



Rally Directions

The official Organ of the Classic Rally Club Inc.
(Affiliated with C.A.M.S.)

October 2020

Issue #10

Dates to remember

- 25/10/20 Sheep Wash Social
- 27/10/20 General meeting
- 24/11/20 AGM
- Magazine deadline November 17

CRC GENERAL MEETINGS ARE BACK ON !

OCTOBER MEETING

27TH OCT 2020

NEW VENUE

STRATHFIELD GOLF CLUB

52 Weeroona Road, Strathfield.

Large new modern Covid compliant venue

Two levels of undercover basement secure parking/ lifts to foyer to sign in.

Please let John Cooper know if you are attending

Bistro open from 5.30, reserved only for CRC people,

\$20 per head set menu, choice of meals/free tea and coffee with meal

Full Bar Service

Turn the page to read about;

- John's Jabber
- Sheep Wash Social
- AGM Notice of Meeting
- Jen Navin
- Heart of the Hunter—Pam Watson
- Secretary Stuff
- Notice Board
- The Resurrection of Stimpy Part 2

Classic Rally Club Officers and Contacts 2020

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
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Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
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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

October already! A big hello and thank you to all of you that take the time to read my Jabber, the introduction each month to our regular newsletter, Rally Directions. An even bigger thank you to those of you that have contributed to providing content and photos to the monthly mag. Chris, our

Editor can always use as much

as you've got. It becomes even harder during the Covid-19 period to fill the magazine with stories to make it interesting when we don't have any rallies or events to write about.

The big news last month was that we were able to have our first General Meeting and get together after missing 6 months' worth of meetings. It was a chance catch up for me with Stuart and Sally Ratcliffe at the MG Centre, when they told me about the MG Club switching from Denistone Bowling club to Strathfield Golf Club for their meetings, as have the Jaguar Club and CMC. I had a quick phone call to our Secretary Tony Kanak who organised almost an immediate meeting with their management and they could not be more helpful towards us car clubs using the newly constructed facilities, all Covid compliant and safe and at no cost to the CRC. At short notice we were able to have 45 people attend our September meeting with about 90% enjoying the Car Club menu provided for us, at \$ 20 per head with free tea and coffee. There were around 20 apologies from members who couldn't attend sending their apologies as they had other plans made as they were not expecting a September meeting.

With no rallies to discuss, and a bit of chit chat, we talked mainly about what to expect next year in our proposed calendar, and it was great to enjoy each other's company. Ron Cooper even delivered two jokes from Adrian Walmsley. Ross Warner our Competition Secretary and his invisible committee, they were out finding him a shrubbery, they have been busy putting together a fairly extensive and busy 2021 calendar. Liaising with all the appropriate Rally Directors, sorting out their preferred dates and avoiding other known planned activities. As there should be no planned overseas trips next year we may be able to have you all along to all of our events. As this magazine goes to press, we should be preparing to head off on Jonathon and Tina's Sheep Wash picnic / social run in our cars. Most of us aren't up to any real running anymore, it's on Sunday the 25th of this month, check out the ad elsewhere in this mag, bring your picnic basket and rug.

The meetings will now start at 7.45 giving us a little more time at the end to socialize. The Bistro is open from 5.30.

Don't forget to let me know that you are coming, hopefully the day before as I am supposed to ring through numbers beforehand. This is a Covid regulation and probably won't be needed next year. The meetings will be held in the Bistro area if we have under 50 people, any larger we just move into the adjoining function room, another Covid thing, you know, social distancing and persons per said area. There are two basement levels for parking underneath the club, just catch the lift up to the foyer, or if you are one of our fitter members you could walk up the ramps.

It is envisaged to have a guest speaker at this month's October meeting, CRC Member Laurie Mason, telling us all about his planned London to Sydney Marathon Rally rerun next year, from Perth to Sydney, following the exact route they took back in 1968. The rerun is still just over 12 months away but it is already fully subscribed with 80 entries plus a reserve list. Many of our CRC Rally Legends were on this Marathon and hopefully we may have some of them there on the night. Apart from Laurie's talk he will have his Marathon car on display at the front door for viewing. This Vauxhall Ventora actually finished the event and is now in the hands of Laurie who has been painstakingly researching its history and returning it to its original past.

Our Annual General Meeting will follow next month at Strathfield Golf Club, at the November meeting on Tuesday the 24th. FFFF, or for those who have forgotten what this stands for, First Friday Free Fling, an extra chance to get out and socialise with other CRC Friends, hopefully get out in your Club plated car. My apologies for such late notice for September, I did mention it at the meeting and in last month's Rally Directions, but for some reason I had it in my mind that it was the following Friday and that I had plenty of time to notify everyone, until the e-mail wrangler contacted me on the Friday morning to see if it was on and did I want him to send out an email to you all. Sorry again for the late notice, but we were able to get 7 of us there for drinks and a superb meal, some live music from a very talented musician and singer. It was also convenient for me to be able to watch on the big screen, the Penrith Panthers beat the Chooks by one point. Hope to see you there for FFFF on the 6th November, put it in your diary. While you're at the Club why not become a social member, Wendy and I joined up, we paid \$20 for three years membership and with the free drink voucher when you join and the discount on drinks at the bar, it's not long before you get your money back, it's also easier to sign in with the electric swipe card. Forms are on the reception deck.

