

- Next meeting August 22
- Magazine deadline Sept 19

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



The Odyssey of John and Wendy Cooper

Turn the page to read about;

- John's Jabber
- Sheep Station Rally Flyer
- Alpine Classic Details
- Tour d'Course Presentation Photos
- Secretary's Stuff
- Bathurst Tour Flyer
- Doctor of SUs?
- Conditional Registration Instructions
- Championship Point Score
- CRC Event Calendar

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Classic Rally Club Officers and Contacts 2021

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: Jon Mansell	crc.comp@classicrallyclub.com.au	0467 632 755
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabber

Hi Everyone,

I'm back. Yes back home after our 10 week road trip, 20,000 Kms, so much dirt and dust, and kilometre after kilometre of rough corrugated roads. We drove all the way to Cape York, the tip of Australia, around to Nhulunbuy,

Gove, then up to Darwin and back down via Birdsville, White Cliffs and everywhere in between travelling in our 30 year old XG Ford Falcon Ute, accompanied by my adventurous wife Wendy. Hope you didn't miss us too much and that the Club continued on without me. I will try to put a bit of a story together for next month.

If you saw our Club's Facebook page you would of learnt about the sad passing and loss of one of our faithful, Pam Watson, a masters navigator for her long time husband and driver, always together. We said farewell last Thursday. Our hearts and condolences go out to Alan and the family. I have penned a Vale elsewhere in this magazine. Rest in Peace Pam.

You had a rally without me. Well it was a bit far to come back for the Alfa Tour d' Course and by all accounts from what I've heard and read Alan, Lauren and Tony did another outstanding job putting it on for you all. Well done on the entry numbers and another successful joint venture from both clubs. Thank you Alfa Romeo Owners Car Club for hosting it, and hope the event continues on again next year. Congratulations to the place getters and everyone else who took part. Please come back for more great events with the CRC. You know, on our rallies, most of the towns we travel through look good at certain times of the year, just like the Autumn Classic tour we did earlier this year, but they can look a little drab at other times. Well there's a city in France that looks Nice all year round.

The annual CMC Shannons Display Day was just this weekend, the 20th at Sydney Motor Sport Park AKA Eastern Creek. Our Club again putting on a good

display of our rally cars that we use in our events, hopefully trying to convince some others to come along and join us. It's always a great display of so many different cars and a good chance to catch up with people you might bump into. Next week I will be doing the HRC Bathurst Tour. This club is now concentrating on running these types of events, non competitive drives over old rally roads, reliving some of the historical roads used back in the day of rallies like the Southern Cross. There are some unsealed roads but we drive to the conditions, not at the speeds they would have been covered in the past, I'm again looking forward to catching up with some of the characters from back then as well, including our CRC Rally Legends.

Our next scheduled event is the Sheep Station Rally, then on to the Alpine Classic, two fantastic rallies to finish off the year. I can't wait to get back out competing with other Masters with Ross. If you only want a social, tour type drive, you won't be disappointed with these two rallies. Don't leave it to the last minute, get your entries in as early as possible to make up some big entry numbers. We would love to see some of you that haven't been around for a while, come back for a run. More importantly, those members and friends that haven't been in one of our events, new comers are always welcome in to our socially minded, friendly Club. If you need more info and introduction to navigational rallying just give us a shout out.

Don't forget to take some time to pen/type something for the magazine. Chris is always looking for anything to include, don't make his job any harder trying to fill up pages. Photos more than welcome. Tell us about yourself, past and present cars or rallies. Come on, don't be slack, let's build a stash of articles that he can draw on each month. I wonder how many we can get, "Major prize for the best contributor, with photos" T&C's apply. One of our members is quite the car collector, he owned so many, but once owned a Delorean, he only drove it from time to time!

We should have at this month's August General meeting at Strathfield Golf Club the Presentations for the Tulip Run. If you are in for a trophy, please come along to accept it. It helps to have them distributed on the night, rather than trying to get

them to you sometime later.

This year's Christmas party and Championship Presentations awards will be held on the 3rd December, again out at Castlereagh Hall. Put it in your diary now so as not to double book your Christmas parties. If you still have one of the Club's Perpetual Trophy/Shields from last year, could you please arrange to get them back to me ASAP, so I won't be chasing you up later in the year when I have to get them engraved for the next winner. Thanks in advance.

