

- Next meeting is the AGM on November 22
- Magazine deadline November 15

THE NOVEMBER MEETING IS THE ANNUAL GENERAL MEETING

All welcome on Tuesday November 22—see the notice inside this magazine.



Turn the page to read about;

- John's Jabber
- AGM Notice of Meeting
- Christmas Party Flyer
- Turning Kuro into Lucifer—Geoffrey Bott
- Secretary's Stuff
- Another "father and son" weekend
- Notice Board
- Coffs Coast Festival Flyer
- Conditional Registration instructions
- CRC Championship Point Score
- Draft event Calendar for 2023

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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
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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
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John's Jabber

Hello all you CRC Rally Direction readers. You thought you got rid of me for a couple of months. Well here I am in Perth Western Australia after what has been a great road trip over. I am now getting ready for the start of the Perth to Sydney Marathon.

Very exciting with 77 cars starting in just a few days. Check out the Perth to Sydney website for all the latest news and happenings.....I had a chance to check my email inbox just the other day and I don't seem to think it's very full with my previous request in last month's magazine for some member participation. So here again I ask you to

Respond. Just reread last month's mag and get typing on your computer. All sensible suggestions are welcome and will be considered but I hate it when people try to get all intelligent and talk about Mozart when they have never ever seen one of his paintings.

Alpine Classic is fast approaching, don't miss out on the Club's annual premier rally. Get your entries in and sort out your accommodation in Dubbo for the Saturday night.

Annual General Meeting next month, come along and show your support to the committee and hopefully returning registrars. I will be along to chair the meeting and look forward to another prosperous year ahead.



NOTICE- IT IS TIME AGAIN FOR THE CLASSIC RALLY CLUB INC ANNUAL GENERAL MEETING-

Date: Tuesday November 22nd, 2022 commencing at 7.45pm- prior to the usual monthly meeting.

Place: Strathfield Golf club, 52 Weeroona Road, Strathfield. (the end of Weeroona Rd). Meals are available from 5pm.

Agenda:

1. To accept the minutes of the 2021 CRC AGM.
2. To receive the summary reports on the 2022 activities.
3. To elect the CRC committee positions of President, Secretary and Treasurer and Event Secretary for the period to the 2023 AGM (note the current committee is eligible for re-election and has indicated it is prepared to stand again for the next year).

ALSO:

If you are potentially interested in assisting with assisting with any roles for the club action-but won't be at the AGM to declare your interest, could you please contact the Secretary on 0419 233 494 so your interest can be noted at the meeting.

4. To set membership fees for 2023..
5. Any other business, in accordance with the Club rules.

Tony Kanak
Secretary CRC Inc.



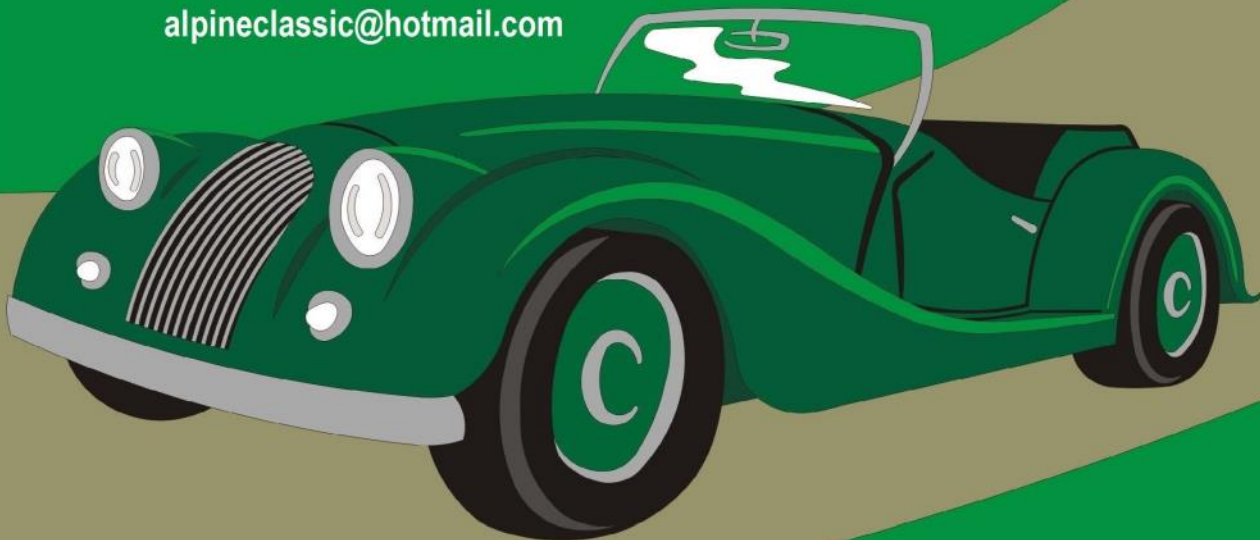
XXII ALPINE CLASSIC

19 - 20 NOVEMBER, 2022

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LITHGOW - DUBBO - BATHURST

A two day navigation event for classic car enthusiasts, with categories to suit all levels of participation.

Social tour - (no Motorsport Australia license required) Just for fun with route chart instructions.

Tour - Competition without much mapping, mainly route charted.

Apprentices - Mapping but not too difficult.

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CHRISTMAS PARTY

CHRISTMAS LUNCH and PRESENTATION OF TROPHIES

WHEN— SUNDAY 11th DECEMBER 2022 FROM 12 NOON

WHERE—CASTLEREAGH HALL, CASTLEREAGH ROAD CASTLEREAGH

Back buy popular demand this December.

SAVE THE DATE... Further details to follow

CRC members free, all partners welcome.

BYO DRINKS

RSVP to John Cooper 0414 246 157

or email johncoopclassic@gmail.com



johncoopclassic@gmail.com
johncoopclassic@gmail.com

Turning Kuro into Lucifer.