Well that's it from me, see you at the meeting.

JOHN COOPER

President.

NOTICE BOARD



NEXT EVENT

Sheep—Wash Social Picnic Run

Sunday October 25

Contact Jon via email:

rally@drivetekmotorsport.com

Or via Facebook



NEW MEETING VENUE

All CRC meetings have moved

to :

Strathfield Golf Club

52 Weeroona Road

Strathfield



GUEST SPEAKER

AT THE

NEXT GENERAL MEETING

27th October

Laurie Mason will give an update presentation for the Perth to Sydney Marathon for 2021.



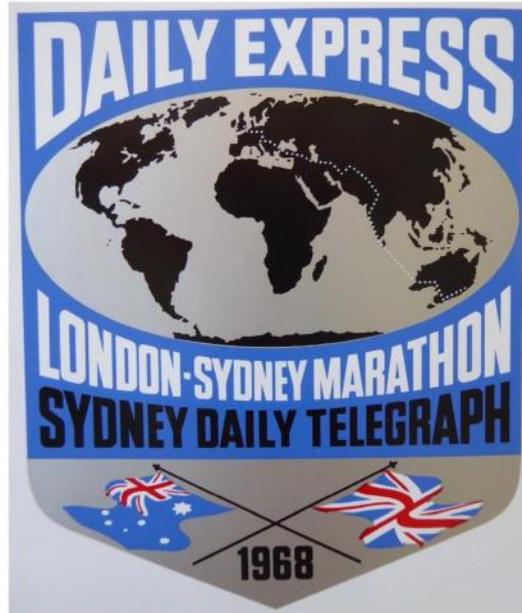
ANNUAL GENERAL MEETING

24th November

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.

PERTH TO SYDNEY MARATHON

28TH OCTOBER 2021 - 7TH NOVEMBER 2021



EVENT UPDATE

An invitation is extended to All CRC Club Members
and Guests to attend an update presentation to
be held in conjunction with the

CRC Club Meeting,
to be held on the evening of
27th October 2020
at the
Strathfield Golf Club
52 Weeroona Road
Strathfield
from 8.00PM.

(join us for dinner beforehand from 6.00pm)

Sheep-Wash Social Picnic Run



- Tired of Lockdown?
- Tired of mowing the lawn twice every weekend?
- Tired of being told to go out in the back yard and play?
- Tired of cleaning the stove just to break the boredom?



Just when you thought 2020 couldn't get any worse, along comes the Sheep-Wash Social Picnic Run. Yes, this social outing brought to you by the same people that gave you:

- Sheep on a rope
- Sheep & Chong – Up in Wool
And who could forget
- Tie a Yellow Sheep around the Old Oak Tree

Yes polish up the classic or your pride and joy for the third time this week because you're finally allowed to go out for a drive in the country side.

When? Date: 25th October (Sunday)

- First car on the road at 9am.... ish

Starting in Tropical Picton, you will be travelling through the Wollondilly and Wingecarribee Shires to an undisclosed place for a leisurely lunch with like-minded individuals and Classic Rally Club members then continuing on to an end of day point for afternoon tea.

Lunch: Please bring picnic and/or BBQ food, refreshments etc.

Afternoon Tea: Please bring what you require.

Tea, coffee & bottled water supplied by Sheep-Wash Team throughout the day

Route Instructions and Questions supplied for each car.

Please be Covid aware and practice social distancing
Please supply your own masks, hand sanitizer and wipes as you require.

Please contact Jon & Tina via email for more information:

- rally@drivetekmotorsport.com
- message us via Facebook



HEAR YE, HEAR YE!

ITS TIME AGAIN FOR THE CLASSIC RALLY CLUB INC ANNUAL GENERAL MEETING-

Date: Tuesday November 24th, 2020 commencing at 7.45pm- prior to the usual monthly meeting.

Place:

Strathfield Golf club, 52 Weeroona Road, Strathfield. (the end of Weeroona Rd).

Agenda:

1. To accept the minutes of the 2019 CRC AGM, which were published in the club magazine earlier.

2. To receive the summary reports on 2020 activities, such as they were- from the CRC Committee, as all club activities were so comprehensively disrupted by the Covid 19 requirements.