Well that's it for this month. Great to be back and hope to catch up with as many of you as I can. Stay safe, keep warm, sending good wishes and speedy recoveries to anyone with health issues, all the best to you all.

Cheers from me, John





VALE

Pamela Elizabeth Watson

25th March 1945 - 10th August 2023

It was with much shock and bereavement, that we learnt of the sudden and unexpected passing of Pam Watson. She passed away peacefully and silently in her sleep, in the early hours of Thursday 10th August 2023.

Our sincere condolences from all associated with the Classic Rally Club and those knew her go out to Alan, her husband of 57 years, their children Geoff and Kate, her grandchildren Zac, Max, and Mya. Pam was 78 years old, so well liked and respected within our club for her friendship, contribution and her ability to navigate in the Masters category.

Alan and Pam were a unique duo, always together, sharing their passion for rallying, travelling, gardening, entertaining and devoting their time with their children and grandchildren. Their contribution to the CRC has been much appreciated. They organised rallies that finished at their home in Dural. They hosted our annual Christmas party in the front yard. Pam had always been so welcoming and understanding during Alan's time as our Club Treasurer. They both joined the CRC in 2003 with the red Mini Cooper S, after being away from the sport for some time. Within a few years and many different cars following, it was Pam's navigational skills that saw them soon continually finishing in the top ten placings in the Club's Masters Championship, with her obtaining third outright in 2008, and equal first with Jeff West in 2009, a massive effort and a true indication of her navigational skills. Earlier this year Pam fitted into her busy schedule and around some travel plans this year's Analogue rally with us.

They both joined the Morris 850 car club back in 1967, driving a VW, but soon converted over, which continues the love of Mini's even now, so much so that the music from the Italian Job sent her off at her farewell funeral. They were both awarded Life Membership of the Mini Car Club, where they also have the respect and much friendship from so many of that Club. The large attendance from both Mini Car Club and Classic Rally Club at her funeral is a testimonial of the love, the respect, the fondness and the friendship she showed us all. She will be sorely missed amongst our people, always remembered and not forgotten. Our thoughts are with Alan on this massive loss of a life long partner.

May she Rest in eternal Peace.





2023 Classic Sheep Station



September 16 - 17



Welcome to the Sheep Station Online Entry.

Please click the link below and this will take you to the online form.

<https://forms.gle/M7YH3gBcEueGdihD6>

2023 will mark the 6th running of the Sheep Station Classic and the first time it will be run over 2 days.

Day 1 will start at the Robertson Pie Shop with first cars on the road at 8:30am. The event will use an interesting route out of the Southern Highlands as we navigate our way towards the overnight stop in Goulburn taking in some fantastic scenery and previously un-rallied areas. Lunch will be at a very out of the way locality and an afternoon crew reviver at a known location.

Our end of day 1 location will also be our breakfast and start point for day 2.

Day 2 will leave Goulburn and take you through some previously unseen areas with amazing scenery and views. Day 2 will have a mid-morning crew reviver and an early finish at Dalton Hotel and then get you on your way home early.

Along the way you will navigate along many new roads and through areas that CRC have not previously visited. Saturday will have approximately 40% of new roads with new areas and localities to visit. Sundays fantastic drive travels through at least 85% new roads and localities.

The navigation will be of the usual Sheep Station event style of challenging but do-able. Careful map reading and plotting will be rewarded as we may catch you out somewhere. That said, as always the navigation is designed to keep you moving and not parked on the side of the road trying to work out what's next.

For Masters, Apprentice and to some extent Tour and Social, there are some unsealed sections throughout the weekend. These are of extremely good quality and will take you through some fantastic areas.

We will also be running a full tarmac class that we have called 'Targa'. The navigation for this class will be a mix of Route Charted and Tulip instructions. This additional class will not be part of the club championship and will be scored separately. Social entrants can run in this class but will not be scored.

The Classic Sheep Station will cover approximately 660 kilometres over the 2 days. There are many long open runs throughout the weekend so navigators can get their heads out of the maps and enjoy the drive also. To help keep crews fresh and on their toes all weekend we have crew reviver points along the way with toilets and refreshments available as well as food and refreshments.

