

# THE BLOWER

The Official magazine of the Car Club of the Royal Melbourne Institute of Technology Inc.



## Next Club Night:

### Still waiting....

General Club Nights are held at 8pm irregularly due to lack of attendance at:

**The Notting Hill Hotel** (On the map below) 262 Ferntree Gully Road, Notting Hill



## Deadline for next Blower Submissions:

*Please send all magazine contributions to:*  
**blower@ccrmit.com**

*All other correspondence to:*  
CCRMIT  
PO Box 4066  
Knox City Centre  
Vic, 3152

**Disclaimer:** Articles and views published in 'The Blower' represent the opinions of the individual authors and are not necessarily those of the Editors or the Committee of Car Club RMIT (CCRMIT) Inc.

**Incorporation Number A0049540G**

## The Cover

Some old photos from a  
motorkhana in 2008



### The 2017 Committee & Representatives:

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<b>Website</b>	Andrew Roseman	Spy any objectionable, or material in breach of copy write content? Tell <a href="mailto:scorer@ccrmit.com">scorer@ccrmit.com</a> so we can copy it and get it up there!

## Presidents Waffle

Great to still be here and trying to make stuff happen for another year.. Hopefully we can actually get some stuff off the ground without Covid lockdowns.

First up is a Motorkhana at Lardner Park. We tried to do it last year, but got shut down by Covid, hopefully this time it will be all go. Sunday 24<sup>th</sup> April. It is the last Sunday of the school holidays, and the day before Anzac day.. Cheap entries. Bags of fun. Lunch Supplied. We will have a “club” car there for Juniors to learn in... No adult drivers allowed in it.

There are a few rallies and race meetings on the go, and I would mention them, if I really cared, so if somebody does care, they could send me a calendar and I will put it in the next blower.

Then, big news, we are running another CCRMIT Christmas Hill Climb at Bryant Park in Newborough, Sunday 20<sup>th</sup> November. Keep the date free for a great fun time blasting around this fun bitumen track. Bring your daily driver, bring your rally car, bring your motorised shopping trolley. As long as it meets a pretty easy criteria, and isn't leaking oil, you will be good to go. This will be a speed event, so will require helmets. Passengers will be allowed, but will have to sign on. We will not be running official timing, but you are free to take a passenger with a stop watch! Come'n'Try licences will be available for people who have no MA licence.

This event will cost the club a pretty penny to put on, and we are going to keep it closed to club members only (lots of track time) so please keep the date free and come along if you can... we will unofficially supply lunch....

If anybody has anything they would like to contribute to the mag for next issue, please email it to me for inclusion... at the moment it is pretty much just me making shit up....

Bernard



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## EVENT UPDATE

The event planning is progressing well with the ARC route now devised and approved by forestry. We will be using roads north of Briagolong and near Stockdale for Sunday Stages – with 60km of competitive. We will also have two spectator points available on Saturday, three on Sunday and a remote service at Briagolong.

I attended the ARC season launch in Canberra and presented the event to the near 20 ARC competitors who attended, and it was well received. It is going to be an awesome year of ARC with over 30 cars registered to compete in the 7 rounds.



We are looking for several key officials, if you can help in any capacity, please contact either Andrew Thorpe on 0438 802 427 or Andrew Roseman on 0413 307 766.

### **Event/Entries Secretary**

You will be collating and managing the entry data from the Motorsport Australia online entry system. This will be easier than in previous years as most licenses will be pre-checked by the entry system. On the day duties will be working distributing documentation at check-in and working in HQ undertaking general administrative duties.

### **Service Park Manger**

Working with the equipment, media & signage team pre-event to setup the service park. This will involve coordinating marking out of service bay areas, control zones, refuel zones, etc. On the day it will be working with teams to managing all stakeholders setup and pull down in correct areas.

### **Officials Coordinator**

We seek an enthusiastic person to work with the road directing team to allocate our officials who register online into positions. You will be using an online web based official management system that will make allocation of officials super easy. You'll be the point of reference for our officials, and work on the day with Road Team at the meet points helping with sign-in. You will be supplied with a dedicated mobile phone number to help with the role.