3. To elect the CRC committee positions of President, Secretary and Treasurer and Event Secretary for the period to the 2020 AGM (note the current committee is eligible for re-election and has indicated it is prepared to stand again for the next year).

NOTE:

If you are potentially interested in 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 2020.

5. Any other business, in accordance with the Club rules.

Tony Kanak

Secretary CRC Inc.

We look forward to seeing you at the new meeting venue, especially if you have not been to this venue before....the decidedly opulent Strathfield Golf Club.

**'We come from the earth,
we return to the earth,
and in between we garden.'**

Alfred Austin.

**We come slowly from a pandemic,
We, oh so slowly return to a changed life,
And in between we garden and learn to live anew.**

Jennifer Navin.

What does one do in the midst of a pandemic?

How does one liken an existing life of social distancing, face masks, bottles of hand sanitiser, no hugs or handshakes, testings and closed state borders, to a previous time of freedom?

You can't.

I just garden.

There is no comparison, just a new way of life existence, of having to make the best of forced restrictions on your life choices. I have dubbed this time, 'COVID 19, Ground Hog Day.



When our planned trip in March to China was cancelled, I remember sitting at lunch during the Bucket List Classic Rally in February. We did not know it then but that CRC Rally was the last rally for 2020. Talking to Tony Norman at lunch that day, about our disappointment in having to cancel the trip to China I was being positive for him that his trip to China in April would hopefully go ahead. I mean, we had got through the bird flu crisis fairly unscathed hadn't we.

My ignorance of this virus and its horrific capacity to totally decimate societies was fledgling....as was everybody else's knowledge. The politicians' home and abroad were hopeful that it would be a short-lived hiccup in our lives. But none of us understood the enormity of this microbe to destruct and mutilate humanity.



Shane and I replaced our three-week break that was to be China, with a caravan road trip to The York Peninsula, South Australia returning home just in time before the border was closed. Whilst in SA we were in a glorious bubble and I was not comprehending the texts I was receiving from Kelsie about the need to get toilet paper, hand sanitiser and if I could bring home some basic food staples that would be really great. 'Can't get mincemeat mum.' The closer we got to the NSW border the clearer the reality of the situation sunk in. On the way home, I went shopping at the last rural town for some basics.

I got toilet paper and mincemeat.

Back home and back to work the lockdown became real. Our life and workplaces had changed. But that was ok. It was actually petty fun...initially. It was novel to have to stay home, on your own dung heap doing stuff at home at the weekends and working from home during the week. The garden and house never looked better and Shane had the time to clean out the

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garage and sort out a whole heap of car parts. Weekends that were filled with sailing and Classic Car Rallies, Club meetings, family and friend get togethers and dinners out, were gone. The TV got a good out with binging on Foxtel and Netflix. We still held hopes that the international borders would open but as we crept closer to June, a significant date for us, it became horrible. We had to tell our grand kids that a planned trip to Disney Land was not happening this year and our ongoing trip to England to celebrate my brother's big birthday was just not going to materialize. 'Bloody COVID.' Was Jack's response and Keith, my brother, said he would turn 60 again next year, 'so don't worry Jen.'

So, there it went, in one phone call; our hard planned for and long-awaited overseas trip.

But there was still hope.

In January I had booked a return cruise to New Zealand on the Queen Victoria for March 2021, my bucket list and I had got Shane to agree to go. This was big as he is not fond of cruises. Then COVID hit and as we progressed through the months of border shut downs, increasing infections and deaths, the losses to lives and jobs, the continued contraction of our family life, the reality that, what was a novelty type of life style that 'will end won't it?' was the present day. I still held on to the hope that the cruise, my glimmer into the future would go ahead.

A few weeks ago, our travel agent rang with the news that the cruise was cancelled until further notice.

Bugger!

