

Jan –Feb Mar edition of the KMARC newsletter

Wheels Of Time



Welcome to the New Year.

PRESIDENTS/REGISTRATION OFFICER REPORTS –

Lindsay Rapley

Welcome back for 2024 I trust you all had a great break catching up with family and friends. For those who did not attend the Breakfast in January we also had a little surprise birthday cake and card signing for George Perdrisat. Who is, by his own calculation 50yrs plus some months! Happy birthday to any other member who has had a birthday in January. This year we hope to have a few more Saturday events and if enough interest a mid week run. We have also had great feedback on the Saturday daytime general meeting. We understand members not being comfortable with night driving now and we understand that.

REGISTRATION OFFICER – Lindsay Rapley

General Meeting, Armidale 28/10/23 • Pink Slips - CHMC is not proposing that annual pink slips be required for all HVS vehicle registration. Our adopted position If TFNSW propose mandatory pink slips for HVS is: • For pre-1972 vehicles, clubs may use either club scrutineer inspections or AIS pink slips. • For post-January 1st, 1972, vehicles, clubs will require a pink slip for HVS (1972 the Australian Design Rules were introduced) • Vehicles over 4.5 t must pass a HVIS (Heavy Vehicle Inspection Scheme) “brown slip”. • 60 Day Logbook – CHMC is not proposing any change. Our adopted position is: • That status quo for Logbooks be maintained. • Club Runs should continue in addition to the 60-day logbook general use and maintenance. • Council’s CVS Policy. In response to suggestions from our clubs, the Committee proposes that our current stance on vehicles we approve for registration under CVS be relaxed. • Peter Wright and Council’s Registration Sub-committee will prepare a proposal on CVS revisions for clubs to consider.



Our annual start to the new year with our Bacon and Egg breakfast this year at the Motem Hub at Kempsey Golf Club. This is always a great way for to start the year off with so many people being able to attend. The venue is definitely a winner and the raffle prizes were great ,Members need to know that the raffles subsidize the freebees the club provides.

Show your membership card in Kempsey shop and get a great deal

inspirations paint

Australia Day 26th January 2024 at one of everyone's favourite places Jerseyville Boat Ramp.



As you can see there was a big turn out for this popular outing

Once again this proved to be our second biggest numbers outside our Valley Rally.

Our plans were to meet at Jerseyville for a fun day. Morning tea was had with Kerrie Bringing out the Lamingtons.

This was Followed by the 100 club and raffle conducted by our super Raffle Lady Kerrie.

Then lunch was had followed by voting for the best dressed Australia Day Woman and Man .The Best dressed Australia day Lady was Maureen Murray followed closely by Anne Cox.. Mike Morgan was the best dressed Australia day man 2 votes behind him was Lindsay Rapley. With the prizes for this comp donated by 2 of our members.



One of the residents of this Park are the

Tawny frog mouth
Owls last year there
were 2 keeping an eye
on us This year
Maureen Murray spied
this fella just above
Mike & Margaret
Morgan, those hats
were tempting him I
think. By all accounts it
was a pleasant day
out. It must have been



a perfect place for some members as George & Noel with some other members packed up and stayed there until 5pm.

Ford xp Total made 70,9989 (no time left for the other 2) FORD XP Total made 70.998 (no time left for other 2)

With thanks to FO MO CO and Shannons

In 1965 Ford Australia was in big trouble. Falcon sales had tanked due to durability problems with the early models and dominant rival GM-H was closing in for the kill. The blue oval's audacious solution was as desperate as it was inspired. Launching its new make-or-break XP Falcon with a highly publicised nine-day torture test saved Falcon and ensured Ford Australia's future.

What was officially known as the Falcon-Mobil 70,000-mile Durability Run was the brainchild of the brilliant Bill Bourke who arrived in Australia in February 1965 to take up his role as Ford Australia's new marketing and sales manager. He would later become managing director.

Bourke, who was working as Ford Canada's sales manager at the time, was hand-picked by Ford Australia boss Wallace Booth; a pragmatic Detroit numbers man sent to Australia two years earlier with a clear directive from US head office to either turn around the struggling fortunes of the company's Australian operations or shut them down.



Bourke was a rising star in the Ford empire, with a reputation for getting things done. Booth knew that if he was going to turn around entrenched negative perceptions of the Falcon he needed a guy capable of creating bold marketing concepts that challenged convention.