Saturday night Dinner will be at one of the clubs in Goulburn. During the dinner, there will be 4 x \$50 vouchers raffled off and possibly some other awards given. If you have an outstanding Sheep Station Trophy, then you will receive it during dinner.

For those of you bringing 2 cars, we suggest either leaving the 2nd car in Goulburn or Mittagong as these will be easy via points on your way home to pick up your cars.

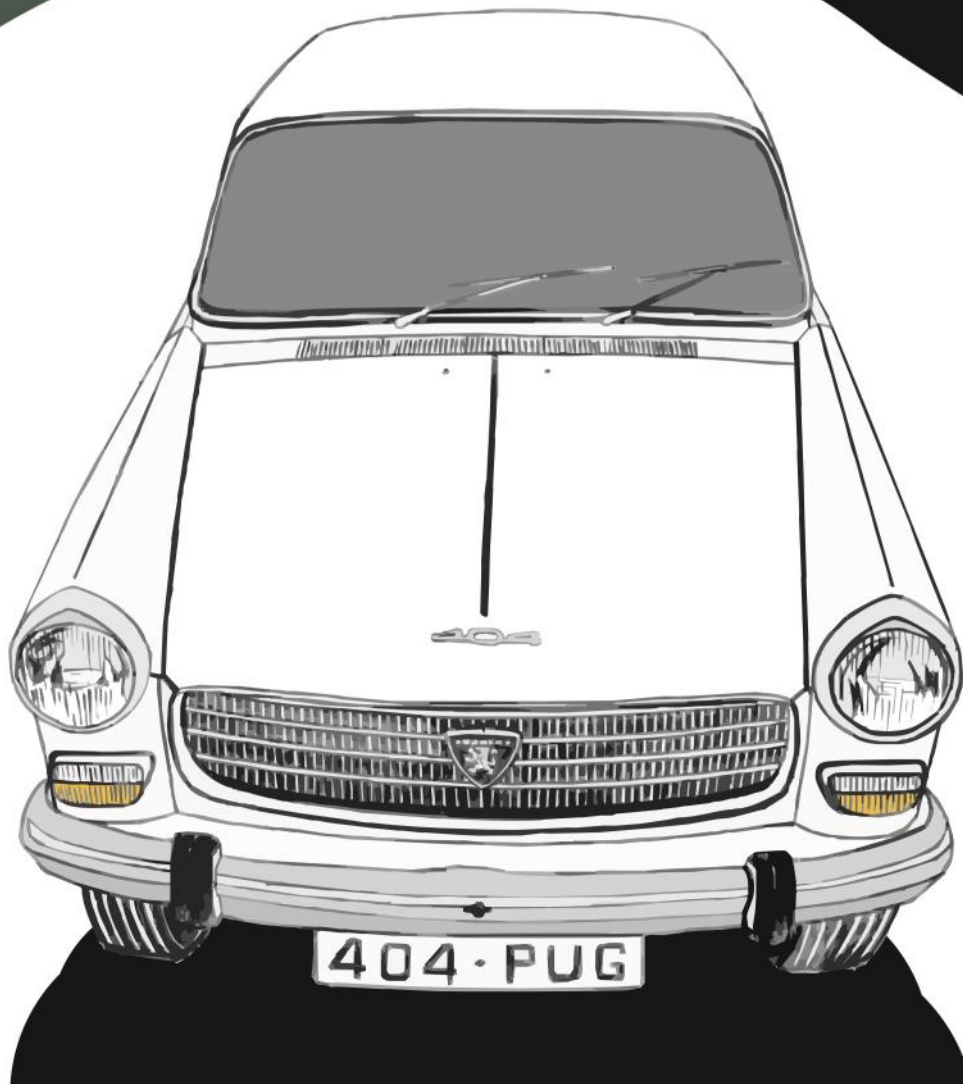
If you have any questions, please contact us - luimaclennan@hotmail.com

Jon, Tina & Lui

XXIII

Alpine Classic

14-15 October 2023



2023 Alpine Classic

The 2023 Alpine Classic entries are now open!

Come out and enjoy some of the finest country touring NSW has to offer. This year's event encompasses just over 800km over the weekend of the 14th and 15th of October.