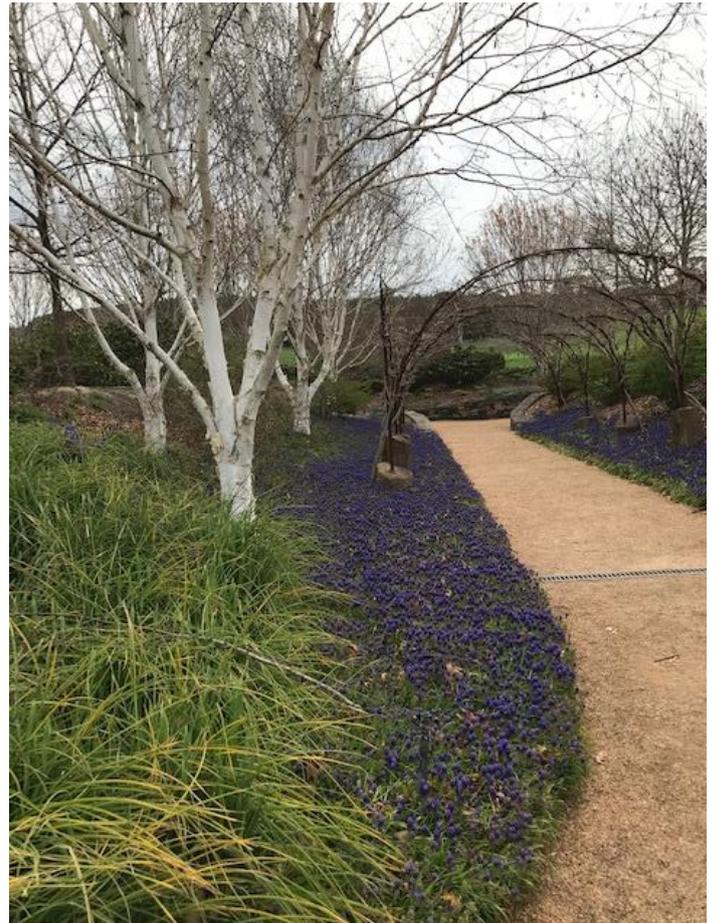
Well what could I expect.

Really!

In March Shane was avidly watching the communications about Targa Tasmania. Was it going to go ahead or not? Yes or no? The opinions and communications oscillated wildly. Hopes were raised and as quickly dashed. Until the decision was finally made; sorry guys not this year. The 2020 Targa, number 29 was cancelled. 2021 will be Targa Tasmania 29 and 2022 will be the 30th Anniversary of Targa Tasmania. Easy to rearrange dates, not so easy to rearrange mindsets.

So, Shane began preparing for Targa Barrier Reef, in late August. Now we weren't going overseas, Targa Barrier Reef was looking good and with a 4WD camping trip to Cape York thrown in, I was liking this. We were contributing to local tourism and Shane would get a Targa race in. Let's go for it. But COVID got in the way, spreading its second wave.

Brisbane closed its borders to the infected New South Welshman and Victorians and that was that. Another cancellation.



Targa High Country remains questionable but hopeful, as Victoria slowly opens up after its divesting second wave of COVID. It is not so much going there; it is the need to quarantine on return that is problematic. The Tarmac Rally in Marysville, regional Victoria is defying the COVID tentacles, already rescheduling to December to give it the best chance of going ahead. Shane and I are quietly hoping.

Months on into this saga, Shane and I were hungry for some car fun. He had spent time and dollars on the Porsche 968, the 'Little lady' I like to call it, and he was wanting to take it for a run.

So, we went to the Sydney Tramway Museum at Loftus and then home along the Grand Pacific Drive. Beautiful. It was so good to be out driving. So good...

Our most recent trip in the 968 was out to Oberon to see the Mayfield Gardens. These are the private gardens of the Hawkins' family. Twenty stunning hectares of manicured, beautiful gardens inspired by the great gardens of Asia, Europe, and Australia. Cool climate gardens, they are the largest privately owned gardens in the world.

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Mayfield Gardens were beautiful but the roads driven there and back were loved by the 968, driver and passenger alike. True classic rally roads; curves and bends with long, straight stretches to keep every one happy. The country side was lush and green, the sheep and cattle fat and happy.

We have missed our classic rallies and it is so true; you just do not know what you have until it is gone. You do need to follow the rules to stay safe but so excited that we are going on a Sheep-Wash Social Picnic Run! Thanks to Tina and Jon Mansell for suggesting and organising this day. I am hopeful that this may be the beginning of more car runs in the future. There will be changes to social etiquette and how the rallies are organised and run but the essence and camaraderie of the club will still be there. That is what is important.

So, bring it on....

Jen Navin

Post Script: The first CRC Meeting for six months was held this month at the new Strathfield Golf Club. Easy to find, just next door to the Rookwood Necropolis!

It was an excellent night. A good turn out of people, the food was great and the venue is spacious and handsomely appointed. The club is home to a few other car clubs and the management is very proactive and encouraging for others to join. A unanimous show of hands confirmed for John that the decision to move Rally HQ there was the right move.

Plans are already afoot to hold the next meeting and the FFF at the club. So, watch for communications from John.

Jen



HEART OF THE HUNTER

by

Pam Watson

Alan and I entered the Register Run held by the Australian Historic Rally Group on Saturday 22nd of August, 2020.



Like all rally enthusiasts, we had been stuck at home since March, and not participated in any rallies due to Covid 19 restrictions.

The Celica needed a run, and the Start was at Freemans Waterholes Shell Service Station from 8am to 9.30am. Entry Fee – Free. BYO Picnic Lunch. Finish at Potters Brewery near Cessnock.

We live in the Northern Suburbs of Sydney, so it was all very doable after an early brekkie at home.