Figure 1 Kuro



Figure 2 Lucifer

What is the old fool going on about today? Well, it's like this – in 2018 I found a 1989 black Jaguar XJS listed on carsales.com.au listed at a reasonable price for the time with only 113,000 kms on the clock. It was located in Victoria, not far from my grandson's place. As he was an apprentice motor mechanic at the time, I asked him to have a look at it. He gave it a good report after a brief inspection so I bought it online without seeing it personally. I'd had a telephone chat with the owner, who told me he'd had it for 10 years. You know where this is going, right?



Figure 3 As listed on-line in 2018

Although it drove well, I trailered it home, stashed it, and then decided to transfer the rego. I also applied for a Jaguar Heritage Certificate. That's when I discovered it originally blue and was sold new in Tokyo and I had to prove it had been registered in Australia for at least two years as it had not come with any import approval. The previous owner was able to furnish a couple of rego certificates so that overcome that hurdle. Once registered, I was finally able to drive it and discovered it was leaking coolant. Imagine my surprise when I discovered the top left radiator hose was split. See figure 4.



Figure 4 Split radiator hose

Not only was it split but clearly had been like this for years and had not been filled with coolant, only

water. The result is in figure 5. What seems to have happened was the air got into the system and combined with water, accelerated the build-up of aluminium oxide at that point. The result was that there was only a tiny hole about 8 mm in the middle of the corrosion build-up to allow a miniscule flow of water through.



Figure 5 Buildup of corrosion in thermostat outlet

I then extracted the radiator and found that it was clogged up with grass and debris behind the oil cooler as per figure 6.



Figure 6 debris behind the oil cooler

Who knows how much crud had accumulated inside it as well so the solution was to find a new aluminium radiator on EBay and convert it to a 16" Davies Craig electric fan as per figure 7. I also added a 10 " unit to this as well.

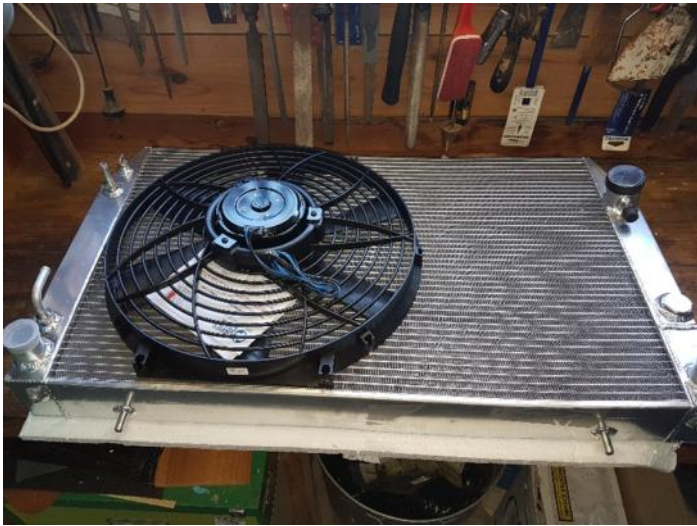


Figure 7 New fan and radiator

Finally it was drivable and I started using it on the odd club run, such as a trip to Nowra (figure 8) and a bit of domestic use.



Figure 8 Nowra air museum

However, I noticed that the oil pressure was low and fitted a new sensor in the vain hope that this was the problem. Of course it wasn't and a test with a manual gauge proved this to be the case.

So my evaluation at this point was, I had a very good body shell with no rust, good gearbox and suspension but an engine with low oil pressure and suspect paint job as it was flaking around the top of the windscreen. That's when the slow conversion started....

Scrounging around found a gent in Victoria who had imported a batch of 6 litre V12s from the USA.

I acquired a 1996 engine with coil packs for a rate far below the cost of rebuilding the 5.3 then found Bruce Grant had a couple of Getrag 265, 5 speed manual boxes in stock. Then a manual conversion kit was acquired from Simply Performance in the UK. This was not cheap but at least I had all of the relevant bits to hand that I could install largely by myself.



Figure 9 Getrag 265 and conversion bits

It took some time to get the correct pedal box as the XJS I had is fitted with ABS but one eventually turned up.

Pulling a V12 out of an XJS is not the sort of job you do in a couple of hours but I managed to get it out in a few days.



Figure 10 The original 5.3 V12 before extraction.

In the meantime, I had to fit the manual gearbox conversion kit to the 6 litre engine.



Figure 11 6.0 litre V12 as supplied

Getting the engine ancillaries fitted was not a simple task as I had to resolve quite few issues with missing and worn bits. For example, the cooling manifold pipes on the side of the head were corroded and I had to find and fit new bits. The alternator and the aircon compressor were missing and I had to find the correct one that was fitted to US cars. Simply Performance was very helpful here and found me the right bits.



Figure 12 Attaching Getrag 265

The block had to be drilled and tapped to accept the conversion plate but once that was done, the gearbox went straight on. Note the geared starter motor conversion. See the size comparison in figure 13. What a weight saving that was!

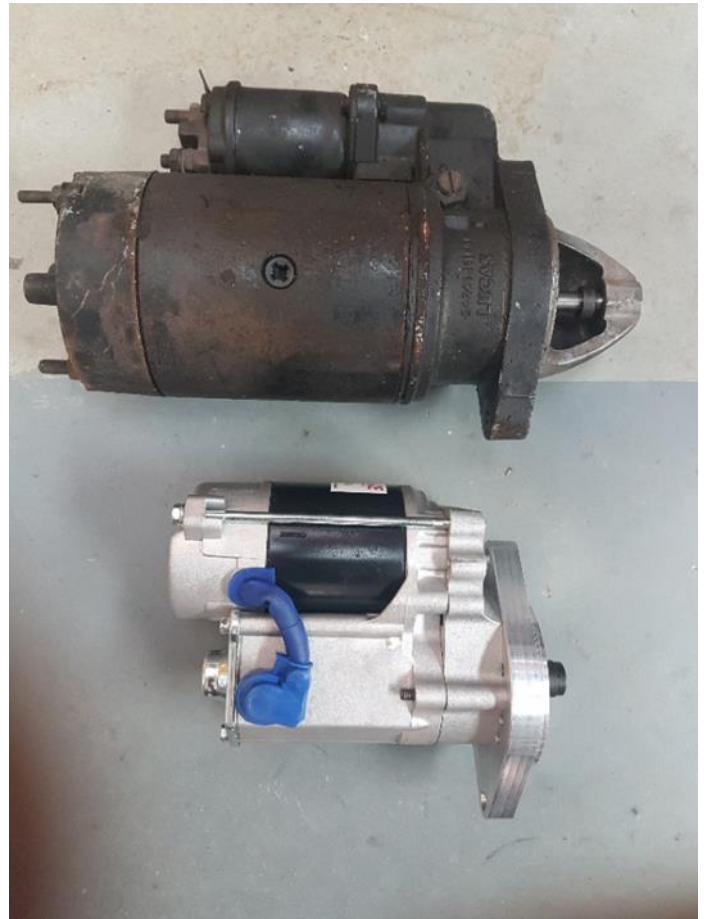


Figure 13 starter motor comparison.