Bourke was the right man for the job and kicked off his career in Australia with the style of a sledgehammer. The launch of the new XP Falcon range was due in March 1965. Bourke knew Ford needed to lay it all on the line with a bold marketing concept that would get people talking positively about Falcons and erase any doubts about the car's ruggedness and durability.

Showroom stock XP Falcons to maintain an average speed of more than 70 mph (112 km/h).

No one knows how Bourke arrived at his 70,000-miles-at-70-mph equation, but the realisation of how tough this assignment was going to be was not lost on the press or the public. To hit the 70,000-mile (combined distance) target would require five cars to be run non-stop at punishingly high average speeds for nine gruelling days and nights.



would present a colossal challenge for cars and drivers. Over nine days, it would amount to the equivalent distance of 140 Bathurst 500s!

At that stage the new circuit's bitumen surface was yet to be laid but was scheduled to be completed several weeks before the start.

Unfortunately, unforeseen delays meant the laying of the bitumen track was only completed 10 days before the start which was not sufficient time for the hot mix to cure properly. As a result, at least one large pot hole emerged on one of the high speed sweepers during the event, which required some daring patch repairs by the road crew between speeding cars.

When Bourke finally inspected the completed circuit, by which time it was too late to cancel, the enormity of his gamble and the odds against it succeeding became glaringly apparent.

If Bourke felt he was about to trigger what many of his colleagues feared would be one of the biggest disasters in Ford's corporate history, he wasn't showing it. He'd made the commitment -it **was** a case of crash or crash through. The start date was Saturday April 24, 1965.

As Ford's contracted competitions tuner and ace rally/race driver, Harry Firth was given the job of preparing the fleet of XP Falcons.

The Confederation of Australian Motor Sport (CAMS) supervised the attempt, to ensure formal recognition of any records that were set. CAMS stipulated that a total of six cars could be used, but that only five would be allowed on the the circuit at any one time.

The sixth car was a spare that could only substitute for another car if sidelined for repair work. Ford supplied Firth with half a dozen brand new XP Falcons, in a mix of four-door sedan and two-door hardtop body styles, 170 cid (2.8 litre) Pursuit and 200 cid (3.3 litre) Super Pursuit engines and manual and automatic transmissions.

Harry chose a sleek red hardtop with the 200 Super Pursuit engine. The only other hardtop in the fleet, a black two-door with the 200 Pursuit engine and automatic, was nominated as the spare car and carried No.6. Even though it was a spare, it would be called into action often over the nine days, get severely damaged and end up completing as many miles as some of the other cars.

Many Ford insiders thought Bourke was nuts. This was a crazy gamble with no guarantee of success. A final act of desperation by a car company with everything to lose if it failed - and so much to gain if it succeeded. It would also play out in front of a large on-site media contingent, so there'd be no fudging. This was do-or-die stuff.

Harry Firth prepared and drove the cars, a large team of drivers put in a huge effort and a young John Sheppard led a team of hardy mechanics and panel beaters who worked many mechanical miracles in keeping the flying Falcon fleet running.

The venue chosen to stage the Durability Run was Ford Australia's brand new Vehicle Proving Ground set into an expansive 700-hectare patch on the rocky, granite boulder-strewn slopes of the You Yangs Ranges near Geelong.

This was many years before the steeply banked, high speed oval track was constructed on the site in the early 1970s, which would have been an obvious facility to use had it been available in 1965.

On reflection, it was fortunate that it did not exist at that time, for it could not have provided the same drama and

excitement as the 2.68 mile (4.3 km) Basic Durability Road chosen for the run.

It was designed to replicate a typical stretch of Australian bitumen road that incorporated many of the hazards faced by local drivers on long interstate trips.

This new circuit was a potential car-muncher that included fast left and right-hand sweepers, some tricky off-camber turns, a shallow belly-crunching dip and a steep 1-in-4 climb to the highest part of the track which ended in a blind approach to a near 90-degree left-hander.

The longest section of straight road was less than 400 metres in length so the cars were constantly cornering, and as the circuit took advantage of the natural contours of the rugged landscape, it was lined by massive granite boulders and rock formations that were perilously close to the track in some places.

A shortage of drivers threatened to bring the event to a premature end. Firth and Powell had initially put together a shortlist of high profile race drivers to share the five cars, including stars the calibre of Pete Geoghegan, Bob Jane and Kevin Bartlett. The original plan was that each would drive for two hours followed by four hours of rest, but that soon went out the window.