We emailed our intention to compete to the Event Director, Geoff Thomas. There was to be no scrutineering, and we did not live in a Sydney Covid Hot Spot, so we were good to go.

When we arrived at Freemans Waterholes we were not supposed to Socialise, but we did do some chatting, adhering to Social distancing of course.

We were to be given a Road Book with detailed Tour Instructions as we left. No questions, no boards, no officials and no road cards.

We were all milling around at Freemans Waterholes when down came a heavy downpour of rain, so everyone got into their cars and started their journey in pouring rain. We headed to Paterson for lunch in the park.

The route from Freemans Waterholes to Paterson travelled about 145 kms so we did do some convoluted diversions around towns. We had travelled on many of the roads before, but not necessarily in the same direction. We went through Wakefield and Teralba, West Wallsend and Barnsley. Mulbring from the north, Sandy Creek Road, and then drove past the Khartoum Hotel at Kitchener where we have finished quite a few rallies. We headed for Cessnock, Neath and Abermain, Largs and up to Paterson. We had noted there was a Rail Museum there, but did not have time to explore Paterson. Some shops were open, but we enjoyed our sandwiches in the John Tucker Park.

It must have been quite a place back in the day before trains arrived in 1911. Steamboats travelled between Paterson, Morpeth and Newcastle.



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The afternoon route from Paterson to the Potters Brewery (Nulkaba) was about 155 kms. Place names such as Tocal, Glendon Brook, Branxton, and Broke Road will be familiar to anyone who has toured around the vineyards. Once again we did some convoluted diversions around the vineyards, and enjoyed the drive and the views from the dirt road above them. Some competitors may have decided it was time to arrive at Potters Brewery and relax, as there were rally cars travelling in all directions rather than looping Broke Road.

We finished around 3.30pm, and really enjoyed our relaxing day. It certainly blew the cobwebs away.

The photos were taken at our lunch spot in Paterson. One photo is of Alan and the Celica after arriving for lunch. Another is the relaxed arrival point for lunch, and the other is of some of the rally cars in the park.

Many thanks to Geoff Thomas and the AHRG for running the Heart of the Hunter and inviting the Classic Rally Club.

Pam Watson



THE FINISH

Secretary's Stuff October 2020

Hello everybody, it is about time I covered some of the news from the LONG Covid quiet period. So in no particular order:

With reduced reason and justification to exercise classic vehicles since February, a few maladies have struck the fleet at home. Firstly a problem experience with E10 petrol in an English motorcycle fitted with famous, or is that notorious Amal carburettors. It demonstrated that a build-up of a gum or perhaps algal deposit on the fuel admission needle- inside the float bowl- prevented the needle from rising and falling freely. This wrought havoc with the fuel level control. The fix was to dismantle the carburettor and thoroughly clean all passages with aerosol carb cleaner, and to scrub the float needle with said cleaner and an old toothbrush. Normal operation was restored and it seems this may be more a problem with light alloy carb parts than with brass. The brass seat assembly was unaffected, the yucky fuzz was all adhering to the aluminium float needle. Although the Viton tip of the needle was clean, the needle just wouldn't take instructions from the float...

Now for quite a while now these Amal carburettors or carburetters if you are an English pedant- have been made by Burlen, who also make SU and Zenith carb parts these days. Older SU carbs had plastic floats and needles, and older still had brass for these components. I understand the modern SU float needles are alloy, tipped with Viton- so potentially prone to the same deposit build up grief I experienced. So the moral of the story is....probably self evident- no long term storage with E10, at least on susceptible machinery.

Secondly, just because a seldom used vehicle ran fine last time, and did not leave any puddles on the ground from coolant leakage, doesn't mean that a semi sealed cooling system never loses water from just sitting. In this instance the car travelled about 5km before the driver noticed the temp gauge kept climbing beyond the normal point. Water is cheap, and the coolant was

overdue for a change anyway. And no- the hoses, the radiator and the head gasket were not leaking- just six month's worth of coolant evaporation had occurred. There was no glycol in this system. (By semi sealed I mean that the radiator top tank is permanently open in a connection with the coolant recovery tank and on inspection, the pressure cap seal was, well past its best).

A new pressure cap, new coolant and a check of all the hose clamps means all is well- for now. Yes of course a pre-run check of fluid levels would have shown this up. It might pay to watch and learn what these parts are doing after a hot run/cool down cycle. I've seen plastic and also brass coolant expansion tanks develop minor but not obvious leaks.

Thirdly, the Covid quiet period has been a chance to do some precautionary spannering on the vehicles I'm responsible for, changing the brake fluid on most of the fleet. Time flies these days no matter what, and a check of the service logs showed more than four years on the same brake fluid for most of the equipment. The two motorcycles with cable operated drum brakes felt left out... a litre and a half of Super DOT 4 hydraulic fluid is cheap enough and most vehicle and brake manufacturers DO recommend periodic brake fluid replacement, some every 2 years!