Many hours went into fitting all the right ancillaries' and cleaning up, but it was finally done then it was time to insert the power unit.



Figure 14 Finally it was ready to go in.



Figure 15 It fits!

Once I had fitted everything in place, I then took it to Brett Thomas at Thomas Jaguar (an excellent engineer) at Newcastle, who then plumbed up the oil cooler and a myriad of other items including the air conditioning hoses. He also fabricated a rear mount for the gearbox and earlier made up an oil trap in the sump. Finally, I had the power train in place but of course it now needed to be wired up. As he freely admits, this is not Brett's forte, so I then trailered it to Phil Armour at Amour Motorsport at Penrith. Phil fitted the latest and greatest MOTEC engine management system. I was keen to get an ECU with knock detection as I'd had burnt pistons in another engine when the ignition had over advanced. The engine was completely stock in every respect at this stage, the 5-speed manual was the most significant change, so the power output was relatively modest.



Figure 16 On the dyno and running at last.

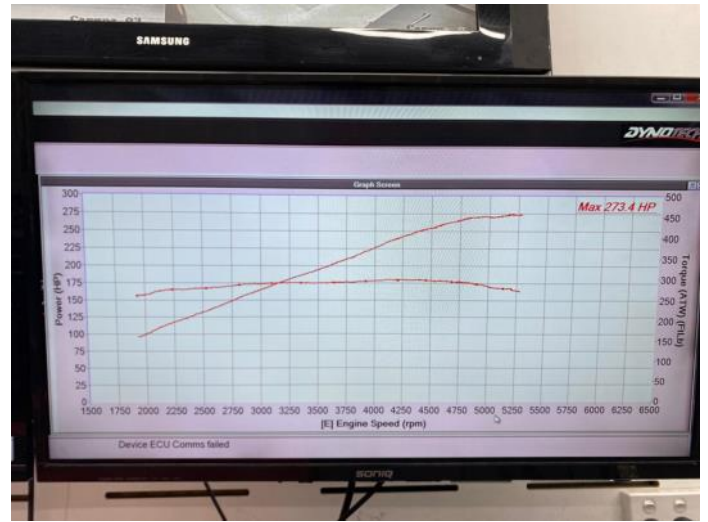


Figure 17 Here's a flat torque curve for you.

After this, there was a period of troubleshooting. The clutch was not disengaging properly so the gearbox came out at Brett's workshop and it was checked out. The ABS was not working and this held up progress for weeks until a new working ABS module was found and the Teves reservoir was replaced. The aircon was checked for leaks and charged up. It worked quite well, especially considering it was cobbled together with parts from 3 continents.

Then I was seduced by Simply Performance producing a set of headers.



Figure 18 SS headers from Simply Performance

After I had these ceramic coated in Penrith, I had Brett fit these in place of the cast manifolds. Ian Hissey tells me that the power gain is miniscule, but I like the sound. It's not noisy but you can tell it's not a standard system anymore. The ceramic coating is supposed to reduce the under-bonnet heat.

So, what's all this about turning Kuro into Lucifer? Here's my convoluted logic. This XJS was sold new

in Tokyo. Kuro is Japanese for black cat as per figure 1. However, as Kuro, it was not very sporting. Lucifer is a wicked black cat that features in Disney's Cinderella movie for the 1950's. That seems a bit more appropriate. Other stuff that has been carried out is to upgrade the front sway bar to a heavier unit, fitted a set of Bilstein shocks all round and smartened up the driver's seat.



Figure 19 Oil breather catch tank inside LH guard

An oil breather catch tank was fitted inside the LH front guard, replacing the coolant catch tank as per figure 19. The useless header tank that Jaguar fits in the LH side of the engine was replaced by another small header tank. The interior was brightened up by Simply Performance's walnut ski slope complete with leather boot as per figure 20.

Was it worth it? Yes, despite the time it has taken. There was no urgency to complete the conversion as I have an XJ-SC in good shape plus an E-type that is steadily improving. Most recently I took it on the AROCA Tour d'Corse which is a navigational rally covering about 500 kms over one Sunday. It performed faultlessly throughout the event. It now cruises at 2000 rpm at 110 km/hr but I have not



Figure 20 New ski slope in console.

tried to check the fuel consumption. The surge of power is impressive in any gear as opposed to the sluggish 5.3 litre with the 3-speed auto. Because it has the MOTEC ECU with knock detection you can cruise around in top at low speed and it will just pull away without any trouble, but you can rev it out to the 6500 rpm redline if you really want to, although I don't bother. It does get off at the lights with an exciting rush. The Getrag is a bit notchy when going into first and reverse but quite smooth into the other gears. It makes a bit more noise with the headers but not unpleasantly so. I have filled the cooling system with "Evans" coolant that never has to be changed, does not expand with temperature, is corrosion resistant and will not boil.

What must be done now? The car was originally dark blue, and the black paint is now flaking off the edge of the hood as the windscreen was not taken out when it was painted many years ago. There are some rust bubbles at the edge of the rear screen. It's at the body shop to have those problems fixed now that I have new rear and front windscreen rubbers. The heater does not seem to work yet, so that's something for later, and in a V12 is not much of an issue even in winter. The Prince of Darkness has struck in some areas; the fog lights, heated seats, windscreen washer pump and the rear window demister are not working – yet. There is a set of TWR wheels to be fitted sometime. And I will fit a slightly smaller diameter clutch slave cylinder to see if I can improve the change into first and reverse. There's always something to do!

