 stroke, OHV, 2hp, hit and miss petrol engines. I had never heard of the hit and miss principle and was intrigued. The name hit and miss refers to the ignition firing of the engines.

They often do not have a power stroke on every cycle so sound as if they have an ignition miss in most cycles. They have very heavy flywheels and the inertia of these maintains the engine speed through a number of cycles when ignition does not occur.

An explanation of how the engines operate follows. Only the exhaust valve is mechanically actuated. The inlet valve is held closed by a relatively weak spring. When the engine is building up speed combustion occurs as with a normal 4



A Hit and Miss engine similar to mine stroke engine. The Inlet valve opens due to the suction in the cylinder on what would be the normal induction stroke. The spark is provided by a magneto.

When the engine is at operating speed, 550 rpm on my engines, a centrifugal governor moves a rod which holds the exhaust valve open. When this occurs the inlet valve doesn't open as there is no

suction in the cylinder. No fuel enters the cylinder so there is no combustion and the engine 'misses'.

Slightly less boring stuff follows!

Amazingly the main castings for the two engines I bought six months ago, were produced by the Stover Engine & Mfg Co of Freeport, Illinois, USA five days apart in May 1925. Both castings were machined and assembled as complete engines at the Stover factory. One was shipped to the Chain & Belt Co, Milwaukee Wisconsin, the other to Chicago Flexible Shaft Co, Chicago Illinois.

This latter company was established in 1896 to manufacture sheep shearing machinery. One of the founders of the company was also a partner in Cooper Sheep Shearing Machinery Pty Ltd of Sydney. Cooper imported Stover engines for their shearing machines sold here and re-badged them as Coopers. It is a mystery how the two engines shipped to separate companies in the U.S.A came to be re-united in Australia many years later.

I bought the engines from a guy who was selling off his father's collection of antique engines after his father had died. Apparently there were 8 sheds of miscellaneous equipment on the family property in the Riverina area of N.S.W. The son told me stories of going to shows with his Dad as a teenager with eight old engines, unloading them and then starting them all up "to make some noise".

The father was obviously quite a character. He was a keen fisherman as well as an antique engine enthusiast. He would go onto a property and make friends with the farmer so he could fish on the riverbank. As he was doing this he would be on the lookout for old engines that were no longer in use and on finding something interesting would negotiate a price with the farmer.

I am progressing with restoration of one engine but am still some way from "making some noise"!

Bob Morey



| 18/2/21 | | 2021 CRC Events Calendar. | | |
|--|--|---------------------------|--|--|
| CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp. | | | | |
| Date/s | Event - CC indicates CRC championship event | Note | Contact | |
| 26-1-21 | Unofficial CRC Meeting | Strathfield GC | | |
| 5-2-21 | F.F.F.F. | Strathfield GC | | |
| 21-2-21 | Dave Johnson Historic (HRC) CC | Navigational Assembly | Mal Sinfield - 0405 803 222 | |
| 23-2-21 | CRC Meeting | Strathfield GC | | |
| 5-3-21 | F.F.F.F. | Strathfield GC | | |
| 23-3-21 | CRC Meeting | Strathfield GC | | |
| 27-3-21 | Shoalhaven Shuffle CC | Navigational Assembly | Tony Norman— 0402 759 811 | |
| 2-4-21 | F.F.F.F. | Strathfield GC | | |
| 27-4-21 | C.R.C. Meeting | Strathfield GC | | |
| 7-5-21 | F.F.F.F. | Strathfield GC | | |
| 16-5-21 | Sheep Station Rally CC | Navigational Assembly | Jon Mansell - 0467 632 735 | |
| 25-5-21 | C.R.C. Meeting | Strathfield GC | | |
| 4-6-21 | F.F.F.F. | Strathfield GC | | |
| 22-6-21 | C.R.C. Meeting | Strathfield GC | | |
| 20-6-21 | Tour d' Course (AROCA) CC | Navigational Assembly | Alan Walker - 0432 511 709 | |
| 2-7-21 | F.F.F.F. | Strathfield GC | | |
| 27-7-21 | C.R.C. Meeting | Strathfield GC | | |
| 6-8-21 | F.F.F.F. | Strathfield GC | | |
| 24-8-21 | C.R.C. Meeting | Strathfield GC | | |
| 3-9-21 | F.F.F.F. | Strathfield GC | | |
| 28-9-21 | C.R.C. Meeting | Strathfield GC | | |
| 1-10-21 | F.F.F.F. | Strathfield GC | | |
| 26-10-21 | C.R.C. Meeting | Strathfield GC | | |
| 5-11-21 | F.F.F.F. | Strathfield GC | | |
| 23-11-21 | CRC Annual General Meeting | Strathfield GC | | |
| 27-11-21 | 28-11-21 Alpine Classic CC | TRE. | Phillip Stead - 0412 805 122 Graham Pettit - 0403 308 752 Alan Walker - 0432 511 709 | |
| TBC | CRC Annual Presentation and Christmas Party. | TBC | John Cooper | |

1/2/21

2021 Alternate Events Calendar.

The following events may be of interest to some members—it is not a complete list

| Date/s | | Event | Note | Event Details/Contact |
|----------|---------|-----------------------------------|---------------------------|-----------------------|
| | 5-2-21 | Targa High Country | | Tarmac event |
| | 13-2-21 | Mt Baw Baw Sprint | | Tarmac event |
| 7-3-21 | 14-3-21 | Classic Outback Trial | Parks/Orange/ Bathurst | Gravel event |
| 24-3-21 | 27-3-21 | Adelaide Targa rally | | Tarmac event |
| 19-4-21 | 24-4-21 | Targa Tasmania | Tasmania | Tarmac event |
| 1-5-21 | 2-5-21 | 60 Years Mini Downunder | Rosehill Gardens | Mini Car Club |
| 15-7-21 | 17-7-21 | Black Stump Rally | North Coast | HRC |
| ? | ?-8-21 | Shannons Eastern Creek Display | SMSP | CMC |
| 28-10-21 | 7-11-21 | Perth to Sydney Marathon Rerun | | Laurie Mason |
| 2-12-21 | 5-12-21 | Alpine Rally of East Gippsland | Victoria | HRA |
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Thanks to John Cooper, Jen Navin, Tony Kanak, Bob Morey, Heather Dux (for the jokes)