Now on to other things- the President has waxed lyrical about the new meeting venue and the AGM is coming up too. With so little activity during 2020 the Executive can only promise to try to make up for this during 2021, Covid regulations willing. As I mentioned at the restart of CRC meetings, in September, so many car clubs have tried to run events only to have to cancel at short notice. Whilst this is disappointing for all concerned it is a chronic waste of effort for volunteer event organisers, who give up their time effort and sometimes almost their sanity to put events into the annual program. At the CRC we tried to balance optimism with pragmatism, and to learn from

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others. Depending upon what happens with Covid/public health requirements we may unveil some new ideas for 2021, such as mid- week mostly social runs to service the classic vehicle owner's appetite to get those cars out of the garage.

Last but not least (well actually....) in discussion with a member who shall remain nameless we were talking about the demise of previously popular magazines covering niche motoring type issues at the local newsagent. One special interest niche though has gone unserved for a long time.

Working from home with all the needed technology to hand and plenty of time available- coming soon- watch for the launch of "Box Trailer Monthly"!

A bumper inaugural issue is under preparation with articles such as, sourcing the best second hand tyres, how to check the trailer lights are working, and handy hints on moving large furniture, and maximising firewood loads.

From the grief seen on many a Sunday, many motorists are not born with innate understanding of the mischief that trailers can get up to. Don't miss it! Of course make sure you read Rally Directions first!

Tony Kanak

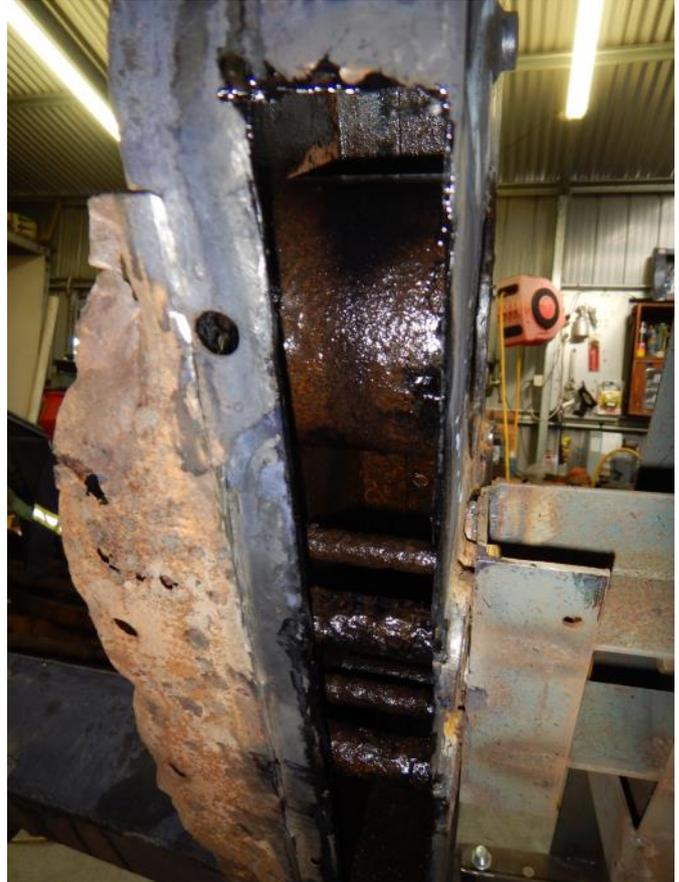


THE RESURRECTION OF "STIMPY"

by PAUL MORTON

Part 2: One would think that with the Covid Lockdown keeping me at home that Stimpy would be progressing famously. Sadly this has not been the case. Not long after where part 1 ended, I aggravated an old shoulder injury. Three months off the tools - Doctors orders. The worst part was I had just acquired a heater to warm the shed. Worked a treat for 2 days, then I broke.

Before my hiatus I had cut the rusty bottom from the rear cross member and made a replacement to be welded in at a later date. Through this hole I had discovered that Land Rovers really do rust from the inside out. Stimpy had been pretty much free from this malady in the side rails due to the build up of dirt inside. The crossmembers - not so lucky. I set up my air chisel to act as a "descaler" and got stuck into the inside. This got rid of most of the flakes of rust some of which were quite large. This also allowed me to inspect the inside with a torch and dental mirror. I had then liberally coated the inside with rust converter, wire brushed it then coated it again. I deemed it as still quite salvageable.

