



RALLY NOTES

In this issue:
The Presidents report,
Members notice board
Articles of interest



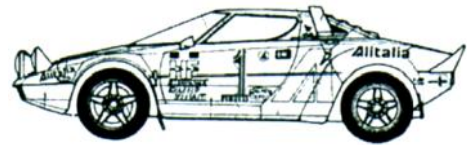
**OUR NEXT COMMITTEE MEETING WILL BE
11th of FEBRUARY, the AGM.
7:00pm @ WALLSEND DIGGERS**



AHRG is a CAMS affiliated club.

Australian Historic Rally Group Inc.
c/- P.O. Box 405 MORISSET NSW 2264
secretary.ahrg@gmail.com
www.historicrally.com.au

PRESIDENT’S REPORT



Hello to all of our members, a lot has happened between March and present day. Due to the club web site being constantly kept up to date by Vice President John Collins you should have been well informed of our events. SO, where are ALL of our members when we run our four events per year ? Remember if your vehicle is registered for Historic Registration and AHRG is your host club, you MUST compete in at least one event per year. As club registrar I must obey the committees decision and have therefore refused a number of vehicles for registration renewal. A reminder, club membership expires on the 31st of December 2013. A non financial member with historic rego is un registered and not insured. Please contact a committee member if you do not receive electronic correspondence or if you wish postal information from the club.

If you have missed our four events this year visit our web site for reports and results. This constant stream of information , I believe negates the bi monthly production of a club magazine. We all live busy lives and sometimes it is very difficult to obtain stories and enough information to put together a magazine.

The club has had some highs & lows over the past year. The saddest would be the loss of our Club Patron, Des West. I attended the funeral with the Piggotts, Frasers, Barry Collins, Meddows and Hal Moloney. Max Stahl and other noted motor sport identities gave Des a big wrap, I am sure Ruth could relate to every story told about her famous and forever gracious husband. Another good friend, John Mansell died in a tragic accident at Targa

Patron: Des West, Ruth West		
President/Vehicle Examiner	Geoff Thomas	49570999
Vice Pres.	John Collins	0402 131 472
Secretary	Dan Robinson	0425 847 150
Treasurer	Karen Piggott	0412 133 899
Membership Sec.	Karen Piggott	0412 133 899
Club Captain	David Mitchell	0407 450 053
Eligibility	Peter Meddows	49361588
Public Officer	Darval Thomas	49207961
CAMS delegate	Rod Towers	0408 291 203
Club Capt./scorer	David Mitchell	0407 450 053
Editor	Ben White	0408 635 984
Club Scrutineer	Brian Lawler	
General Committee		
Rod Piggott,	Carey Fraser	

Tasmania. His parting words the night before were ‘Have a great day tomorrow and stay safe’, I replied ‘You too John’.

On a brighter note I attended Ben & Sarah Whites wedding at the old Woodville Church. We have always turned at the church intersection during our events.

Rally Notes is published by AHRG Inc. to provide information for members of the Club. Opinions expressed in this newsletter are not necessarily those of the Editor, Committee or other Club Members.

To attend such a lovely building for the occasion was fantastic. Ben & brother Geoffrey tied for first place in the Heart of the Hunter with Alex Dickson & father Jon. I then attended the wedding of Alex to Trent Harper another new member. Who will win next year ? & will they be getting married.

I think I was the only person not to go to Goodwood this year. I believe at least twenty of our members ventured over to the U.K. for either the revival or the race meeting. Have been shown so many photos of classic cars, must make an effort to visit in the coming years. Keep an eye on the web site for Qack McMullards report on the Even Green Memorial from last weekend. I believe he has some excellent causeway photos of competitors. Many thanks to Hal Moloney & Fay for a selection of excellent dirt roads around the Gloucester District.

Have just returned from Targa High Country, Mt Buller/Mansfield district in Victoria. Temperature drops to -3`C at night meant cars were covered in ice first thing in the morning. Hal Moloney navigated for Colin Bray in a XR-6 Falcon in early modern. Brian Ford also ran in the same category navigated by Nigel Evans. Ada Collins navigated for me in the Fiat 124, we managed first in class and third in category early classic modified. Special thanks to Jon Collins for servicing and "Go Pro" camera installation, great footage and in car commentary, we'll say no more. Carey and Kay Fraser for work as social directors and inspiration during the event. Great to meet up with David Miller at the Eildon lunch break on Sunday. He drove the Volvo down and also made it back !

