



Welcome, to what is part Mike Munro's "This is your life", part "Hollywood Roast", part "Footy Testimonial", but mostly a journey through the CCRMIT and motorsport careers of these two upstanding gents here on stage.

What makes a great leader? A great mentor?

Great mentors are principal centred, trustworthy, ethical, role models, committed, patient, understanding, respectful responsive, motivated, and encouragers. Qualities Ross and Mike display in spades. Sometimes patiently encouraging, sometimes patiently applying these qualities with the aforementioned spade.

As part of our journey we're embarking on a chronological story, winding all the way back to 1984 - nearly 30 years ago.

To give us some focus and some appreciation of the times gone past, particularly for those of us in the room not mature enough to remember those times, let's set the scene by having a look at some footage of how a time control used to be run.

<Video – DodgyVision – How to run a Time Control>

And just to complete the picture ladies and gents, our OH&S man on the job, Kev, is here to give us a rundown on the most appropriate and safe way to run a start line, whilst maintaining creature comforts.

<Video – DodgyVision – How to run a Start Line>

So in 1984, Ross was working as an apprentice Motor Mechanic at Ted Brewster Automotive. Ted circuit raced a Mini, with Ross & work colleague Neil no doubt developing their competition car interest from this time.

Ross agreed to buy a ½ share in red Datsun 1600 rally car with school friend and CCRMIT club member Michael Phillips.



The car came from a Light Car Club of Australia & CCRMIT member who came to their first few events to help them out. At this time Ross joined LCCA & PIARC (one member of crew had to be member of these clubs to run in the series back then).

Ross & Mike Phillips continued through 1984 swapping driving & nav'ing through the year. At the end of 84 Ross & Mike both wanted more driving time, and Mike wanted another car so Ross bought Mike out of his share. At the start of 1985, Ash Fraser (brother of Ross), who had done a little servicing through '84 agreed to Nav and joined CCRMIT.



It was in 1985, that Ross' archillies heel began to appear - Spectator Point problems – the Eureka Novice Trial, Ballarat 1985, leading the event by many minutes, Ross entered a combined passage control and spectator point at such a high speed (compared to other cars) that the official was too scared to step out and stamp their road card After a number of donuts, there was no sign of a control official, so Ross drove off. The end result - penalised 30 mins.

In 1986 Ross joined CCRMIT, so you could compete in the TAUCC (Technical and University Car Clubs) series together. It was mostly TAUCC events back then, Melbourne University Car Club, Monash, Swinburne, Melton Motorsports, and RMIT.



The legend of UZMA began sometime around here - for those not familiar, Ross has had a set of baby blue numberplates since forever, proudly displaying the word, UZMA. To this day, no-one knows what it means.

However, UZMA has come in many guises across the years - there was UZRUST - over lunch one day Bernard Miron fondly recalls memories of the UZRUST 4WD attempting to set stages, the 4WD 6 cylinder gutless wonder on gas, there was UZMUT, there were the baseball hats, the polo tops, UZMUMS for Avoca maps, UZMUDS, and Kev Wilson even affectionately referred to Mrs Fraser, as UZMUM. Finally there were UZMODS for things done to the Datsun; 'Cut and Paste' with an oxy and a welder - it was an unforgettable era.



1986 also saw the continuation of Ross' Spectator Point problems - in the Eureka Trial, held around the Ballarat/Mount Cole district, Ross put the car on its side at spectator point breaking front disc in half. I'm sure Ash will attest to it being the navigators side of course!



1986 also brought one of Ross' Proudest Rally Moments - in the Presidents Trial in South Gippsland – Ross finished 2nd to Thorpe/Canals in what was a 1st,2nd,3rd,4th, and 5th CCRMIT crews whitewash of the TAUCC series event. Another year came along, and 1987 saw Ross drive in his first VRC event, the LCCA Blue Ribbon Rally. After having finished 2nd in 3 rallies Ross also won his first event that year, a TAUCC round – The Distrial.