## SUPPLEMENTARY REGULATIONS CCRMIT Lardner Park Motorkhana

Sunday 24<sup>th</sup> April 2022

**AUTHORITY:** The Event shall be a **CCRMIT CLUB Motorkhana** conducted under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of Motorsport Australia, the Non-Speed Event Standing Regulations, these Supplementary Regulations, and any Further Regulations or instructions that may be issued and shall be subject to a Motorsport Australia

This Event will be conducted under and in accordance with Motorsport Australia OH&S, Safety 1st, Legal and Integrity and Risk Management Policies, which can be found on the Motorsport Australia website at website at [www.motorsport.org.au](http://www.motorsport.org.au)

**EVENT:** The Event will be a **Club Come and Try Motorkhana** held at **Lardner Park, 155 Burnt Store Rd , Lardner 3820, on Sunday 24th April 2022**. The Event is stand alone and not part of any series or championships. A minimum of 4 and a maximum of 16 tests will be run on the day. There will be no timing and no results given for the day.

**PERMIT:** The Event will be held under Motorsport Australia Permit **No 322/2404/02** which will be on display at the venue.

**PROMOTERS:** The event will be Promoted and Organised by the Car Club of RMIT Incorporated, PO Box 4066 Knox City Centre VIC 3152

### OFFICIALS:

Clerk of the Course	Brett Williams	ID # 1090450
Assistant Clerk of the Course	Bernard Miron	ID # 9726547
Secretary of Event	Andrew Thorpe	ID # 1507538
Club Steward	Andrew Roseman	ID # 1003826
Scrutineer	Brett Roffey	ID # 881038
COVID-19 Checker	Bernard Miron	ID # 9726547

Note that the above-designated officials will be considered the Judges of Fact for all matters pertaining to the event.

**VENUE:** The Event will be held at Lardner park Lower Car park –155 Burnt Store Road Lardner VIC 3820 Google ref. 38°12'11.8"S 145°52'03.2"E. The Event will be conducted on a grass surface

**SCHEDULE:** Documentation & Scrutiny: Will be conducted pre-event via electronic means. Driver's Briefing: Will be conducted at 9.50am and selected times during the day. Runs will commence at 10am. The Event is expected to conclude by 4:00pm

**ENTRIES:** Entries will open on date of publication of these Regulations and close

Sunday, 24<sup>th</sup> April 2022 @ 13:00 hours.

Entries are to be lodged with the Event Secretary via the following website link

Online Entry Form Click Here - <https://form.jotform.com/220753291799871>

Entry fees are to be paid via EFT to the bank details.

CCRMIT

BSB 063150

ACC 010047474

Reference to be <LPM, first Initial, surname>

Alternatively, payment can be made via cash or proof of EFT on the day

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at [www.motorsport.org.au](http://www.motorsport.org.au) The Promoters reserve the right to stipulate the number of entries for the Event and select entries in excess of such number at their absolute discretion.

The maximum number of entries may be 100, accepted in order of receipt.

**ENTRY FEES:**

Entry Fees	Cost	Running Total
<b>Junior Come &amp; Try</b> For junior drivers (12-17) without a licence. Introductory licence included.	\$25 per driver	Total
<b>Come &amp; Try</b> For drivers over 18 without a licence. Introductory licence included. Includes 1-year complementary CCRMIT membership if not a CCRMIT member.	\$55 per driver	Total
<b>Existing Motorsport Australia licence holder</b> For CCRMIT members or members of other clubs who hold a Non Speed or higher. Includes 1-year complementary CCRMIT membership if not a CCRMIT member.	\$30 per driver	Total

**VEHICLES:**

- All vehicles must comply with Schedule A and Group 4H of the current Motorsport Australia Manual.
- All vehicles will undergo a self-scrutiny safety check by the entrant prior to participation. This is signed off on line by the entrant to deem the vehicle as safe to compete. With an emphasis on brakes and seatbelts. Cars must also be free of loose items.
- Vehicles must be adequately muffled to comply with noise restrictions
- Road tyres ONLY. Winter tread, hand-cut or Rally-type tyres of any sort will Not be permitted
- Fuel must comply with Schedule G of the current Motorsport Australia Manual.
- The Clerk of the Course will have the final say on whether a vehicle is deemed eligible to participate.
- All passengers, including those who have signed an Entry Form, must sign the appropriate Passenger ride Form.

**PASSENGERS:** This Event will include a Motor Sport Passenger Ride Activity (MSPRA) which shall be run under and in accordance with the Motorsport Australia MSPRA Policy. An inexperienced driver (either junior or an adult), may carry an experienced passenger, or an experienced driver may carry a junior or inexperienced adult passenger.

**EXCLUSION:** Individuals behaving in a manner deemed to be inappropriate or prejudicial to the sport by the Clerk of the Course will be excluded from the Event.

**ABANDONMENT:** The Organiser reserves the right to postpone, abandon or cancel the Event in accordance with the NCR of the current Motorsport Australia Manual.