That's all for now, I wish all of our members a great Christmas and will catch up at an event in the new year,

Yours in Rallying, Geoff Thomas.



2014 Calendar Notes

Club MEETINGS Dates

Our meetings are held every second Tuesday of each alternate month excepting the AGM. At 7:00pm

Meetings will continue to be held at Wallsend Diggers unless otherwise advised.

Tuesday the 11th Feb @ 7:00pm

Club EVENT Dates

(See website for full sup regs and info)

Carey Frasers' event: a social novelty event run over around 150 km of local roads with a mealbreak at some point.

To be run on Sunday 19th Jan 2014.

Fluffy Duck. 16th March 2014

Arthur's Light Owl. 19th April 2014

Night Owl. 22/23rd June 2014

Heart of the Hunter. 16th August 2014

Evan Green. 8/9 November 2014.

NOTICE TO ALL MEMBERS

All members with historic registration please note:

The Committee has voted and passed the following: Historic Plate Holders registered with AHRG must compete in **at least one organized event** during 2014 to retain certification by the club. ALL Historic Plate holders must be financial members of the club or their Registration is null and void i.e. your car is unregistered. The club registrar will keep a record of members' participation in club events and has Committees approval to decline renewal of registration if the above is not adhered to.

This has been decided for the benefit of the club and its members. Some members cars have not been seen at club events for years and the same can be said of the members.

On the subject of membership please note that all memberships end at the end of December each year and should be renewed BEFORE then to maintain your membership of the club and also legal registration of historic vehicles registered under the club.

AHRG WEBSITE

Visit www.historicrally.com.au

Many thanks to all those who have made valuable contributions to the website.

If you would like to contribute, please contact : secretary.ahrg@gmail.com

VALE DES WEST

It is with great sadness that we need to inform all our members of the passing of our PATRON Des West, 24/08/2013.

Des has been PATRON of our club for many years and last acted as Steward for the Night Owl Rally 2012, staying at Airlie House at Scone with us and then we had lunch at Willow Tree and Ruth and Des even managed to visit the dinner control at Nundle in freezing temperatures.

While Des has battled this last year with multiple illnesses he fought each one bravely.

Des West Inducted into the Manning Hall of Fame

On Saturday night 5.11.2010 Des West will become the first Motor racing identity to become inducted into The Manning Sporting Hall of Fame. Des had success in both Rallying and Tarmac racing including a 2nd at Bathurst with a young bloke that did alright later on. (Peter Brock)

The Central North Coast Sporting Car Club of which Des is a life member voted to endorse Des's nomination and several members will be at the presentation dinner in support.

WEST "Wingham Westy" Desmond Lindsay

Late of Tuncurry, formerly of Wingham.

Much loved husband of Ruth, loving father and father-in-law of Lin, Keith and Michael. Adored grandfather to Alissa, Danielle, Carina, Joshua, Tamara and their partners. Great grandfather to Blake, Liam, Hayley, Lucas, Ayden and Charlotte.

AGED 84 YEARS

Unforgettable and now at peace.

Family and friends are invited to Des' celebration of life on Saturday 31st August, 2013 commencing at 11.30 am at Manning Great Lakes Memorial Gardens Crematorium, Pampoolah Rd, Taree. The cortège will leave from John Wright Park Tuncurry at 10.00 am.

An icon of Australian motorsport

A FEW times in life you are blessed by meeting people who leave an indelible imprint. One such occasion for me was meeting Des and Ruth West.

I suppose that was around 12 years ago.

The West family were institutions in Wingham where the family ran a garage and GM dealership. Des and Ruth stayed local, moving to Tuncurry later in life.

Being an avid student of motorsport I knew the name Des West, particularly in regards his skill at man handling an early Holden in Appendix J racing, also his feats at Bathurst in Holden Monaros where he was head hunted by Harry Firth to mentor a young Peter Brock at Brock's first Bathurst. Des also drove Ford Falcon GTHOs, Valiant Pacers and Chargers on the mountain. Des told me he competed 16 times in the Great Race.

Des was the complete driver competing successfully in rallying as well. He drove in a number of round Australia rallies, the Southern Cross and even the London Sydney marathon among many others.