That's right over 800km of fantastic touring roads for you and your teammate to enjoy!

The Alpine Classic holds a special place within the Classic Rally Club, and this year will be no exception. The event is a Touring Road Event (TRE) that gives crews the extra challenge of keeping an eye on the clock as each section within the event has an overall average speed to get you to the next section. The timing of this event allows it to stand alone amongst the other Classic Rallies within the CRC championship, for this very reason.

We have catered for all levels of experience, to make sure all entered have an enjoyable event. We are more than happy to give guidance to those unsure of which category would best suit them.

Classic Rallying is a wonderful way to not only enjoy getting your pride and joy out for a great run, but gives you the opportunity to be able to work together as a team, having a driver and a navigator testing their skills and wits against other like-minded crews in a challenge that is hard to beat.

To top it all off, you have the social side, catching up with other crews and seeing how much fun this style of event can really be.

Important things to note – we can only accept 80 entries – that's it!

So if you want to be in this year's event you should look at getting an entry in sooner than later.

It is also a great idea to book your accommodation early.

If choosing to stay for the Friday night (13th), we are starting in Lithgow this year, and the Zig Zag Motel is always a good option.

Accommodation for the Saturday night should be booked early to avoid disappointment. We are over-nighting in Orange this year with the dinner to be held at the Orange Ex-Services Club.

So if this has raised your interest – get out there and get involved, we know you'll enjoy it.

Just remember – if you don't have a classic car – no worries, all you need is a team of two up for a week-end of great driving roads and a sense of fun.

And if you aren't quite convinced – register your interest at alpineclassic@hotmail.com and keep updated about the event.

We look forward to having you along this year.

The Alpine Classic team.

In 2023, The Alpine Classic will start in the New South Wales town of Lithgow. It will take our crews through a series of challenging and fun sections on great roads with incredible scenery. The route taken on each day is shrouded in secrecy to keep competition interesting. Overnight our crews will be staying in the town of Orange, New South Wales with an included dinner being held on the Saturday evening. The following Sunday morning our crews will start again at Orange, working their way through a different challenging route with more fascinating country New South Wales scenery, with their afternoon finish at Lithgow.

Participating crews have the opportunity to choose a navigation level suitable to them with four navigation categories available:

* **Social Tour** - although not a competition category (and technically it's own separate social event), this still provides a chance to get out on scenic roads in your car, and enjoy the company of fellow enthusiasts. Navigation is via simple route chart without the challenge of navigational tasks, ideal of first timers. No Motorsport Australia licence is required for this event.

* **Tour Category** - a competition that features simple route chart instructions and which is very popular with less experienced crews. It offers the thrill of real competition and boasting rights after the event without the challenge of map reading.

* **Apprentice Category** - a competition which is for those crews who like a challenge of map reading, finding the correct route using more comprehensive map interpretation and navigation skills with some helpful hints provided by the event organisers.

* **Masters Category** - the most challenging level of competition for those crews who revel in matching wits with the event's organisers (*there are no helpful hints for these crews*).

There are a limited number of crew registrations available for this event so early entry is strongly recommended.

Price: \$475 for a two person crew.

Inclusions:

- Breakfast on Saturday morning
- Lunch - both days
- Dinner on Saturday night
- All maps and instructions required to complete the course
- Embroidered hat for each crew member
- Embroidered patch for each crew member
- Alpine classic stickers
- Alpine classic window banner
- Car number
- Motorsport Australia permit fees as applicable.

To become a crew in our 2023 event please visit www.thealpineclassic.com.au and download the entry form from the downloads link.

We'll catch you there.
The Alpine Team.

Tour d'Course 2023 Presentation



1st Place Masters Driver: Graham Pettit
Navigator: Phillip Stead (Pictured)
Presented by Alan Walker



3rd Place Masters Driver: Edul Dhondy (Pictured)
Navigator: Ross Warner
Presented by Alan Walker



1st Place Apprentices Driver: Tony Norman
Navigator: Glenn Evans
Presented by Alan Walker



2nd Place Apprentices Driver: Bruce Miller
Navigator: Andrew Taurins (Pictured)
Presented by Alan Walker

Secretary's Stuff – August 2023

Hello everyone, welcome to another issue of the Classic Rally Club magazine. On behalf of the Editor and contributors, we hope you enjoy it.