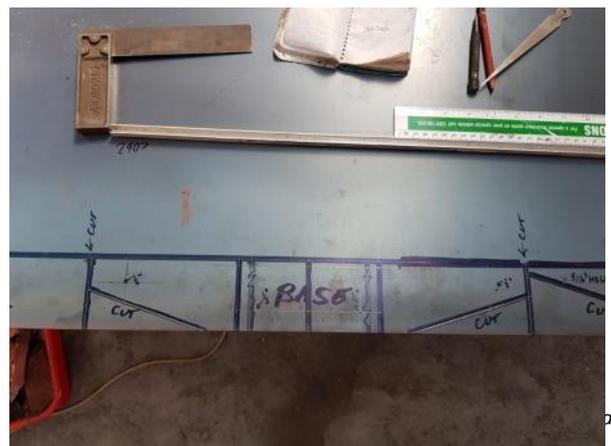


Rust Converter #1

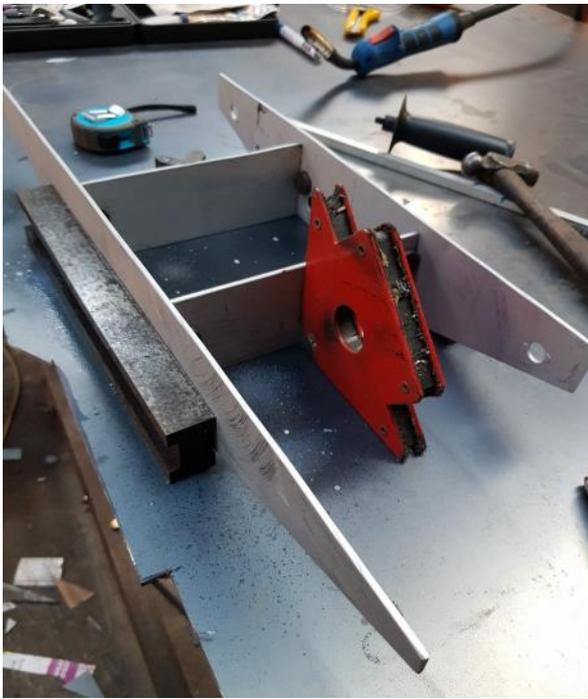
First job back I chose something easy. I had cut the brace off the front of the rear crossmember as it was rusty and bent. Its condition can be seen in the "**Rust Converter**" photo. I cut the new bits and welded them together over a few days. It was good to be back at it but I was determined to follow orders and not "overdo it". The brace was painted with "weld through primer" and put aside. It would be one of the last bits to be welded in place.



Rust #1



Brace #1



Brace #2

The next place to get my attention was the front face of the rear crossmember. Over several days I cut three templates, made the patches, cut out the rust and welded in the patches. Gee that sounded easy. Trust me - slow and tedious job. When I cut out the 3rd hole I discovered that the bottom crush tube was split and was too rotten to be welded. It would need replacement. Bugger. A lot of head scratching later and how to go about repairing it was finalised in my mind.

The next rust repairs were where the chassis rails meet the crossmember. One side was an easy and straightforward fix. Cut the hole and patch it then tidy it up and make it invisible with a grinder. The other side was a more complex repair. It was time to temporarily remove the Spit and supporting frame from the rear of the chassis. I did this using cribbing blocks to support the chassis end in a way to give me access to the rusty areas and the crush tubes that need replacement.



Fixed #1



Rust Repairs #1



Rust Repairs #2



Cribbing #1

(Continued on page 17)

The outside face of the chassis rail was rusty where it attached to the rear face of the crossmember which was also showing rust damage. The two connecting pieces would have to be replaced. When the rot was cut out the inside chassis rail was also rust damaged but it was minor and did not need more than stopping the rust. So, once again the rusty areas that were to remain were treated and painted and the rotten steel replaced with solid new stuff. The final result turned out well.



Rust Repairs #3



Rust Repairs #4

Next step was to procure replacements for the crush tubes that would need to be replaced. The larger ones were easy as it was the same size as old Gal water pipe that can still be purchased at Bunnings. The smaller sized ones I had to turn down and bore on the lathe from solid rod. Not a hard job but it still managed to eat up a day. The plan for the tubes is to drill them out of the welds on the front face of the crossmember. They would then come out in tact with the rusty rear face. This should allow me to locate them precisely on the new panel. Good theory?



Before and After



Rust Repairs #5

I utilised a step drill bit to drill out the ends of the tubes. The steps managed to keep the bit centred in the hole throughout the drilling process. The next and last rust removal panel to be cut out was to be epic. It would not only have the rusty plate, it would also incorporate four crush tubes and the "power take off" access pipe.

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Rust Repairs #6



Halfpipe Patch #1



Rusty Rear Panel and Tubes

My original idea had been to put a small patch over the holes in the PTO pipe but experience told me that replacing the whole pipe would probably be easier. I was unable to get a piece of pipe locally as a replacement to do job this way, so this meant I had to make the patch. Half the pipe was decided upon as the top half was solid and it would assist to locate the bottom half patch when putting it together.