His mechanical skills were also much sought after. He was instrumental in building the most successful touring car ever raced in Australia-Pete Geoghegan's first Mustang. The car won 68 of its 74 starts - an unheard of win ratio of 92 percent. Des also played a big part in five times Australian touring car champion Pete Geoghegan's highly successful second Mustang. Des was certainly not just a racer.

As acknowledgement for his motor sport achievements Des, several years ago was inducted into the Greater Taree City Sporting Hall of Fame along with former World Superbike champion Troy Bayliss, footballer Danny Buderus, cyclist Nick Gates and touch foot-



One of the greats of Australian motorsport, Des West. baller Anthony Avery.

As I said, I regard knowing Des and Ruth as a real privilege. Des was a humble man but always ready with a great story. I visited Des just a few days before his passing, thinking I'd probably just sit with him. But no, Des told me a couple of stories I hadn't heard before. His face lit up when he talked motorsport.

I stand in awe of Des, the suffer-

ing he experienced in those last years would have seen lesser people throw in the towel long ago. Not Des, even through the worst of it he had plans for the future. Maybe that's what made Des a champion and the rest of us mere mortals.

I can't talk about Des without mentioning Ruth. What a wonderful and inspirational partnership. They were married for 62 years. I think everyone who knows them would

agree that Ruth has been Des's navigator through good times and bad for all those years. I think Des would be the first to admit that like any rally driver he needed a brilliant navigator. Ruth was just that and much more. Des was truly a great Australian and true motorsport legend. No ordinary life!!!!

He will be deeply missed by his family as a husband, dad and granddad and by his friends for the

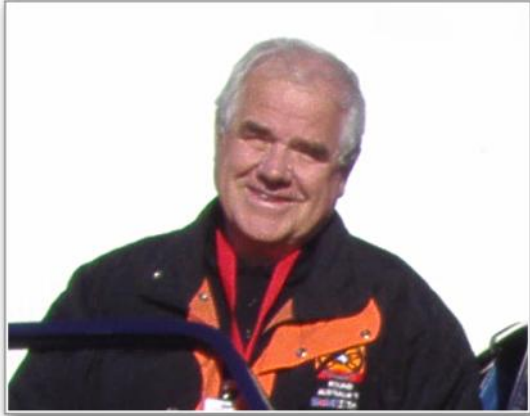
Road Ramblings

with Rhema's Chris Goodsell

care and compassion he showed and by motorsport lovers everywhere as a true Australian motorsport legend.
RIP old mate - a race well run.



Hal's Column



Evan Green Memorial Rally 2013

Following a previous cancellation due to wet weather it was a case of looking to the blackening skies as we assembled for the start of the event at Booral.

Cars started into the event prior to rain to head over towards Bulahdelah and through Girvan where the 12 story home is on a ridge to the North, and then to travel the “Old Inn Rd” to a route check on the Western side of the Rosenthal Triangle which was manned by Therese & Ian Lilley who marked cars out of 10 on their approach as a Rally car should.

From this point cars were to travel along Barry’s Lane and the Markwell Back Rd but as no route check boards were seen perhaps a short cut was taken by all.

Faye and I arrived in Gloucester as a massive hail storm covered the country on the South side of town. Phil and Lyn Bromley were set up in their Motorhome to book cars into & out of the meal break. Instruction said that it was a 15minute break and cars were docked for taking longer. Times ranged from 16mns (Car 10) to 58mns for (Car 7)

Earlier in the morning several severe thunderstorms had taken place out at Bowman Farm but did not raise the water crossings very much. The first crossing had a Barbed wire fence washed across so I had to wade in and as I could not pull it out I had to cut it to remove the Barbed wire.

Route check boards on the Bowman Farm Rd were also missed. They were very easy to see and still there when retrieved by Faye and I later in the day.

We had to wait a short time on the Upper Bowman Rd as the council were removing a rock fall from the morning thunderstorms so we could proceed.

Mud Hut had us worried as rain was falling and it can be greasy but our fears were unfounded. From Mud Hut cars were to continue on the Rawdon Vale Rd to the “Flood Detour”. Some locals that we spoke to at Rawdon Vale were keen to see Rally Cars in flight and had their children spectate on a corner. Geoff & Ryan in the Fiat decided to have another look at Gloucester before returning on the correct Rawdon Vale Rd.