SECRETARY'S STUFF, OCTOBER 2022

Hello everyone,

In this issue of Rally Directions you'll find the notice for the 2022 CRC Annual General Meeting, to be held at the Strathfield Golf Club- followed by the usual monthly meeting. Two meetings for the price of one!

This column was put together just prior to the Bathurst weekend, and I must note the promising qualifying times recorded by the CRC's Porsche 911 pilot, Doug Barber. I hope the weekend and the weather might be kind...

Other notes and observations are a bit random:

I've noticed from TV ads that there is a kitchen fume extractor, called a Bora. Now as everyone knows the meaning of the word bora is a strong cold wind from the NE in the upper Adriatic region. Once, more than fifty years ago it was also chosen to be part of the name of a top of the line Maserati. I chased one once during Targa Tasmania last century...Later, at around the end of last century bora was downgraded to be part of the name of a rather less exciting VW sedan. Now bora has been demoted to a kitchen aid...Oh well.

Still on TV though, I've formed the view that the clad-in-blue Walletwizard, is actually a gigolo who often seems to be hiding in cupboards, making his escape when confronted by an appropriate situation, brought on by an accident, ineptness or by some deliberate action of the lady of the house...

Also I was asked after the showing of an ad for modern MG badged vehicles, what I thought of them? To be honest I had not given this question much thought, but I've since decided that SUV type vehicles hold no attraction for me, and I'll wait for the new range of Riley cars. No doubt in product planning somewhere.

However I see you can get an electric MG now in

Australia and that prompted more discussion, since this was around the time federal fuel excise on petrol/diesel was going to 46 cents per litre from around half that. Some rough calculations based on EV comparison with a petrol vehicle with a fuel consumption of 10km/litre, and an assumed 10,000km per year.

So for the petrol fuelled vehicle \$460 p.a. would be paid to the federal government as fuel excise. We are told that 53% of this collected fuel excise goes to transport infrastructure- which is not necessarily the same thing as "roads". Now an EV, at present doesn't pay any of this fuel excise. But in Victoria a fee of, I think 2.6 cents per kilometre is applied, yielding less funds, \$260 p.a in this example, but to the state government, not the federal government.

Yes this is only the start for EV usage pricing systems and I'm sure there are many changes yet to be unwrapped about the transition to a national vehicle fleet that is predominantly made up of EVs. I think it unlikely that in the long term governments of any persuasion will be happy with less money than they take from motorists at present, and there are many ways price adjustments could play out, in mobility/distance fees per km, or charging electric power price differences depending on what the power is used for. What I wouldn't like to see is an overt tax on mobility, or data recording of where you go and when. Or too much complexity or having to use QR codes every trip, or some other app on a phone- as I don't have or want a smart phone. Or direct debits from financial accounts or credit card. Think toll tags for everywhere you drive....

If you are sensitive about this subject note that your classic vehicle likely does not have blue tooth connectivity, or other modern vehicle data recording features.

Now looking rearwards in time, instead of forward- If you recall the series on petrol companies of the past (not yet complete) that appeared in these pages, it prompted a question about the rise in engine compression ratios over time, to take advantage of fuel improvements. I said I'd look into the history of say typical Holden six cylinder engines over time up until about 1970. So the research results reveal that the FE Holden of 1957 had a compression ratio of 6.8 to 1 with its grey motor. The early 1960s FB Holden had moved up to 7.8 to 1 although different sources say 7.25 to 1 for the EJ model which surely didn't go backwards, but maybe it did? The red motor introduced as the 149/179 series had, in the higher compression 179 versions 8.8 to 1, and the 186 engine in the later LC GTR-XU1 had 10.05 to 1.

So quite an increase in compression ratios and the benefits this brings to engine performance and efficiency, in less than fifteen years. By 1970 Super grade petrol had an octane rating of around 97 by the research method. Figures for 1950s petrol are hard to come by, but 85 octane super in the mid

1950s is probably close to the mark.

Today many new cars normalise or at least prefer the usage of 98 octane PULP, which in octane rating is akin to the Super grade of the mid 1970s, but without the addition of tetra ethyl lead.

Last, and probably least for this month's jottings- working on old gearboxes from the 1960s it has become apparent that the original spec gear oils are virtually extinct. GT Falcon 4 speed top loader gearboxes, as one example originally used a mil spec gear oil of SAE 80 weight. This was before the GL3, 4,5,6 gear oil specs came into use. From experience some 1960s era gearboxes don't operate as well as might be remembered if the wrong oil is used. Specifically the synchromesh operation might be slowed down, inhibiting rapid gear changes. Also there are claims that the extreme pressure additives in GL5 oils, which are often claimed to be suitable for rear axle and gear boxes- can under some circumstances damage yellow metal synchro cones. Also some older gear boxes don't work well with synthetic gear oils, the synchro rings find them "too slippery". At the moment I have a supply of (recommended by long experience) 80-90 mineral GL4 oil which should keep these relics happy. But similar to 20W-50 motor oil, once everywhere- GL4 mineral gear oil is getting harder to source. Technical advice from oil companies likely won't help, the people you can ask want to defer to what the computer screen says- not what the experienced gearbox rebuilder suggests....And some older gear boxes used engine oil, and some use automatic transmission lubricants. It is complicated!

Drive carefully!

Tony Kanak



Turns out it was a marble in the ashtray...

Another “Father & Son” weekend, with the two hangers on!

(Part 2 in an Multi-part Series)

by

Gordon Lennox & Craig Walsh

After a very enjoyable motorcycle trip to the Snowy Mountains region last November, Craig Walsh and Gordon Lennox headed off on another, pursuing some of the great motorbike (and motoring) roads that NSW has on offer.