By now – if you check your email inbox you will have received an invitation to complete a survey that seeks to put a figure on the economic value of your classic vehicle involvement- and so build a picture of the value of the classic car movement as a whole. I have already done the survey and it took about ten minutes, and is confidential. If you haven't completed it- please take a little time to do it, soon.

As I write this column the SMSP huge display day for the Council of Motor Clubs is looming. Here is hoping for fine weather. Although, as usual the CRC is having a display of some member's vehicles- if you just want to marvel at about 2000 historic vehicles across all marques, then why not attend on Sunday the 20th and have a look?

At our place we have a mixed fleet of modern (well sort of) and classic vehicles and recently I bought an upgraded On Board Diagnostic (OBD) reader. It had its first trial on a Ford Everest diesel belonging to a friend which had developed what turned out to be a "290" fault. The 999 allocated error codes (gulp) are standard across vehicles brands (well mostly) and this one turned out to be a warning of low turbocharger boost. Now this vehicle was only recently released from some significant warranty work that took several weeks.

So plugging in the OBD reader alleviated concerns about whether it can be driven- or does it need a tilt tray truck? Or is it OK to drive it when the warning light came on 100km from home on a weekend?

I think carrying one of these code readers might be a good idea so you can keep aware of whether a warning light is serious/minor/true or false. In this

case the engine was performing as normal up hills so we surmised the error was a false alarm or a sensor problem. And so it turned out to be. Maybe of course we were just lucky.... Still for about \$100, it is a compact added tool, takes up little space and might save you a long wait for a road side tilt tray or breakdown service?

With the apparent shift of the weather into spring, as shown by the flowering cherry trees etc, it was time get into some vehicle maintenance. Part of this discipline- if you do your own maintenance is having a stock of consumables that suit your vehicles, on hand. If you are a canny shopper you can take advantage of sales at the bigger chains, like Repco, Supercheap, Bursons, Autobarn, and others. Part of the spring prep was to replace a now clearly failing battery. Winter will often be the death of an older battery and so it was this time, but it was seven years old- so I can't complain. With the demise of much/most local battery production in favour of imports it can be harder to find a disposal method for the old battery that is convenient. Some stores will take them, some don't want them.

Part of the spring cleanout was to discard some old partly filled grease containers where the product has undergone deterioration- and to restock on engine oil, gear oils and filters. Here my local "little" parts operation generally beats the big chains on filters and specialty lubes by a fat \$ margin. So I buy these things there. Also he has a range of farm oils that are good value and which might meet a need for the now harder to find 20W-50 engine oil grade that meets older SG or SH or SL standards. These standards are

still way newer than the SE or SF standards which were current when 1970's vehicles were built, and because of their usage for the era of pre catalytic convertor equipped vehicles they have the traditional anti wear additives for camshaft/cam follower protection like, ZDDP. I won't go further into the facts and folklore of why modern oils might not be optimum for some older engines, but if you haven't had your fill of this subject, the internet forums have beaten it to death.

The punchline, I bought a 20 litre container of 20W-50 mixed fleet oil for older engines for \$111. I hope my 1951 Matchless motor cycle likes it....

So now if I have encouraged you to get the classic vehicle(s) in your charge ready for some usage, then I'll draw your attention to the coming up events the Sheep Station in September and about a month later on October 14-15, the Alpine Classic one of the most famous and long-running events on the CRC Calendar. Both of these events are not to be missed if you are an expert with a hunger for competition in navigation or a level of challenge you choose from the friendly options- and the great scenery, driving experience and camaraderie. Even if you don't have a classic vehicle ready for this duty, you can get the full flavour in a modern car...Please consider.

Before the end of August we'll be trying the Historic Rally Club's Bathurst Tour of Friday 25 and Saturday 26 August. A report will be provided later...

Tony Kanak

HRC NSW/ACT
<https://hrcnsw.org.au>

Come with us to the Mountain ! Bathurst Tour 2023

Friday-Saturday Aug 25-26th 2023

Tour Organiser and Road Director: Mike Batten.

Continuing the format of the HRC's successful 2022 Tours with another 2 day non-competitive drive in the NSW countryside.