To crown off a brilliant year, Ross also finished 3rd in the famous Alpine Rally, a VRC at the time, with only Geoff Portman & Rick Bates in front. Ross, do you remember much about that event, was it an exciting win for you?



Fortunately for the rest of us here, to fill in the blanks Ross can't remember we have a rare media interview, given by Ross at the post-event celebration.

I apologise about the audio in advance - we've cleaned it up as best we can - we think the VHS tape did as well to last as long as it did!"

<Video – DodgyVision – Ross – Alpine Win>

Sorry folks, I don't know how that video got in there, we'd never allow embarrassing footage of Club Members to go to air like that! James, do we have the real media interview there?

<Video – DodgyVision – Ross – Interview>

Back to the studio indeed. I had the pleasure of spending some time with Sean O'Flynn over the past 6 months, and here are some of his recollections of an early-generation Mike.

Growing up Mike was always destined to be involved in motorsport in one way or the other as his younger days were spent surrounded by all things mechanical.



Being a few years younger than Mike, it was before my time so it's a little difficult to accurately recollect the details however growing up Mike was always surrounded by the mechanically inclined such as his dad who liked to tinker with cars and my father who dabbled in car racing. There were various "hotted up" cars about the place in the early days with Mike's dad Brian being a Ford man and my father being a Holden guy. A variety of modified Minis, EH's and one of the more striking, a magenta early model Fairmont Coupe.



Regardless, the colour of that early Ford inspired the painting of our VB Commodore many years later. We always gained a great deal of enjoyment from our childhood and never missed an opportunity for a re-visit. As I mentioned earlier, my Dad was involved in various forms of car racing and was an eternal “hoon”.

I’m sure there was some influence there with an endless stream of hotted up cars doing innumerable, unmentionable things, with Mike on board at different times.

Growing up Mike enjoyed thrashing about dirt bike riding at various places however a great deal of time was spent at the Laverton Motocross track as well as riding at an area in Altona Meadows called 40 Acres. This must have given him a taste for dirt!



While there were some interesting cars in the mix such as a Hillman Imp, my favourite memory was Mike owning a MkII Escort in white which was pretty sweet when you were as young as I was and your big cousin is hooning around with a set of extractors and aftermarket shocks. It was a race car for the road as far as I was concerned!

By this time Mike had gotten into cycling with Brunswick cycling club and it was to be a recurring theme in respect to Mike's involvement in sporting clubs. Mike always immersed himself in all aspects of the club including the social side of things (nothing's changed I hear you say) and more than 30 years later, Mike still has close friends from his time at Brunswick. I'm sure most of you can attest to Mike's willingness to make friends and welcome new members into the fold. Yep, just imagine, Mike with shaved legs wearing lycra...

Mike's thirst for speed increased into his adult life and he owned several road bikes including a Kawasaki 250, a GPZ 600, two different FZ 750's and a Yamaha TRX 850. It was on the back of one of Mike's bikes that I first reached 200kph. Not for the last time either as Mike showed immense patience, taking his young cousin for various quick trips around the place, and the hero worship grew...

Mike's Road. Over the years there was a stretch of road that Mike used to travel up and down on a regular basis as he made his way to and from work at all hours. Greigs Road into Exford Road heading North into Melton West. On this stretch of road no one could touch Mike whether in a car or on a bike and gave birth to his title - The Tarmac Master.

Rallysprint. The first rally event I went to with Mike was a rallysprint which was the forerunner of the now defunct Djerriwarrh Rally. Mike's friend was doing a road closure and invited us all along to help out and basically spectate. I had gotten hooked on rallying after watching the Rally Australia coverage on Wide World of Sports over the years however this was the first time that I had seen rallying up close and personal. Needless to say it was a fantastic day and after I would buy my first race car, the Djerriwarrh Rally would remain our home event and the Wombat State Forest our favourite place to compete.

More on Mike later, but it's now 1988, and Ross was busy developing the first CRC Datsun when Group G cars were banned from most competition. Lets take a moment to review Ross in action in the Datsun.