After we returned from the Snowy Mountains trip, we thought we should plan another trip. We settled on the last weekend in March for a trip up north. That weekend conveniently fell between Easter and the NSW school holidays, both of which needed to be avoided. Our other reasoning was that it should be cooling down by then (we both have fully faired touring bikes), so heading north made sense (or were we wrong?). Also, Gordon had a desire to try the Port Macquarie to Walcha road (part of the Oxley Highway) on a motorcycle as it was years since he had done it in a station wagon (and it was even fun then).

The “Father & Son” theme comes from Craig’s bike being a 1988 BMW RT and Gordon’s a 2002 BMW RT. The older bike (and his equally old motorcycle leathers) holds great sentimental value for Craig who picked it up from the BMW factory and did 40,000kms in Europe before bringing it home some 20 years ago. It now has 120,000kms on the clock, but work and family means that it gets a lot less use than it used to (and should get). It is a K-series “brick”, which means it is a 4 cylinder of 1000cc capacity. There is still a strong family resemblance as many of the features and design of that late 1980’s bike is carried forward onto the newer bike, except it is a 1150cc twin “boxer”. The different engine designs divides the loyalties of BMW bike enthusiasts the world over; the “R” with its protruding cylinder heads and (some say) less refined qualities. Many “K” advocates often refer to the R’s “agricultural” qualities.

Having said all of that, the “Son” actually bears greater resemblance to his grandfather than the

“Father”. BMW has been producing motorcycles since the 1920’s and the boxer design has reigned supreme for most of those 80+ years.

Day 1 - Saturday

The deal was that as Gordon left Orange, he would text Craig who then knew he would have to leave 1½ hours later to meet at Colo River petrol station (well, there used to be a petrol station there, according to Craig). Gordon left at around 7:00am so had an opportunity to use his heated handlebar grips, the value of which was evident at Bathurst, when Gordon was refuelling. He was joined at the petrol station by a Harley Davidson whose rider’s crippled hands had to be prised from the bars as he muttered about the cold. Gordon offered the explanation “heated grips”, to which he received the reply “bastard!”. Class wins. Now, who would own a Harley and then ride it other than on a sunny summer Sunday morning?

Gordon then took his first ever trip down the Bells Line of Road on the bike, following another rider. He turned off for Colo and met Craig just beyond the bridge (near where that petrol station used to be). It appeared to Craig that many things have changed since he used to ride regularly. It’s just that the years have got away!

One thing that hadn’t changed, though, was the assortment of splattered bugs on Craig’s bike. They remained all over the fairing from the November trip. Craig will tell you that, if he has time to wash it, he has time to ride it – and which would he prefer to do?

So, off we headed on the famous Putty Road. We decided we would stop at the half way garage for breakfast (given that the petrol station at Colo River had a barbed wire fence around it!). The Putty Road was quiet and we made good time, both of us expecting there would have been more bikes out. That changed when we came around the cutting into the half way café/fuel stop as there were perhaps 40 bikes.

The bike community (like classic car owners) are still enthusiasts (where motorists are more commuters) so we asked what the Highway Patrol was up to. We were told there was one about

15km north. However, as we were eating or bacon and egg rolls, he pulled into the service station, strutted around for a few minutes, then heading south. Quite bizarre was the ritual. As we were pulling out to leave (tummies full and Gordon having changed into his Kevlar jeans to keep cool), he came past again heading north, and we followed him out.

As we noticed (but didn't experience, fortunately), the Putty Road it is a bit like shooting fish in a barrel for the Police. We just got up to speed as a small SUV coming the other way attracted Mr Policeman's attention. He U-turned and roared back past us. Some poor soul had been stung.

The northern half of the Putty Road is a great bit of road with a series of tight, challenging bends and a good surface. We were overtaken by a group of sports bikes that took our breath away; these "weekend warriors" really go!

Although we put a little planning into these trips, we do make sure that they can remain flexible. On the run we decided to avoid the Hunter Valley winery area and take a more direct route to Gloucester, via Dungog, thinking that may take us a little further for the first overnight stop.

Hence Singleton became our planned fuel stop. From there we headed through to Dungog (drink stop), Gloucester and then down to Taree for the next fuel stop. We found some good roads along the way, although often a mixture of road surfaces from "very good" to "in need of repair".

Gordon did his usual trick as we entered Taree and got lost, heading out towards Wingham, until Craig caught up and dragged him back in the right direction for Port Macquarie, our overnight stop.

We turned off towards the coast at Kew, thinking that might be a more interesting run than straight up the highway. It wasn't particularly interesting but did bring us through the centre of Port Macquarie. It was here that Craig first discovered that his front tyre was a little worse for wear. It still had plenty of tread at that stage, but was starting to wear irregularly and had caused the odd handlebar shudder.

At Port we found a hotel/motel where we could park the bikes in the beer garden under our room. We did have to ride them along the veranda to get there, however, just like in the "wild west". The pub had a bistro and it was Saturday night. The locals

were out in force. We ordered our meals and went out in the beer garden and sat with the bikes, which we thought was really pleasant. The evening was helped along by two bottles of a local white and lots of conversation. It was good to catch up again.

Day 2 - Sunday

Next morning Gordon was up early, leaving Craig to sleep a little longer. A short walk was in order to clear the head of his share of the above-mentioned two bottles. It was a beautiful morning and the walk through the canal developments behind the pub was excellent. Wow, so different to Orange - pretty ordinary houses, but what backyards!

On his return, we were ready to go. Craig was in a somewhat confused state, not so much from his share of the two bottles the night before, but more because he had no idea what time it was! His BlackBerry had decided that the change from daylight saving to EST had occurred, and was telling him it was 5-something when he awoke! No, Gordon assured him it was about 7am and that daylight saving concluded the following weekend!

So we headed off to top up the fuel. Gordon was keen to get as much 98 octane in his tank as possible as the "Son" preferred that blend. We headed west and to Wauchope for a "big breakfast" (which both of us cleaned up without a murmur) then headed for Walcha.

The Oxley Highway to Walcha was often frequented by Craig in his more youthful days. It used to have a signpost heading west that said "53 km Winding Road" and one heading east that said "56 km Winding Road" (Craig has the photos to prove it). So we were both keen to get some miles under our belt and test our skills.