Day 1: Mittagong to Bathurst 400km Day 2: Bathurst return 360km

Mittagong - Taralga - Mt Jerrong - Shooters Hill - Oberon - Tarana - Sunny Corner - Palmers Oakey - Capertee - Upper Turon - Bathurst - Crudine - Aarons Pass - Windeyer - Rylstone - Mt Horrible - Limekilns - Mt Panorama

Mike is taking us from Mittagong to Bathurst visiting some iconic rally areas of the 50s and 60s together with a drive around Mt Panorama.

Great driving 760km on sealed and good unsealed Shire roads with some fantastic scenery tossed in to keep everyone happy. Only 5km of poor surface where care needs to be taken.

The course is easy to follow with Route Chart style instructions.

We are working hard on having Social Functions in private rooms at Bathurst RSL and guest speakers for both Friday and Saturday evenings.

Register your Expression of Interest to receive all information updates by responding to hrcroadtours@gmail.com
Enquiries to Mike Batten 0400 174 579

Entries will be accepted from all style of vehicles, classic and modern, as long as they are registered for use on the road (Trade Plate and Unregistered Vehicle Permits not accepted). Rally preparation of cars is not necessary but cars with low ground clearance are advised not to enter.

All drivers need only to hold a full civil licence and with all crew members need to be members of a MA affiliated Car Club. Membership of the HRC is available see the HRC website.

A Notice of the Event with additional details and Entry Form will be available shortly together with accomodation suggestions.

Entry Fee will be \$160 plus any function meals.
Meals and accommodation are not included in the Entry Fee.

Keep up to date on the following link: <https://hrcnsw.org.au/future-events/bathurst-tour>

Doctor of SUs?

By Tony Kanak

No, not the author of The Cat in the Hat etc- rather a short observation about the Skinner Union fuel metering device, more commonly called the SU carburettor.

These once ubiquitous carburettors were fitted originally to many and varied English cars, from the lowliest mini to the mightiest E type Jaguar. Volvo was one continental make to also use SU carburettors, and here in Australia they were a popular conversion for many makes, and any serious six cylinder Holden or even Valiant needed triple SUs to be taken seriously way back in the 1960s and 70s. Companies like Lynx Engineering made manifolds to put them on many different engines and spawned copy cats too.

The beauty(?) of these SU carburettors was that they were relatively inexpensive, especially compared to DCOE Weber carbs and could be made to work well in many applications because of the multitude of fuel metering needles, the range of the inner springs and the butterfly sizes of 1.25, 1.5, 1.75 and 2 inch- referring to say the 1960s HS series.

Although SU carburettors are now obsolete, new parts and rebuild services for SU carburettors are available- testimony to considerable ongoing interest in these carburettors, and the machines to which they are fitted. But now to today's punchline: The subject of damper oil for these things-

First of all why think about this? In my case this winter the low temperature performance was poorer than memory. Flat spots, delays in picking up speed from low rpm in say 3rd gear and even an occasional lean misfire suggested attention was needed.

Now with the simple to fiddle with SU main mixture adjustment it is tempting to wind the jet down ½ a flat or more, thereby richening the plot somewhat, and calling it done. Yes this works after a fashion, but then cruise and power rpm fuel delivery may also be a bit too generous, costing fuel economy, or worse.

If you are less familiar with SU Carburettors and the CD Stromberg nephew- you may be puzzled that there is no sign of an accelerator pump to provide a temporary increase in fuel to aid acceleration from low speed. Yet such a device is there in plain sight- it is the damper assembly which acts like a shock absorber on the piston movement. By slowing and reducing erratic upwards piston movement it allows manifold vacuum to draw fuel from the gap 'twixt metering needle and the jet at the "bridge" part of the carb. This may seem counter-intuitive – to stop the piston taking the needle up to pass more fuel on demand for more power- but it is only for an instant, to allow the fuel flow to get in step with the airflow.

Now in carburettors of this type the damper piston was located within an oil reservoir, accessed by unscrewing with the fingers (usually) the damper piston top cap and supplying the damping fluid (oil) of choice. For many years the usual recommendation for the SU damper function was 20weight engine oil- a straight grade, very uncommon today. This was often conflated to engine oil, which may have been almost the same with 20 in winter and 30 grade in summer as common usage in the 1950s. Not so equivalent to 20W-50 multigrade engine oils, common by the later 1960s.