Halfpipe Patch #2

I next made the patch panel for the rear of the crossmember. The measurement of the holes for the crush tubes turned out to be easier than I'd expected because it was all one piece. I now wished I had done the front of the crossmember in the same way - hindsight can be wonderful.

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Rear Patch #1



Discs #1

I did this on the lathe and designed it around my welding abilities. I could not do it "exactly" as they had because it simply would not be strong enough. After welding the discs to the tubes and tidying it all up I was happy with the parts now ready to weld into the crossmember.



Bottom Crush Tubes

The bottom two crush tubes were totally different in design and size to the others in the crossmember. The split in the tubing was actually built into both tubes. Don't know why, but it helped the rust nicely. The other difference is there is a disc on one end (see "**bottom crush tubes**"). I can only assume that these tubes were the attachment points for the farm machinery that was available for the Series 1 vehicles. This disc would spread the load over a larger area of the crossmembers face. Next job - make these discs.



Rear Patch #2



Discs #2



Crush Tubes #1

(Continued on page 20)

The rear patch was now welded into place and the PTO pipe welded to it and the front face of the crossmember. The final step for this piece of the puzzle was to weld the four crush tubes into the crossmember. This was done on the rear face first and finished on the front face. The ends were then cut to length. Job done.



Crush Tubes #2

I had now reached the point for the chassis to go back on the spit to complete it. The spit is actually mounted through two of the crush tubes that I had replaced. 10mm bolts in 10mm tubes through 10mm holes in the spit - no leeway whatsoever. For the bolts to fit I had to file the side of one hole in the spit 1/2mm. Happy with that. With the hole in the base once again accessible I made sure to spray copious amounts of high zinc primer onto the insides where I had welded. All parts had been primed with the "weld through primer" before assembly. I'm hoping that it will outlast me when finished.



Preparation



Back on the Spit



Getting There

(Continued on page 21)

Third last job. Time to weld in the new base section. I had 3/4 made the section when the rusty one was cut out, so it just needed fitting up. Reshaping and tidying it up required installing and removing it a number of times. I used some "Cleco" clamps so that it was held in the same place each time. Finally it was ready for welding in place and cleaning up with the grinder and finger sander.



Brace #3



Brace #4

The second last welding job on the chassis was the brace attached to the front side of the rear crossmember. I had made this earlier and now was the time to attach it. I clamped it to the crossmember and began stitching it on. A slow job and difficult in places (for me) due to welding at all angles and the varying thicknesses of steel that I was welding to. When it was in place it was a little rough in places but it will not break.



Blocks #1



Blocks #2

The final thing to weld up is the three threaded metal blocks on the base of the rear crossmember. **Blocks #1** shows what was there originally. I tend to think these were added after the car had begun its life. Why? When I cut them off they were all different and odd sizes. I rounded off the blocks, clamped them, then welded them in place. A tidy up with the grinder and finger finisher, a lick of primer and the chassis welding was finished. About time. Next job is to paint it - inside and out.

To be continued.....

20/10/20

2020 CRC Events Calendar.

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Road Strathfield 7.45pm sharp.

NOTE: Please observe COVID-19 requirements and notify John Cooper if attending.

Date	Event - CC indicates CRC championship event	Note	Contact
21-6-20	AROCA Tour D'Course CC	Cancelled due to COVID - 19	Alan Walker – 0432 511 709
23-6-20	C.R.C. Meeting	Cancelled due to COVID - 19	
3-7-20	F.F.F.F.	Cancelled due to COVID - 19	
28-7-20	C.R.C. Meeting	Cancelled due to COVID - 19	
7-8-20	F.F.F.F.	Cancelled due to COVID - 19	
25-8-20	C.R.C. Meeting	Cancelled due to COVID - 19	
30-8-20	Sheep Station Rally	Cancelled due to COVID - 19	Jon Mansell – 0467 632 735
4-9-20	F.F.F.F.	Cancelled due to COVID - 19	
22-9-20	C.R.C. Meeting	New Venue	See front cover
26-9-20	The Shoalhaven Shuffle	Cancelled due to COVID - 19	Tony Norman – 0402 759 811
2-10-20	F.F.F.F.	TBA	
9-10-20	Free drinks at John's place.	Not really....	
25-10-20	Sheep Wash Social	Social Run	Jon Mansell – 0467 632 735
27-10-20	C.R.C. Meeting	Strathfield Golf Club	Contact John Cooper if attending
6-11-20	F.F.F.F.	Strathfield Golf Club	Contact John Cooper if attending
24-11-20	CRC Annual General Meeting	Strathfield Golf Club	Contact John Cooper if attending
T.B.C.	CRC Annual Presentation and Christmas Party.	TBA	

Thanks to John Cooper, Jen Navin, Pam Watson, Paul Morton, Tony Kanak.