<Video – DodgyVision – Ross in Action>

Ross drove in his first interstate ARC event at Bega that year. Unfortunately this was followed by one of the disappointments of Ross' rally career - the final round in Bright, The event started with only 2 Drivers able to win the 1988 VRC, David Greig & Ross Fraser. Ross unfortunately crashed out in the first morning stages of the two day event.

1989 saw Ross' first brief flirtation with CCRMIT Committee, standing in as the TAUCC series rep for Ashley while he was overseas on a work assignment.

Ross directed his first event in this year, the Autumn Midnight with Joel Wald, it became a two man show as 3rd directing team member Ash was posted overseas with work and stepped down.

At season's end of '89 the Datsun was sold, along with all of the spares and Ross organised himself for spending 1990 & 1991 travelling around Australia. In 1992, following a few visits back, Ross returned to Melbourne for good and immediately fell back into rallying with CCRMIT.

In 93 Ross was instrumental in making rally organisation more professional - moving to having an organising team approach; rather than the traditional poor director doing everything. In 1994 Ross ran what was now the clubs only rally, as the George Derrick/Autumn Midnight at Avoca.



Ross was getting itchy to compete again and with Ash bought a light blue VC commodore, this resulted in the Uzmadore that we are all familiar with today.

This was also the year Ross was a Joint Director of the more social (but still fiercely competitive) Tour De Dodgey bike tour.

In 1995 Ross directed the 'Derrick' again at Avoca, and then brought the Uzmadore out for the first time in the high profile VCRS managing a top ten finish in his first event for 6 years!



1995 also brought Ross' second big rally disappointment, the Western Districts Trial, in Daylesford. Leading the event by 3 minutes going into final stage, Ross ran off the road on the final bend of the event, 300m from finish. Ross and Ash finally got back on road; to finish 5th.

This was, however, countered by winning the Tour De Dodgey bike tour.

1996 came along, and Ross directed the 'Derrick' for a 3rd year at Avoca, and then joined the Victorian Rally Panel and played major role in the Vic Rally Promotions team for 3 years. '96 was also the year Ross finished 2nd Outright in the VCRS series for the year.

Although Ross managed to finish 2nd in the VCRS, it also unearthed his final Spectator Point Problem - the Bog-A-Duck rally, held in the Blue range area Marysville, Ross put the car off the road (Nav side of course) on a long downhill spectator point with major damage to the Nav's side.

It was also in '96 that Ross gathered together all of CCRMIT's rally equipment from various garages around Melbourne and became the club's equipment manager (and still is to this day!).

In 1996 Ladies and Gentlemen, it was a fantastic year - it was the year of Mike's first event! The North Eastern Spring Rally.