We stopped for a snap at a new replacement sign that incorrectly said "45 km Winding Road" - yahoo! Good enough for us! This would have to be the best drive/ride in NSW. The road surface was excellent and, unlike the snowy/south coast, the speed limits are quite reasonable so we didn't feel nearly as guilty as we had on those roads! It won't be long 'till the RTA spoils this run as well, but for now the corners just kept coming and you could get into a real focussed groove where you and the bike feel that you are the one creature, although we're really dreaming as these bike could handle a lot more than we were putting them through.

The traffic was light, the weather was perfect, the temperature cool enough so that, with our riding gear on, we were feeling just right. A fantastic road in excellent conditions on a perfect Sunday morning. What more could we ask for?

After Walcha we headed north to Armidale where we fuelled up and decided on a lunch stop at Ebor. There were two tables of patrons at the little café at Ebor, one family where the father had a BMW bike (and they were certainly keen to talk bikes) and the other table was Juan and his mate from Dorrigo. Juan and his mate were out riding their "cruisers". They invited us to join them on the way back to Dorrigo, but we declined as our plan was to head north-east to just 8 km shy of Grafton before turning south to Coffs Harbour for an overnight stop. We did explain that we planned to be in Dorrigo on Monday morning, and Juan asked us to drop into his café for a coffee. We said we would try.

The Ebor to Grafton road had been recommended to us as a great road that we should try, and it was a good ride, although it was a bit narrow. Craig's history of being a kangaroo magnet made him a bit uneasy as it was like an alleyway lined with bush, and that wasn't helped by Juan and his mate telling us to beware of kangaroos! The bends sometimes had advisory speeds signs and sometimes not. These signs are handy for assessing how tight the corners are, especially when you are typically doing twice the advisory speed! It was a good road on its own but we were a bit spoiled by the Oxley Highway that morning and found it more of a chore than it should have been.

Also, it was mid afternoon by this time and that's when we found the heat of the day was making us more uncomfortable than we expected for the end of March. Our fully faired bikes hold the heat in, which is great in winter, but not so good during the warmer months. Perhaps we did this ride north a month or so too early.

At the end of the road to Grafton we turned south for Coffs. This was a fairly straight road through rural areas that are becoming more populated. We overtook a big Honda Gold Wing (lounge chair on wheels) and a sports bike. They appeared to be riding together, but the sports bike left his mate and tailed us! It was a bit slow, but all of a sudden Gordon's mirrors were full of an XR Falcon in a 40

kph roadworks zone and he thought that he must have been going a bit faster than he should, but it turned out to be a local getting a bit of action by chasing bikes, rather than a Patrol car. It is not pleasant having a car monsterring you, Gordon felt a bit vulnerable!

That night we had a wander around the harbour after booking into a Formula 1 Motel. As a country boy, Gordon loves looking at the boats and the sea. We managed to witness (along with several other spectators) the dissecting of a significant shark catch that had come in to the harbour. Interesting to watch for a short while. Good photo opportunity as well.

The Motel was adjacent to a very lively pub. Not really our scene (we were about 30 years too old), but there was a restaurant attached and we had a nice meal and a good bottle of wine to help it down.

Day 3 - Monday

The plan for Monday was to get to Sydney, so we decided to leave early.

We left Coffs in the grey light before the sun came up; heading west to the Pacific Highway where we turned south for 20kms then west for Dorrigo.

This was another great road, with a good surface and spectacular hinterland scenery, especially as the sun was coming up behind us. We didn't get a very good run as there was an empty logging truck in front with no overtaking opportunities. He wouldn't let us pass and we got the feeling he was sick of bikes on "his" road! Also, there must have been a cattle sale on somewhere as there was a smear of cattle crap along the edge road. It had poured out of a truck and, from his dairy farming days, Gordon knew how slippery that stuff is.

We reached Dorrigo with the aim of having breakfast at Juan's café, Café Del Fuego. We were probably a bit early and, as we stopped after doing a lap of the street, a Council worker pulled up along side us. It was Juan's mate and he said that the café was just opening.

We had a bacon and egg roll and a coffee that was second to none. Juan's café is part museum and part monument to motorbikes and the characters involved. As well as great coffee and a feed, you could spend time looking at the motorcycle posters or looking at photos of days when the street was

full of bike groups. Juan has big plans and is only hindered by a Council that won't allow him to close off the street for regular street parties. It was a good place to stop and chat. Juan is a great guy and we quickly got accustomed to his South American accent.

If ever you are in Dorrigo, visit the "World's Smallest Motorcycle Museum", have a great coffee and say "hi" to Juan, the Proprietor. He will greet you with open arms. Tell him we sent you

Dorrigo to Ebor was a road obviously designed for our touring bikes, with fast sweeping bends and great escarpment scenery. We settled into a brisk pace and the bikes were in their comfortable rev band of 3,500 – 4,000 rpm, with good power on tap. Once we reached Ebor we were backtracking to Armidale and then Walcha, where we got fuel (98 octane, or so the sign said). From here we headed south along Thunderbolts Way to Gloucester and then back to Dungog for a Coke outside the pub (déjà vu).

Gordon has a mate at Hinton and we wanted to drop in to visit. It was a maze of back roads to get there, but we navigated them. Bill has recently acquired a Holden Monaro CV8 and was telling us some tails about just how fast it goes. In the garage, however, under a cover, was also a 1996 MG convertible in British racing green. A modern classic, no doubt.

After swapping tales with Bill, we headed back towards the F3 Freeway for the run to Sydney.

Gordon hadn't done much freeway riding so this was a bit of an adventure and fortunately he didn't mind. Craig's front tyre was cactus and we thought another run down the Putty Road would have been pushing our luck (or Craig's, at least). The lesson here is that rubber ages and Craig's tyres were a few years old, although hardly used. The front tyre had been put to the test on the tight roads and had worn to a V-shaped profile. Great tread down the centre but nothing on the sides. It tended to push the bike down into corners by the end of the trip. He now has new tyres!

We went our separate ways at the end of the F3 at Wahroonga. Although Gordon had organised another day off work and initially planned to stay overnight at Craig's, his liver and kidneys may not have stood the strain!