Many more drivers had to be brought in. Some familiar names included Fred Gibson, Barry Seton, Bruce McPhee, Barry Arentz, John Roxburgh, Max Volkers, Brian Sampson, Brian Reed and 'Wild Bill' McLachlan to name only a few.

Also notable in the drivers' list was a bright young prospect called Allan Moffat.

There was no glamour at the remote, windswept You Yangs circuit. No trophy girls, champagne or silverware. Driving standard road cars on skinny road tyres at such high sustained speeds on such a torturous track was very demanding.

The concentration required, particularly when driving at night, was immense. Bob Jane later commented that his driving stints had been tougher than any he'd driven in the Armstrong 500s.

Some drivers who had been booked to take part quickly departed when they saw the track and the crazy speeds required. Others drove a stint or two but just couldn't hack the pace. As driver numbers continued to decline, the remainder were being stretched to three hours and sometimes more without a break.

From a safety point of view, CAMS was concerned that this would lead to driver fatigue and crashes through loss of concentration. Powell needed more drivers. He sent out urgent calls to other states and even car clubs, with the only stipulation that those applying needed to have a current CAMS license and some competition experience. Many of these amateurs soon proved way out of their depth and were sent home. And others, including a few of the bigger racing names, were problematic because they ended up competing with each other and trying to set the fastest times rather than concentrating on the important job at hand

"Firth recalled. "Stop them abusing the cars; just keep them under control. One car (No.3 driven by McLachlan/Arent7/Foreman/Bartlett) drove the whole 70,000 miles all week, never put a foot wrong. Now the others could have done that quite easily but their egos wouldn't let them. All had to be fastest. For this exercise you really needed rally drivers- actually, what you needed were robots."

Another shortage that threatened to derail the whole exercise was tyres. Mobil had agreed to supply all the fuel and lubricants required and Dunlop agreed to provide a truck-load of SP41 tyres. However, as the granite-laden bitumen track surface was brand new without any rubber having been built up on the driving line, it proved to be very abrasive and chewed through tyres much faster than expected.

Barry Seton, had two roll-overs. One of those was a massive shunt, in which his car left the road at 90 mph (144 km/h) and rolled end-over-end five times. Amazingly, Seton not only emerged unhurt through the rear window but the badly crumpled car was beaten back into shape and returned to active duty within hours! Another car, Firth's No.1 red two-door hardtop, ran off the road with another driver at wheel and hit a two-tonne boulder so hard it actually moved it. The left side of the coupe had been savagely crushed but again the mechanics and panel beaters worked miracles to get the car back on track, with the door crudely held shut by straps and **plastic** sheeting hastily taped in place over the windows.

One thing not often mentioned is that it did not rain. A wet and slippery track would have been disastrous, as it would have greatly increased the chance of accidents and also restricted the average speeds that could have been achieved. Somehow, they kept the whole crazy circus running. Although members of the public were not allowed in to spectate, the run turned into a major news event across Australia.

Nightly news bulletins featured daily updates and radio and newspapers also provided strong coverage. The nation became enthralled. After eight gruelling days, when it looked like Ford was actually going to do what had at first seemed impossible, there was a timely visit via helicopter by none other than the top man himself - Ford Motor Company chairman Henry Ford II. On a brief tour of the troubled Australian operations, HFII had been advised of the Durability Run and wanted to see what it was all about.

According to former Ford marketing man Max Gransden, "he didn't have to stay long to come to the conclusion we were out of our bloody minds and he left no one in any doubt that he thought we were a bunch of damn fools!" However, Firth flatly denied this, so it depends on who you talked to. All of the cars were damaged during the run, some much worse than others, but the images of these bent and buckled Falcons gave the impression they could not be stopped. Despite the body damage, Ford claimed to have suffered not one major engine or transmission failure. It made the new XP Falcons look indestructible. Finally, at 1.42 am on Monday May 3, the five Falcons flashed across the finish line to complete the 70,000-mile torture test. The car chosen to be first across the line was the No.3 sedan as it was the least damaged in the fleet. With media cameras flashing, it tore through a large banner that had been stretched right across the finish line, which read 'Falcon **Makes** History'.

To galvanise these perceptions, Firth's badly beaten-up red hardtop was put on display in the foyer of Melbourne's Southern Cross Hotel the next day. It looked a real mess but the large crowds that flocked to see it could not help but be impressed by the rugged survivor. Those entrenched perceptions about the

Falcon being too weak for tough Aussie roads were finally erased. For Bill Bourke, the success of the Durability Run provided everything he needed for a big advertising blitz which resulted in plenty of private buyers heading for their local dealerships to buy new XP Falcons.