RESULTS - 1996 N.E.C.C. SPRING RALLY

CAR NO.	CREW.	CAR	GR.	T1	COMP 1	T2	COMP 2	COMP 3	T3 SERVICE	COMP 4	T4	COMP 5	COMP 6	FIN T.	TOTAL TIME.	PLACING	
1.	REEVES/SMALLEY	VW4	1.	✓	30.41 P 30	✓	0.31	1.53	✓	4.37	✓	5.42	1.40	✓	45M.04s	1 st GD 1.	
2	NAISH/FITZGERALD	D1600	2	✓	1.37	✓	0.37	2.27	✓	2.57	✓	2.26	1.52	✓	11M.56s.	1 st GD 2	
3	QUILL/CANNING	RX7	3	✓					DNF						DNF		DNF. LOST.
4	ROGERS/BRUTY	TOYOTA SPR	3	✓	2.02	✓	1.21	2.24	✓	8.38	✓	3.02	2.23	✓	19.50s	1 st GD 3	
5	DEVENISH KEALEY.	260Z	3	✓	13.32	✓	0.59	2.28	✓	3.02	✓	2.16	2.46	✓	25.03s		
6	WHITTEN/NYMAN	ESCORT	3	✓	2.26	✓	31.10 P 30	2.59	✓	3.08	✓	2.25	2.17	✓	44.25s.		
7	FOCK/DUNBAR	D1600	3	✓	5.06	✓	2.33	5.04	✓	4.55	✓	15.04	3.59	✓	36.41s		
8	MILL/SMITH	STATION	3	✓	2.33	✓	1.23	3.27	✓	48.15					DNF.		
9	BRICE/BRICE	LANCER	3	✓	5.53	✓	1.14	3.22	✓	6.28	✓	4.04	2.14	✓	23.15s		
25	HUNT/REES	NISSAN 818	3	✓	13.36	✓	31.31 P 30	3.16	✓	7.41	✓	32.56 P 30	2.34	✓	1.31.34s		
10	BAILEY/WHITEHEAD	MAZDA ROT.	4	✓	5.37	✓	32.31 P 30	5.32	✓	11.38	✓	70.23 P 30	4.11	✓	2.09.52s	9 TH	
11	SWEENEY/STEWART	TR7	4	✓	4.14	✓	10.55	7.28	✓	5.36	✓	9.55	3.40	DNF	41.48s		DNF. BROKEN STRUT. WINNER HARD LUCK HAD
12	DE BRASSER HEWLE	COROLLA	4	✓	15.35	✓	3.26	36.13 P 30	✓	5.53	✓	6.05	4.17	✓	1.11.29s	3 rd GD 4	1 st ROAD CAR CLASS.
13	ROBINSON ROBINSON	LANCER	4	✓	4.05	✓	4.36	1.27	✓		DNF				DNF.		BOGGED.
14	CROCKER/FOLEYTA	SUBARU LEGACY RS TR.	2	✓	2.32	✓	1.38	2.40	✓	3.39	✓	3.45	2.27	✓	16.41s	2 nd GD 2.	
15	WILLIAMS PHAMERZAE	D1600	4	✓	3.31	✓	52.30 P 30	67.59 P 30	✓	4.42	✓	34.36 P 30	3.13	✓	2.26.31s	10 TH	
16	PEARSON MOSENICH	HOL C'DORE	4	✓	8.15	✓	D	DNF.							DNF.		HIT TREE. (TREE HIT BACK)
17	HECKER/BAIKE	D1600	4	✓	5.38	✓	41.51 P 30	60.00 P	✓	5.32	✓	5.27	3.07	✓	2.04.35s	8 TH	
18	MILLER/CARREY	MINI COOPER	4	✓	5.13	✓	6.33	5.50	✓	4.84	✓	13.45	3.51	✓	40.06s	2 nd GD 4	
19	ROBEY/JOHNSTON	D1600	4	✓	7.01	✓	64.29 P 30	11.23	✓	14.25	✓	9.45	6.08	✓	1.53.11s	6 th GD 4	
20	BEARLEY/STAPERSALL	ESCORT	4	✓	4.54	✓	4.02	5.04	✓	63.32 P 30	✓	34.18 P 30	3.53	✓	1.55.43s	7 th GD 4	
21	BAXTER HUTCHINSON	D1600	4	✓	4.03	✓	33.53 P 30	30.50 P 30	✓	6.18	✓	1.51	3.08	✓	1.20.03s	4 th GD 4	
22	O'RYNN/TIMCROSS	260Z	4	✓	4.47	✓	4.46	33.34 P 30	✓	33.14 P 30	✓	31.25 P 30	2.04	✓	1.49.50s	5 th GD 4	
23	SULLIVAN/GOURNAY	ESCORT	4	✓	5.22	✓	3.36	6.53	✓	10.43	✓	4.51	4.33	✓	35.58	1 st GD 4	
24	VEAL/HOLLIS	ESCORT	4	✓	24.40	✓	3.04	6.20	✓		DNF.				DNF.		BOGGED

Returning to Sean's story, unfortunately Mike started rallying with me back in the mid 90's and that was a few girlfriends ago for me so I guess my ex's would have photos of us but I'm sure they've been burnt or are full of dart holes by now.

Some highlights and lowlights include avoiding a Mini going the wrong way down the course (we were going through a long left hand sweeper in third gear reaching for fourth at the time), watching another car enter a finish control the wrong way and take off towards oncoming traffic, friends of ours getting bogged in the middle of the rally road, it was a nightmare!! And then we got to service.