The introduction of multigrade engine oils would upset this somewhat, especially more recent wide band multigrades that actually stay in grade...

So for my Volvo for example, and XU-1 Toranas and others, as the time progressed the damper fluid

recommendation on some makes became automatic transmission fluid (ATF). The by now common 20W-50 multigrade would NOT work well. This ATF recommendation was what I was still using when the low speed lean/ flatspot condition reared its head just recently, on cold mornings.

As usual the internet is the source of huge confusion with people using everything from kerosene to gear oil in these things. Which is not to say, that in their experience with some oddball choice of needle, spring and novel tuning prowess these options for damper fluid don't work OK for them. My set up was with an engine spec that had drifted quite a bit from the factory form. And with carbs that were overhauled about 60,000km ago so not worn out but not as new either.

Now without a second thought I had been using "on hand" Dexron ATF in the dampers, the factory service manual said ATF. However the Volvos used Borg Warner type 35 automatics – which used type F ATF. Could that make a difference? Yes actually!

The internet spurred my curiosity about people's choices for damper fluid purposes. Obviously the carburettors don't get as hot as the engine oil so it is the viscosity at the commonly reported temperature of 40 degrees C that is especially informative. Wow does this vary widely across all of the folklore solutions! Higher numbers in SAE oil grades and in centistokes = thicker, more resistance to damper piston movement. SU said not to use straight 30 weight engine oil....(due to risk of loss of overall performance).

SAE Grade Oils	Typical Viscosity @40 degrees C in centistokes	@100 degrees C
5	20	4
10	30	5
15	?	>5.6
20	35-65	6-8.5
30	80	10
40	100-150	11.5-16
50	180-280	16-22
ATF Dexron V1	29.5	5.8
ATF Dexron 111	32	7.7
ATF Type F (early Ford)	35	7
Penrite SU damper oil	67	9.5
5w-30 synthetic Penrite	63	10.5
10w-40 part synthetic	98	14.8

I bought some 20 weight motorcycle oil locally, to mirror, as a trial the original SU specification, and rechecked the idle mixture and carb balance. Result- it's never run better, spark plugs look perfect! That is with E10 fuel by the way. Feel free to experiment and report....

Tony Kanak



Carburettor on left is 1.75" HS6 SU, carb on right is a Stromberg 175CD. Damper pistons are shown removed- resting on carb bodies. Damper fluid (aka oil) is admitted via the "tower" part of the carburettor body. On the SU the piston that rises and falls in response to engine airflow demand can be seen. (The Stromberg is too dirty)!

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
rondcooper1275@gmail.com Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

Types of Conditional Registration available to CRC members

1. Historic Vehicle Registration H Plates (HVS)60 day log book which allows 60 days per year use plus club events This an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC An annual club RMS form for CVS 1835
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You MUST have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.

Procedure for renewing at the RMS:

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web site and that can be emailed to me but it needs to be posted back.**
- **Club Plates Registrar will complete Section 4. and sign**
- **Take or post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email rondcooper1275@gmail.com.

Club Rules in addition to RMS Conditions

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club charges members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic	Best 8 Days	
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Andrew Inglis	36	34	20	40m	14.5	19.5			164	1
Robert Panetta	32	36	18	36	18.5	16			156.5	2
John Cooper	36	40	16	38	18.5				148.5	3
Graham Pettit	38					19.5			57.5	4
Tony Wise			19		18.5	16			53.5	5
Peter Reed				34	18.5				52.5	6
Edul Dhondy	40m	38m				18m			40	7
David Batten	34								34	8
Dave Shaw					14.5	17			31.5	9
Rob Mifsud			17						17	10
Bob Morey					14.5m				14.5	11
Mark Hoyle					14.5				14.5	11