In any event, he was enjoying covering the miles and wanted to head for home. Craig headed for home as Gordon made his way down to the F4 (the bike doesn't have any toll tags).

In no time Craig was home, but Gordon still had a few miles to cover. He met up with a Harley rider going up through Katoomba who was cutting through all the traffic and Gordon had fun following him. The Harley rider stopped to rug up and get a hot drink but Gordon kept going alone.

Gordon arrived home a couple of hours after Craig, at 9:00pm, having covered 2160kms over the 3 days, about 350kms more than Craig. The "Son" had averaged about 5.5 litres / 100km, which was the same as the "Father", although the "Son" really preferred 98 Octane, whereas the "Father" was getting more than he needed on 95.

Together we covered about 1,700kms over the 3 days. Not a bad effort. Monday was the biggest day with Gordon covering about 900kms over 14 hours, a very long day!

We had a great adventure and arrived home safe. So far, no indiscretions in the mail, so a perfect weekend shared by a couple of mates, sharing the passion of motorcycling.

Next Trip

Yes, there'll be one. No firm plans yet, but keep an eye on Rally Directions for the next report.

Gordon Lennox & Craig Walsh



NOTICE



Peter Read identified a recent UK report on the Classic Vehicle market by the UK equivalent of Shannons. There is an interested analysis of the emissions produced in manufacturing an EV as compared to running a Classic.

You can download it by copying and pasting the URL below into your web browser.

<https://www.footmanjames.co.uk/blog/the-footman-james-indicator-report>



Below is a link to download the **October Preserve** from the CMC Website.

[October-2022.pdf](#)
(councilofmotorclubs.org.au)



Good afternoon all,

Motorsport Australia is encouraging all motorsport supporters in New South Wales to get behind the public campaign to save the Goulburn-based circuit, Wakefield Raceway.

A vital venue for New South Wales motorsport activities at club and state level, a number of Motorsport Australia clubs hold race meetings at the circuit, as well as being a destination for Motorsport Australia State Motor Race Championships. The circuit closed in September following a NSW Land and Environment Court ruling, which ultimately reduced the number of track days Wakefield Park could hold from 280 to just 30.

Since its closure at the start of September, a petition has gone live on the NSW Parliament website requesting the Government to find a solution to reopen the track. The petition went public earlier this month and has gained significant traction following its release, with more than 14,000 signatures gained in the first four days.

We encourage you to share the petition with your club members that reside in New South Wales, which will be ending on **Friday 28 October 2022**.

A link to the Save Wakefield Park page and to the link can be found here:

<https://savewakefieldparkraceway.com/>

Motorsport Australia release:

<https://www.motorsport.org.au/media/news/detail/2022/10/14/wakefield-park-to-fight-for-survival>

Kind regards,

Matthew Anderson

Regional Development Executive – NSW/ACT & QLD

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email manderson@motorsport.org.au | web motorsport.org.au

address 275 Canterbury Road, Canterbury, VIC 3126, Australia



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2022



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- 🏁 MOTOR SHOW
- 🏁 BIKE SHOW

For Further Information, Visit www.coffscoastmotorsport.com Or Contact Bob Carle on 0411 727 255 or info@coffscoastmotorsport.com



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		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Andrew Inglis	20	40	19			79	1
John Cooper	15	36	17			68	2
Robert Panetta	17	30	13			60	3
David Shaw	16	32				48	4
Peter Jakrot		34	14			48	4
Dominic Votano	18		20			38	6
Peter Reed	19		18			37	7
Graham Pettit	0	36				36	8
Bob Morey			16m			16	9
Chris Hallam			15m			15	10
Alan Watson			0				

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Martin Leaver	20	40	19			79	1
Mike Batten	19	38	18			75	2
Ross Warner	15	36	17			68	3
Alan Walker	17	30	18			65	4
Phill Stead	0	36	15m			51	5
Raymond Arthurs	16	32				48	6
Valerie Jakrot		34	14			48	7
Mike Stephenson	18		20			38	8
Teresa Morey			16m			16	9
Glenn Evans			13			13	10
Pam Watson			0				

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentice Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Tina Mansell	15m	26	15			56	1
Murray Baker	14	30	0			44	2
Peter Thompson		28				28	3
Michael Brandt		24m	14m			26	4
Bruce Miller	12		13			25	5
Mark Hoyle	13		10			23	6
Peter Parry	11					11	7
Mark Hoyle entered Round 3 in Tour							
Edul Dhondy's points for Round 2 listed in Tour							

Apprentice Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Jon Mansell	15m	26	15			56	1
Nikki Baker	14	30	0			44	2
Tony Norman	13	20m	11			44	2
David Booth		28				28	4
Marina Thiveos		24m	14m			26	5
Andrew Taurins	12	0	13			25	6
Tanaz Dhondy	13		10			23	7
Graham Thompson		22m				22	8
Ian Gilholme	11					11	9

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Chris McDonald	10m	18m	5.5m			19	1
Rob Mifsud		16				16	2
Edul Dhondy	7m	10m	7.5m			14.5	3
Alan Heritage		12				12	4
Sarah Priestly		4m	7.5m			9.5	5
Tony South			9			9	6
Glenda Lawrence	9					9	6
Justin Bedingfield		8m	4m			8	8
Michael Malgo	8m					8	8
Sergio Cariolato		6m				6	10
Geoff Bott			5.5			5.5	11
Lachlan Watkins			3			3	12
Bruce Smith		2				2	13
Anthony Quist		2				2	13
John Croft	0						

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Starr Mifsud		16				16	1
Roger Wood	10m		5.5m			15.5	2
Simone Dhondy	7m		7.5m			14.5	3
Peter Robinson		4m	7.5m			9.5	4
Ted Norman			9			9	5
Warren Herrick	9					9	5
Isla Murdoch		8m	4m			8	7
Geoff Hempsall	8m					8	7
David Wigley		2	5.5			7.5	9
Irene Cariolato		6m				6	10
Jim Barrett			3			3	11
Alan Ongley		2				2	12
Annette Croft	0						
Tanaz Dhondy's points for Round 3 listed in Apprentices							