By this time there was a LOT of tension in the car after being lost several times, both of us struggling with the timing/book-in procedure and not to mention our near death experience with the low flying Mini. Fear, embarrassment and frustration had the adrenaline pumping through our veins and needless to say we were both burning through our respective short fuses and it all came to a head when we pulled into the service area. I don't recall the details of the argument (Mike may) but essentially there was a lot of advice given along the lines of inserting various things into certain orifices and going away and reproducing with ourselves... It was all pretty ordinary.

We did get back in the car and went on to record a finish. Keep in mind this was an event that went on to generate a great deal of criticism about its poor organisation and instruction so looking back it was a miracle that we even finished and with fairly minimal penalties too! What a baptism of fire for Mike though and a testament to his love of the sport for looking past this one event and sticking with it through to today!



Mike's favourite Event. Recently at a family BBQ Mike commented that THIS was the event that got him hooked on rallying and I'm proud to say that it's an event that we shared together. The event? The 1997 Moonlight Meander, back to our favourite forest the Wombat and we were car number 9. Things started well for us that night, it was drizzling with rain keeping the dust away (my favourite conditions), we had good tyres and we both had our heads around the administrative side of rallying (well Mike did anyway but more on that later). Now every team has their funny little stories or phrases but for us this event minted some of our favourites making it our most memorable event ever.

What car number are you? 9!! Prior to the events providing vinyl numbers to you the competitor, back in the old days your number was written onto your side window with white shoe polish. At the time I was getting vinyl race numbers made for each event via some friends at work, and this event was no different. As part of the usual pre-rally prep at the Korweinguboorra Oval I got out the two number 9's. Once they were out of the bag and I held them up to the car, we both cracked up laughing! I hadn't given strict dimensions to the sign guys and the numbers were the size of the entire door! To this day, neither Mike nor I can mention the number 9 without several exclamation marks!!



“Ah, Grasshopper!”. Once the event started we really started hitting our stride and were up into the pointy end of the field with a couple of stage wins. Now, the drivers amongst you may know that feeling when you really are in the zone and everything around you starts to slow down, your rhythm is perfect and you can do no wrong. The speed is coming easily and your technique is smooth, unrushed with no missed apexes or fluffed gear changes. The entire event carried on in this fashion and we totally dominated the field passing numerous cars in stage but there was one pass in particular that stuck with us.



Late in one stage we were approaching the finish board having already passed a car in stage and we could see lights up ahead indicating that there was another car that we were closing in on. The rain had gotten a little heavier at this time and the surface was quite slippery but predictable. We gained on the car in front, an Escort, closing on them at high speed during a short straight which ended in a 90 degree right hand turn just ahead in the distance. I'm not sure what Mike was thinking however I was quite relaxed and thought there was plenty of time and room to get past the Escort prior to the fast approaching corner.

Our closing speed was very high and our commitment was total, as the Escort set up for the right hander with a small Scandinavian flick, we were down the inside right mirroring the Escort's flick, past him and through the corner without a let up in forward progress. Mike and I looked at each other with huge smiles, laughed out loud and at that moment gave birth (in our minds anyway) to the term, Zen Driving! Subsequent occurrences of Zen Driving would invoke terrible Chinese accents and titles of Grasshopper and Zen Master (oddly in no particular order).

This was rallying at its best, blasting through some of the greatest scenery in the world with the car on song and nothing but laughter at the end of each stage. What a night! Strangely we didn't win that event even though we were quicker than everyone on the night and it all came down to driver error, but not in the way that you'd think.

Sailing past a junction I noted in the rear-view mirror a track hidden in the scrub, this was the Via we were looking for! Mike confirmed on the map and asked if we go back and I said "nah, it doesn't matter, by the time we go back we'll lose a tonne of time anyway"! Lose one minute versus a thirty minute penalty?! Definitely no brains... Grasshopper.



Meanwhile, 1997 produced another of Ross Fraser's Proudest rally moments - when he won the George Derrick Memorial rally. Ross was also the Joint director of CCRMIT Treasure Hunt that year.