It also allowed Ford to go back to the fleet buyers who had turned their backs on Falcons in droves. Ford loaned them cars for six months to experience how good the new XPs were for themselves. And it worked. The fleet guys really liked them and bought many. Thank you so much for the use of this article Lindsay.



On Friday KMARC lost one of its happiest members Peter Woods. Everytime there was a fun competition Peter and his wife were the front runners. Who can forget Mary & Joseph at 2023 Christmas dinner. Our heart goes out to his family.

February 18th Trip to Scotts Head.We left at 9.40 from South Kempsey Park and picked up Russell and Maureen Murray on the way through. Kevin and Glenda contacted us to say that they were at Scotts Head and there was no where for us to Park so we diverted the convoy to Stuarts point. A great day was had by the small group who Attended. From Neville Anne and Skoda Big Bear.



**KEMPSEY
HEIGHTS**
GRAND UNITED BOWLING CLUB

17th March st Patricks day saw a small group of us set out at 9.30 am from South Kempsey Park to The Log Wharf reserve at Telegraph Point ,though numbers were low we all had an enjoyable day in this very pleasant reserve. Neville Anne and Greenie



Ron Hick's vehicle at Stuarts Point and the gang at Tele graph point





The photo above shows our vehicles parked The Log Wharf Telegraph point. This reserve is looking beautiful with the addition of murals around the bridge pylons which match the colour of the shelters. The trip organizer denies any responsibility for members style of parking.

The funnys

I thought these were very appropriate.

Why did Ford put hand warmers in their cars tail lights? So you could keep your hands warm when you were pushing them.

Why did Holden make their cars more aerodynamic? So that the Tilt tray could go faster with them on it.

For sale

Barry furness's beautiful car is still for Sale Contact
Lindsay Rapley for enquiries

More For sale.

1975 MGBT Hatd top.

Body Sad with some rust.

A lot of parts both reconditioned or new.

2 Gear boxes.1 x over drive 1 x4 speed

2 sets of wire wheels 14-15 inch

\$8,000 ono selling due to ill health. If interested Contact
Rod 0427789047

We usually have a segment of whats happening in the shed? Well this bloke has moved into Nevs Shed with all his family



Trip and events Calender April, May 2024

Meeting Tuesday 9th April & 7 pm start due to Day-light saving ending.



Wednesday Coffee and Buns at MACCAS has moved to Maccas at South Kempsey Servo

Sunday 14th April Start at South Kempsey Park, morning tea at Macksville memorial Park near the shops, Bring your own chairs. Then travel to the Honey Place for a visit then go to the Ocean view Hotel Urunga for Lunch. We will need approximate numbers text Anne 0409229536.

Valley Rally 4th& 5th May Entry forms to Anne Schmidt by 25th April. entry forms available from anne at the meeting.

Sunday 19th June. TBA probably a private car collection at Gumma.

KMARC Committee Members 2024

President: Lindsay Rapley 0466 606 426 •

Vice President: Murray Capararo 0481 564 393 •

Secretary: Glenda Wilson 0418 225 810 •

Treasurer/Membership Officer:

Kevin Wilson 0418 225 810 •

Registration Officer: Lindsay Rapley 0466 606 426 •

Editor & Web Co-ordinator: Anne Schmidt 65 62 6035 •

Outings Officer: Neville Schmidt 0409 229 536 •

Regalia Officer: Kerrie Rapley 0466 606 426 •

Committee: Russell Murray 0427 666 922 • Committee:
Victor Rudder 0409 992 688 • Doc(Robert) Milligan 0427
246 295 • Russell Mann 0421 495 900 • Leanne Milligan
0427 246 295 George Pedrisat 02 65 63 1410

Our Vehicle inspectors George Perdisat 02 65 63 1410 •
Mike Morgan 02 65 69 3119 • Doc Milligan 02 65 66
9185 • Lindsay Rapley 0466 606 426

Acknowledgements. Lindsay Rapley, Kerrie Rapley
Maureen and Russell Murray, Neville Schmidt and Kevin
Wilson. Rob Robe and Les Bale,

Apologies for the length of time between magazine we
have had our internet off for long lengths of time as well
as other computer difficulties. anne