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Tanaz Dhondy	13		10			23	1
Simone Dhondy	7m		7.5m			14.5	2
Isla Murdoch		8m	4m			8	3
Lachlan Watkins			3			3	4
Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)							

CRC Event Calendar 2022

Updated 11/11/2021

Date	Day	CRC Championship Events	Other events / notes
12/02/2022	Saturday	The Twilight Zone (NA) Tony Norman	Targa High Country (11 - 13 Feb , from Website)
13/02/2022	Sunday		Targa High Country (11 - 13 Feb , from Website)
19/02/2022	Saturday		Tour of the North. (Thursday to Saturday)
22/02/2022	Tuesday		Club Meeting
4/03/2022	Friday		FFFF
5/03/2022	Saturday		Minis Downunder
19/03/2022	Saturday	Southern Cross Classic (NA) - Jon / Tina Mansell	
20/03/2022	Sunday	Southern Cross Classic (NA) - Jon / Tina Mansell	
22/03/2022	Tuesday		Club Meeting
26/03/2022	Saturday		Classic Outback Trial
27/03/2022	Sunday		Classic Outback Trial
1/04/2022	Friday		FFFF
2/04/2022	Saturday		Classic Outback Trial
3/04/2022	Sunday		Classic Outback Trial
9/04/2022	Saturday		Mt Baw Baw Sprints (8 - 10 April , from Website)
10/04/2022	Sunday		Mt Baw Baw Sprints (8 - 10 April , from Website)
26/04/2022	Tuesday		Club Meeting
30/04/2022	Saturday		Targa Tasmania (26th April to 3rd May - from website)
1/05/2022	Sunday		Targa Tasmania (26th April to 3rd May - from website)
6/05/2022	Friday		FFFF
14/05/2022	Saturday	The Wondaiah (NA) - John Cooper / Ross Warner	
15/05/2022	Sunday	The Wondaiah (NA) - John Cooper / Ross Warner	
21/05/2022	Saturday		Repcos Mountain Rally Reunion
24/05/2022	Tuesday		Club Meeting
28/05/2022	Saturday		Snowy River Sprints (28 - 29 May , from Website)
29/05/2022	Sunday		Snowy River Sprints (28 - 29 May , from Website)
3/06/2022	Friday		FFFF
19/06/2022	Sunday	Tour d'Corse (NA) - Alan Walker	
28/06/2022	Tuesday		Club Meeting
1/07/2022	Friday		FFFF
26/07/2022	Tuesday		Club Meeting
5/08/2022	Friday		FFFF
20/08/2022	Saturday		Rylstone Classic (Not confirmed)
21/08/2022	Sunday		Rylstone Classic (Not confirmed)
23/08/2022	Tuesday		Club Meeting
2/09/2022	Friday		FFFF
3/09/2022	Saturday		Targa Great Barrier Reef from website
4/09/2022	Sunday		Targa Great Barrier Reef from website
18/09/2022	Sunday	Sheepstation Rally (NA) - Jon / Tina Mansell	
27/09/2022	Tuesday		Club Meeting
7/10/2022	Friday		FFFF
25/10/2022	Tuesday		Club Meeting
29/10/2022	Saturday		Perth to Sydney Marathon
30/10/2022	Sunday		Perth to Sydney Marathon
4/11/2022	Friday		FFFF
5/11/2022	Saturday		Bathurst 1000 (From website) and Perth to Sydney Marathon
6/11/2022	Sunday		Bathurst 1000 (From website) and Perth to Sydney Marathon
19/11/2022	Saturday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
20/11/2022	Sunday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
22/11/2022	Tuesday		Club Meeting- AGM
2/12/2022	Friday		FFFF

CRC Event Calendar 2023

Updated 18/10/2022

Date	Day	CRC Championship Events	Other events / notes
24/01/2023	Tuesday		Club Meeting (Hawaiian shirt night!)
11/02/2023	Saturday		Targa High Country (10 - 12 Feb , from Website)
12/02/2023	Sunday		Targa High Country (10 - 12 Feb , from Website)
18/02/2023	Saturday	Martin Leaver (NA)	
19/02/2023	Sunday	Martin Leaver (NA)	
21/02/2023	Tuesday		Club Meeting
21/03/2023	Tuesday		Club Meeting
25/03/2023	Saturday	The Cootamundra Trial – 2023 (NA) - HRC	
26/03/2023	Sunday	The Cootamundra Trial – 2023 (NA) - HRC	
15/04/2023	Saturday	Tony Norman ????	
22/04/2023	Saturday	Tony Norman ????	Targa Tasmania (17th April to 23rd April - from website)
23/04/2023	Sunday		Targa Tasmania (17th April to 23rd April - from website)
25/04/2023	Tuesday		Club Meeting
6/05/2023	Saturday	Autumn Glory Tour of North Eastern Victoria	
7/05/2023	Sunday	Autumn Glory Tour of North Eastern Victoria	
23/05/2023	Tuesday		Club Meeting
27/05/2023	Saturday	Tony Norman ????	
18/06/2023	Sunday	Tour d'Corse (NA) - Alan Walker ???	
27/06/2023	Tuesday		Club Meeting
25/07/2023	Tuesday		Club Meeting
22/08/2023	Tuesday		Club Meeting
26/08/2023	Saturday	Available	Rylstone Classic
27/08/2023	Sunday	Available	Rylstone Classic
1/09/2023	Friday		Targa Great Barrier Reef from website
2/09/2023	Saturday	Available (but not recommended)	Targa Great Barrier Reef from website
3/09/2023	Sunday	Available (but not recommended)	Targa Great Barrier Reef from website
26/09/2023	Tuesday		Club Meeting
7/10/2023	Saturday	Available (but not recommended)	Bathurst 1000 (Not confirmed)
8/10/2023	Sunday	Available (but not recommended)	Bathurst 1000 (Not confirmed)
24/10/2023	Tuesday		Club Meeting
18/11/2023	Saturday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
19/11/2023	Sunday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
21/11/2023	Tuesday		Club Meeting- AGM