In 1998, Ross returned to VRC competition and came within a whisker of winning the 2WD championship. It was a year of complementary help - Bernard Miron serviced for Ross in the VRC and played professional chase car; while Ross serviced for Bernie as he competed in the VCRS.



In 2002, Ross again finished 2nd Outright in the VCRS series for the year, and won the CCRMIT Steve Poore Memorial – Club Trials Championship trophy. Having won this very respectable Club award - Ross retired from competition.

There was then a bit of a changing of the guard, in 2003 Mike stepped up to be the Director of the George Derrick Memorial Trial VCRS, taking over from Ross. In 2004 Mike continued as the Director of the GDMT VCRS & was also CCRMIT Club Secretary. 2004 was a big year for the Club, it was the 50th anniversary. Ross stepped up to be a member of the four-man CCRMIT 50th Anniversary committee. For his efforts there, Ross was Joint winner of Club Member of the Year Award.

In 2005, Mike was a busy man - Director of the GDMT VCRS, President of the Club, and caretaker Club Secretary. Mike's presidency continued into 2006 and 2007, earning him Club Member of the year award. In 2008, Mike became Joint Blower Editor with Mark Howard-Jones. To this day, Mike continues to manage our eBlower publication.



Once again in 2009, Mike was Director of the GDMT, but this time as a VRC State Championship round, and remained the Joint Blower Editor.

To wrap up the tall tales from Sean, there are plenty of other events and funny stories from Mike's early days in rallying when we did everything from road closures to and start/finish controls to spectating. Classic stories such as generally rough to finish, hitting the rev limiter (which is essentially not what you think), Three Not So Wise Monkeys on Black Range Road, The Bin of Fire, Rally Brew, Pitch Reports and the time he nearly nosed a V8 Commodore over a cliff whilst acting as sweep car! Ask him about them sometime (they are up here on the screen for your reference); Mike's a top bloke who's always got time for a glass of red and a good story. So here's to you Tarmac Master, Cheers!



Ross has always been heavily supportive of CCRMIT's social side, and has been an energiser bunny of influence to all involved in the club from time to time.



Several members whom I thought were introduced to CCRMIT by Ross it turns out were not - however cite him as their reason for still being here today.

Ross has held important to major roles in just about every rally this Club has run since 1993, and has been a serious mentor to every CCRMIT rally director in last 20 years. To this day, Ross offers continued use of his Automotive business for rally scrutiny, and has done so over the past 15 years.



There are many stories of Ross' also that we haven't even touched on tonight, perhaps ask one day about his supporting the debacle of Razers Nightclub to keep the LCCA afloat, the 'bedsection' road in Avoca, where roads were creatively made to link two good tracks, the time Ross decided at a Party Control that he would take a perfectly good mixmaster into the forest to bake brother Ashley a cake for his birthday; and numerous others that I'm sure tonight's questionable footage may have sparked in your imaginations.

Ladies and Gents I have been a member of CCRMIT since 2003, I competed in a beat up Datsun 180B SSS for that first year, then promptly sold it deciding my talents lied elsewhere in the sport. Since that year I've been involved in the organisation of pretty much all bar one rally event, I've been on the committee for six years, and have just handed over the reins of Presidency after three years to James Elliott.



I have some fantastic memories to take away from these times, but these times have not always been easy - running events whilst holding down full time employment is a very stressful scenario. Throughout these times, there have been five constants - the whooshing noise of deadlines sailing past, my long-suffering & darling wife Noodles who puts up with me I don't know how, those amongst you I am privileged to call friends, and these two larrikins here - always looming large alongside when you need either a gentle word of encouragement, or a spade to apply some pressure.



Ladies and Gents tonight has been about two and a half years in the planning; and it is an ABSOLUTE PRIVILEGE, that my final act as outgoing President is to not only stand here before you tonight sharing some stories and humour about these two colourful characters, but to also recognise ALL that they have given of themselves to the Club.

Ladies and Gents on behalf of the CCRMIT Committee please join with me in congratulating Mike and Ross as we recognise them as Life Members of CCRMIT.