**PROTESTS:** Any protests must be lodged in accordance with the NCR of the current Motorsport Australia Manual.

**ALCOHOL, DRUGS AND OTHER SUBSTANCES:** The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at [www.motorsport.org.au](http://www.motorsport.org.au). Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at [www.motorsport.org.au](http://www.motorsport.org.au)



# George Woods Rally Report

The first rally of the year was the George Woods Rally run by the HRA. 7 CCRMIT members entered the event with a 50% finishing rate.

The Top CCRMIT crew for the night was Brett Williams and new navigator Malcom Cardwell along for the ride. They came a hard fought 3rd outright in the BMW e30

The next Crew and only 4 seconds behind were the Thorpe boys Andrew driving and David calling the notes. They came in 4<sup>th</sup> outright and won the R1 class with a solid drive also getting second outright in the sub event the Rookies Ramble.

Two other crews were Matt and Glen Raymond in Matts Excel but a gear cable issue pulled them up at the midway service for an early night but Matt did show some pace during the day stages

The last CCRMIT member running was long time navigator Matt Dillion who escorted a new driver out for the night

## Tales From a luxury German Saloon Car

I had decided to enter the George woods rally just for a bit of fun and to give an opportunity to have a new navigator come along for the ride, this is how I roped in Malcom to sit next to me for the night. The phone call went something like this

B: Do you want to come for some skids with me in a rally..... silence.

M: Um maybe but I don't know what I'm doing.

B: Don't worry I will help you working it out it will be fun

M: Um but I don't have a helmet

B: nope all good can borrow one for the night.

M: Um but I might get car sick.....

B: No problem we can get pills for that and worst of all take a bag

M: ok sounds um ....fun?

And that's how it all started that I got to take my Brother in Law for a high speed (no we never went over 110 km/h) spin in the forest.

After a couple of weekends working to get the car back together from the Diff blow up at the Gippsland Rally we were ready to go and drawing a late car number we set off for the daylight stages.

I was worried about the dust gaps being a bit further down that I would have liked but the stages were short so hoped it wouldn't be much of an issue and stage one went ok for us it was hard to manage the speed and had to slow quite a lot at the end of the stage but got through safe and only a little dust at the end. Stage two was much the same with Malcom starting to get his head around how to do three things at once and keep us on the right timing only a Mistake from me at the unofficial spectator point where I turned hard left too early thinking we were doing the usual and going up Camp creek road instead we were to go down Boys Camp Rd from Bennies instead. Apparently, I wasn't the only person to make this mistake so it wasn't too bad.

The longest stage was stage three a run up McCarthy Spur road which is always fun and the superior German engineering of the BMW handled it with ease but we were 9 seconds early to the finish line which you receive a 5 second per second penalty for.

The last daylight stage was a quick run-down New turkey which is a favourite stage of mine and we skidded into the finish line only 9 seconds over the target time. Nice time to get back to service. Malcom was hanging in there and after a very long service break while we waited for it to get dark we sat in 7<sup>th</sup> outright at the mid service.



After my awesome service crew wiped, bolted, and put on the lights for the night stages Malcom and I set out for a rerun of the day stages but in the dark. This adds a whole new dimension the rally and its quite a skill to drive fast at night and in the dust as the wind had now dropped.

Stage 5 was a repeat of stage one Dowey Spur Rd and we must have driven along ok because for the first time ever in my time driving rally cars I actually won a stage outright. Whoo hoo rocking it.

Stage 6 at least I got the spectator point right this time but catching the car in front was a big problem and stuck in the dust I couldn't get close enough for them to see me along the tight twisty stage and I was losing time. We were able to pass the car in the transport stage.

Stage 7 I was hoping for more clear air and the stage started out ok but in last 6 km of the stage we caught the car in front and again was stuck in the dust I thought this time I was close enough for them to see our lights but apparently, they were having too much fun to be wondering what the large shining behind them was and we pulled into control stuck in the dust yet again. We were able to pass them on the transport stage it might have had something to do with the large puddle of oil they left at the stop point but you never know.

Last stage of the night was the run-down New turkey and Malcom was getting into the groove now and calling the times and the tulips in perfect timing and he hadn't even used his sick bag yet.

Best feeling of a rally is driving onto the trailer at the end of the event and we did it in German luxury style. Sheer driving pleasure.

On the night I thought we had done ok but some penalties had dropped us down the field. But as usual with the George Woods the results are always hard to predict and it was a bit of a surprise to see when they came out that we had come home third outright and won our class.

