

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

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Incorporation Number A0049540G

The Cover

What I hear when I call for blower content.....



The 2017 Committee & Representatives:

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Presidents Waffle

Well, it has been a rough year for all....

Finally we might get a bit of motorsport happening.

Yarra Valley Stages VRC/VCRS is scheduled for early November, and we can only hope that by then, we have opened the state up enough for it to happen.

We also have the "Gippsland Rally" coming up on its second rescheduled date, of December 4th. It is now a VRC/VCRS round, and if it happens, will be the last rally of 2021.. one of very few this year. If we get to run it (hopefully we will), come along and help us out with a control or road closure. Or come along and compete. It was to be a round of the ARC in August, but good ol Covid turned that to custard.

Then, big news, we are running the CCRMIT 2021 christmas Hill Climb at Bryant Park in Newborough, 28th 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 are not sure about timing, but let us know on the facebook page if you have a preference. 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... depending on Covid rules. It may also be a requirement to be vaccinated.. we just don't know yet!

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

CCRMIT Motorkhana – May 30th

This got rescheduled, then cancelled... Sorry!

PHILLIP ISLAND 6 HOUR 2021

This got cancelled too...

Ricks Insight

Also recently saw an article that stated 25% of USA EV owners would not buy again as refuelling an EV was too big a hassle i.e. time take, hard to find, wait for access to plug etc.

Personally I see this as a problem with many of us in Oz as we travel big distances e.g. what a pain to have to stop for an hour to refuel to do a return trip to the snow even with a fast charger

Article

<https://www.smh.com.au/politics/federal/australians-wait-more-than-a-decade-to-reap-cost-benefit-from-an-electric-vehicle-20211007-p58y1n.html>

Key points

Australians would need to wait more than a decade to enjoy any cost benefit from driving an electric vehicle instead of a petrol one, new analysis has found.

New modelling on the potential long-term savings has revealed that with an average \$40,000 difference in purchase price between the electric and petrol models, an electric purchase would need up to 16 years to provide savings to Australian motorists.

For the hybrid equivalent, the cost of purchase sits between the other two models at \$42,942 with the long-term running costs exceeding that of the EV after 12 years of ownership but never become more affordable than the petrol model.

It found that if it was not for the increased manufacturing costs – which are almost 50 per cent higher than a petrol vehicle – an electric car would be the cheapest by a long way.

Regards

Rick Thorpe

You know it's a rough neighbourhood when...



State Council News

A very very very small state council report.

Current state council chairman was not seeking re-election, as he was after the Victorian director spot on Motorsport Australia board. He was unsuccessful. We now have a female state council chairperson and a 50:50 ratio on the executive. Maybe a female CCRMIT President soon? Maybe we could have a newer younger State council rep?

Wayne

Random Shit sent to my by Barry..

<https://www.supercars.com/news/championship/dutton-to-navigate-price-in-finke-desert-race/>

https://www.caranddriver.com/reviews/a36555130/toyota-prius-awd-rally-car-drive/?source=nl&utm_source=nl_cdb&utm_medium=email&date=052921&utm_campaign=nl23875507

<https://www.facebook.com/UnknownFactsByGenmice/videos/141387664696979/>

<https://www.roadandtrack.com/news/a36571445/dodge-diesel-destruction/?source=nl>

<https://www.youtube.com/watch?v=Dw7mn3M2Mcw>

<https://www.facebook.com/groups/264967458633264/permalink/322741139522562/?sfnsn=mo>

<https://www.news.com.au/national/queensland/crime/queensland-grandfather-fined-for-carrying-pocket-knife/news-story/b60a5a55f23c963d99c3555237b85a88>

https://www.youtube.com/embed/1_kwxzU4wL4

<https://www.enginelabs.com/news/porsche-breaks-ground-on-methanol-based-efuel-production-facility/>

<https://www.news.com.au/technology/innovation/military/footage-of-brisbanes-raaf-airshow-rehearsal-has-spooked-us-viewers/news-story/ab362bd24cd21c0ed830dd8935f26740>

<https://www.motorauthority.com/news/1133748_ken-block-tours-audi-s-secret-garage-full-of-legends-drives-top-secret-group-s-prototype>

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.

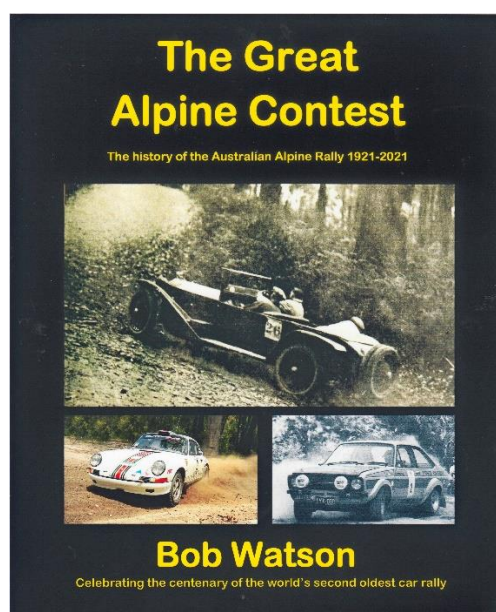
The Australian Alpine Rally is the **world's second oldest car rally**, behind the Monte Carlo Rally, making The Australian Alpine Rally an event of world importance. It was conceived in 1921 by the Royal Automobile Club of Victoria and organized by a proven director of long distance motoring events, 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 The price is \$40, or \$35 to members of Motorsport Australia affiliated clubs.



For more information contact Bob Watson, 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 4th

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 8th

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 29th October 2021 and finishing ten days later with a function at Warwick Farm in Sydney on the 7th November.



#4 BMC Austin 1800 driven by Tony Fall to 24th

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 13th

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 12th

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 6th

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 Ventura driven by Formula 1's David Walker to 52nd 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



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

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.