Geoff Bott's points for Round 5 listed in Apprentice

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Martin Leaver	36	34	20	40m	14.5	19.5			164	1
Ross Warner	36	40		38	18.5	18m			150.5	2
Mike Batten	34	32	17	34	18.5				135.5	3
Alan Walker	40m	38m	19		18.5	18			95.5	4
John Henderson			18	36	18.5	16			88.5	5
Phill Stead	38					19.5			57.5	6
Raymond Ar-					14.5	17			31.5	7
Teresa Morey					14.5m				14.5	8
Tanaz Hoyle					14.5				14.5	8
Carol Both					12				12	10

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Michael Brandt	30		14		13	13			70	1
Bruce Miller	26		15			14			55	2
Jon Mansell		30			13	11			54	3
Murray Baker	24				14.5				38.5	4
Geoff Bott				30	7				37	5
Carol Both	28m								28	6
Joyce Lawrence				28					28	6
Tony Norman			13			15m			28	6
Graham Thompson		26m		26m					26	9
Alan Watson			13m						13	10
Alan Cummine					12m				12	11

Justin Bedingfield's points for Round 5 listed in Apprentice

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenn Evans	28m	30		30	11	15m			100	1
Andrew Taurins	26		15		14.5m	14			69.5	2
Susan Genner		28m		28					56	3
Andrzej Cieslak	30				13				43	4
Nikki Baker	24				14.5				38.5	5
Marina Thiveos			14			13			27	6
Winton Brocklebank		26m		26m					26	7
Tina Mansell					13	11			24	8
Pam Watson			13m						13	9
Jim Deves					12m				12	10

Glenn Evans entered Round 3 as a driver in Tour

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Warren Herrick	18m		7	14		8			47	1
Dennis Oste	20				5				25	2
Tina Mansell	6			16					22	3
Dominic Votano				20m					20	4
Geoff Boyd		20							20	4
Doug Barbour				18					18	6
Michael Malgo			8.5m		9.5				18	6
Justin Bedingfield	16m		6m		9.5m	6m			17.5	8
Jon Dickson				16					16	9
Geoff Hempsall	8m					8			16	9
Edul Dhondy			8.5m		7m				15.5	11
Gerald Lee				12m					12	12
Sergio Cariolato	12m								12	12
Glenn Evans			10						10	14
Sarah Priestly						10m			10	14
John Croft					8				8	16
Richard Nineham					6m				6	17
Tony South					4				4	18
Ron Cooper					3				3	19
Lachlan Watkins						3			3	19

Edul Dhondy entered Rounds 1 & 2 in Masters

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenda Lawrence	18m		7	14		8			47	1
John Learson	20				5				25	2
Tanya Votano				20m					20	3
Jim Deves		20							20	3
Xanthea Boardman				18					18	5
Geoff Hemsall			8.5m		9.5				18	5
Isla Murdoch	16m		6m			6m			16	7
Michael Malgo	8m					8			16	7
Simone Dhondy			8.5m		7m				15.5	9
Cate Lee				12m					12	10
Irene Cariolato	12m								12	10
Jennifer Navin			10						10	12
Peter Robinson						10m			10	12
Annette Croft					8				8	14
Sue Nineman					6m				6	15
Jonathon Mansell	6								6	15
Jim Barrett					3	3			6	15
Ted Norman					4				4	18

Jonathon Mansell's points for Round 2 listed in Apprentice Drivers

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Isla Murdoch	16m		6m			6m			16	1
Simone Dhondy			8.5m		7m				15.5	2
Tanaz Hoyle					14.5				14.5	3

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)

CRC Event Calendar 2023

Day	CRC Championship Events	Other events / notes
January		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
March		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
April		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
May		
Friday 5th	Autumn Glory Tour of North Eastern Victoria	<i>Non CRC Championship day</i>
Saturday 6th	Autumn Glory Tour of North Eastern Victoria	
Sunday 7th	Autumn Glory Tour of North Eastern Victoria	
Sunday 21st	The Tulip Run - (NA) Jon Mansell	
Tuesday 23rd		Club Meeting
June		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
July		
Tuesday 25th		Club Meeting
August		
Tuesday 22nd		Club Meeting
Friday 25th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
Saturday 26th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
September		
Saturday 16th	The Sheep Station (NA) - Jon Mansell	
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
October		
Saturday 14th	Alpine Classic (TRE) - Alan Walker	
Sunday 15th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
November		
Tuesday 28th		Club Meeting- AGM
December		
Sunday 3rd		Club Christmas Party