I would like to thank Malcom for trusting me enough to get strapped into a tin can and driven fast around trees while he shouts at me and I pretend to listen. Also, my amazing service crew Terry and Josh its great to be able to just drive in and know everything gets done. And the family along for support made for a great fun night of rally.

Brett Williams

# Random Shit sent to me by Barry..

[https://news.yahoo.com/clueless-fox-news-host-laura-133701517.html?soc\\_src=social-sh&soc\\_trk=ma](https://news.yahoo.com/clueless-fox-news-host-laura-133701517.html?soc_src=social-sh&soc_trk=ma)

<https://www.news.com.au/technology/science/animals/monster-crab-attacks-australian-golfers-on-christmas-island/news-story/ddeeeb2c120d92a9ac82512cfd5a7c06>

<https://fb.watch/alnnNIG7O/>

<http://a.msn.com/01/en-au/AASzN9a?ocid=se>

<https://youtu.be/Jbb8ADODZXY>

<https://www.news.com.au/technology/motoring/on-the-road/hairraising-footage-shows-insane-uturn-near-cliff/news-story/7fc91f19a29fb871cf736440a26d5098>

<https://www.news.com.au/entertainment/tv/morning-shows/karl-stefanovic-laughs-off-ubergate-mention-while-jacqui-lambie-lambasts-him-for-pm-text-sledge/news-story/389dffbe90ae62a37045234737399fb3>

<https://www.facebook.com/719583030/videos/686667136030830>

<https://fb.watch/baytUtsFNB/>

<https://fb.watch/bSHTfKX2jG/>

<http://a.msn.com/08/en-au/AAUZtoj?ocid=se>

## Alpine Rally History Book

To celebrate the centenary of the Australian Alpine Rally 1921 to 2021, **Bob Watson** has written a comprehensive history of the historic event, titled **The Great Alpine Contest**. The book covers the history of the Alpine Rally from its inauguration in 1921 by the RACV through to its adoption by the Victorian Historic Rally Association and the centenary event to be held at Lakes Entrance in December 2021.

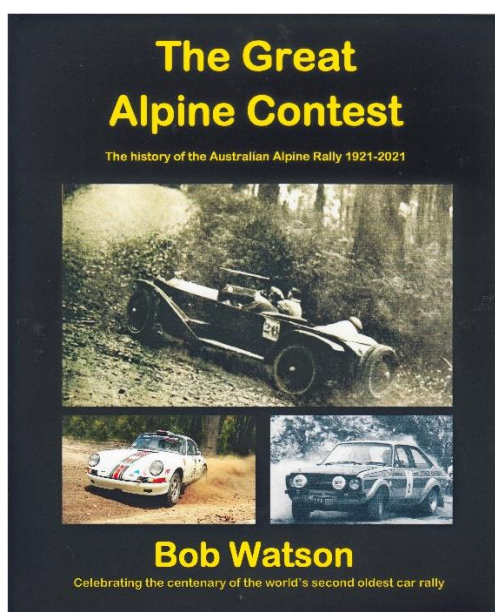
The Australian Alpine Rally is the **world's second oldest car rally**, behind the Monte Carlo Rally, making The Australian Alpine Rally an event of world importance. It was conceived in 1921 by the Royal Automobile Club of Victoria and organized by a proven director of long distance motoring events, Harry James. The object of the event was to demonstrate the beauty and attractions of Victoria's Alpine region and thereby stimulate the interest of tourists. The first Alpine contest was a great success, the competitors enthusiastic about what they did and what they saw. The second event in 1922 had double the number of starters and began what was to be a continuing series of event for a century.

The early Alpines initiated improvements in Alpine roads, and with increased tourist interest, the hotels and services along the way also improved. By 1926 the RACV was being overwhelmed by business activities such as road services, insurance and matters of importance to the rapidly increasing number of normal motorists, so the organisation of the Alpine Rally was taken over by the Victorian Light Car Club, later to become the Light Car Club of Australia. After the hiatus of World War 2, the event continued, with more emphasis on competition. The Alpine region had been opened up and motor cars were common so the event changed in nature to place more emphasis on driving and navigation skills. The Alpine continued through the golden era of rallying in Australia, growing in stature year by year until the unfortunate bankruptcy of the Light Car Club in 1992.

After a period of uncertainty the event was taken over by the Historic Rally Association, which had been formed to foster historic rallying as run in the 1960s, 70s and 80s. The club had already organized events to commemorate the International BP Rally of South Eastern Australia, so the Alpine was a natural follow on. The first HRA Alpine Rally was run in 1991, and has been run every alternate year since.

The Great Alpine Contest records the history of this classic event from 1921 up to the present time. It is a hard cover book, containing hundreds of photos, many from the 1920s era and many from Australia's best contemporary rally photographers. It has original contributions from several of the most important Alpine Rally directors and, in their own words, stories from the most successful drivers including Harry Firth, Frank Kilfoyle, Greg Carr and Geoff Portman. The author of The Great Alpine Contest **Bob Watson** is the oldest living winner of the Alpine Rally and the oldest living Australian Rally champion driver. He is a Life Member of Motorsport Australia and the Historic Rally Association and an inaugural inductee into the Australian and Victorian Rally Halls of Fame.

The Great Alpine Contest can be ordered through the web site [www.bobwatsonrally.com.au](http://www.bobwatsonrally.com.au) The price is \$40, or \$35 to members of Motorsport Australia affiliated clubs.



For more information contact Bob Watson, [bobwatso@bigpond.net.au](mailto:bobwatso@bigpond.net.au), 0427201158.



## Re-live the excitement of the 1968 London to Sydney Marathon!

OK, we can't drive from London to Sydney in 2021 but we can do the next best thing – retrace the steps of the game-changing, gruelling Perth to Sydney Australian leg. Original vehicles that will be involved in 2021 are featured.



*#58 – the Sobieslaw Zasada Porsche 911 S which finished 4<sup>th</sup>*

Back in the day, the first car to finish took an eye-watering 67 hours and 22 minutes non-stop – we will not attempt to replicate that feat.



*#2 Ford Falcon GT driven by Harry Firth to 8<sup>th</sup>*

The 2021 Perth-Sydney Marathon will celebrate the 1968 London to Sydney Marathon by following the original route of the event across Australia from Perth to Warwick Farm in Sydney. Starting in Perth on the 29<sup>th</sup> October 2021 and finishing ten days later with a function at Warwick Farm in Sydney on the 7<sup>th</sup> November.



*#4 BMC Austin 1800 driven by Tony Fall to 24<sup>th</sup>*

This will be the only event since the original 1968 Marathon to follow the entire route of that race across Australia and will use many of the original time and passage controls.





*#43 Volvo 144S driven by Gerry Lister who will be joining us in 2021. Finished 13<sup>th</sup>*

No other event has retraced the route in the 53 years since the 1968 Marathon and it is highly likely that this experience will be the very last opportunity to join entrants, participants and vehicles from the 1968 Marathon on such an historic journey.



*#76 Holden Monaro GTS driven by Barry Ferguson and Dave Johnson, which finished 12<sup>th</sup>*

Though non-competitive, there will be ample opportunity for some seriously spirited driving and it still promises to be a real test of both man and machine. We will cover some of Australia's best gravel and tarmac rally roads, including the SA outback cattle stations of Wirrealpa, Curnamona and Kalabity, the alpine mountain tracks from Edi to Brookside and down to Omeo, all in the company of well-known legends in Australian rallying and with some of Australia's most important rally cars.



*#29 Ford Falcon GT driven by Bruce Hodgson to 6<sup>th</sup>*

The event will traverse the Nullarbor Plain, the Flinders Ranges, Outback WA, SA and NSW, then cross the Victorian and NSW Alps to finish in Sydney some 5700 km later, with half the route being on unsealed tracks and roads.

Around ten original 1968 competitors as well as a similar number of '68 competition vehicles are committed to being involved.



*#39 Alfa Romeo 1750 driven by Stewart McLeod but retired in Afghanistan*

The 2021 Marathon is shaping up to be one of the largest Historic Rally events of its kind ever to be held in Australia. It has attracted both rallying and racing enthusiasts, all keen to taste what it may have been like to run in the greatest marathon of them all, alongside those who did.



*#40 Vauxhall Ventora driven by Formula 1's David Walker to 52<sup>nd</sup> place*

The Entry Fee for the Event is \$AUD5685 for a crew of two in the nominated vehicle and includes all meals but excludes accommodation. An invitation to participate in the Event will require a \$AUD250 deposit followed by the payment schedule outlined in the [Event Supplementary Regulations](#). Entries are limited to 85.



*#97 Ford Falcon GT driven by Rex Lunn but retired in Tehran*

Expressions of interest should be made to the Event Director, Laurie Mason:

Mobile: 0438 445 024 or email: [events@vogueautomotive.com.au](mailto:events@vogueautomotive.com.au)



*#45 Hillman Hunter driven by Flt Lt David Carrington – the sister car of the winning Hillman driven by Andrew Cowan.  
Finished 32<sup>nd</sup>*

There are a very limited number of vacancies still available, so please contact the organisers promptly if you want to run in this never to be repeated event.