Faye and I manned the control at the Flood detour which was near the spot where Malcolm Naden was arrested after 6 years on the run. Cars were timed at this point in how long they took to open and shut the Flood Gate with car 8 quickest at 29 secs and car 9 slowest at 68secs. Dan’s Volvo seemed as though it needed a lower first gear as he struggled up the Flood Detour.

An easy run to the finish via seven more creek crossings saw the Popes filming the last on Faulkland Rd.

Clyde Blanch had a small test for competitors at Riverwood Downs which had Car 5 closest at 50mm and car 7 longest at 630mm.

Those who did not stay at Riverwood Downs were very lucky as a group had very loud music blaring until 4.00am when Clyde did the melon and it was finally toned down.

Results are on the web page



—————>
Photo of the offending barbed wire fence:

—————>

—————>
Photo of the start at Booral, What was Ada looking at? :

—————>



A special thanks to Jody Herron for her help at her Booral Servo. By Hal & Faye Moloney

Ron Fraser : Part One of “Reflections on Targa Tasmania 2013”

Ada and father John had joined the club some two years ago and had done very well in our local events. Somehow, during this time, talk had got round to discussing an event with much greater recognition in the rally world over and above the likes of our local touring assemblies. You could say that the Targa Tasmania is a world recognised event and has had drivers with world reputation taking place in the past. It seems that in general discussion it was suddenly realised that in the past, two of our members in the AHRG had taken part in the Targa; these were Geoff Thomas and Carey Fraser. In discussing this type of rally with Ada, her eyes lit up and with that big smile said “would I like to have a run in that sort of thing?”. John, her father, more or less said “so would I”. It could not have been a better time for both Geoff and Carey to find someone who could take part with them and to go and become navigators. As far as I’m concerned, it would be a tremendous jump to take on this sort of event, especially for Ada to be able to accept the challenge. Obviously over the next many weeks, whilst the cars were being overhauled and checked out, the conversation took in such things as driving suits, helmets and footwear to be selected to go to Tasmania. The cars were trailered down and put on the ferry by the drivers, but the navigators took a short cut and flew down to Tasmania. In the meantime, Kay Fraser had been at work arranging accommodation for the team. She had arranged a marvellous house at a town called Evandale with accommodation to suit. The first point of business to do for the crews were test runs to check on the accuracy of instructions. Ada found errors almost immediately on the first run. This was disconcerting because a mistake could easily occur with a wrong call, the driver being totally reliant on the navigator. On the first competition day, Ada was concerned whether she could call the directions accurately and in time. At times, at the most, the length of a straight would be approximately 500m, then it was back to twisting turns, left and right, with the driver using all the road available. It wasn’t long before she had no further concerns as to the way she was calling the instructions and they settled down to a day of fast driving. At the end of the first day she was all smiles and Geoff was full of praise at the way she handled the situation.

In the meantime, John and Carey in the Mazda RX-7 were having a good run with John handling the calls as accurately as if he’d done it many times before. Night time was spent in the house Kay had rented whereby a friendly competition was born between the two teams as to who was performing better on the day. Each day of competition meant different start times. This came by text at any time to suit the organisers, preferably before bedtime. Mostly Geoff and Ada started before Carey and John.

Ada’s first concern had been keeping up with the pace of the car as she had to make the calls. These calls were designed to in-



struct the driver what the shape of the corners were on the route and the calls were sometimes only seconds apart with constant conversation between driver and navigator, one section being 60km of constant calls between Ada and Geoff. Their competition in class came from a Jensen V8, Alfa Romeo Giulia, Porsche, Datsun 240Z, Alfa Spider, Ford Pirana, Holden Monaro, Alpine Renault, Datsun 1600sss, Ford Capri, Ford Anglia, MGB, Hillman Imp, Ford Zephyr, Austin A30, Volvo 122F, Fiat Arbat 750 and Holden 215. They were first in class and ninth in this pack of 23 monsters after the first day. Meanwhile, John and Carey in the Mazda had the heartbreak of a clutch failing. A terrible start considering the car had been worked on solidly for 12 months, and aside from new brakes, a new clutch had also been installed to be safe. It wasn’t. Imagine the dismay of both Carey and John with the prospects of pulling out completely. In the meantime, in the Fiat 124 Sport, Geoff and Ada were continuing on in fine style. To be continued.....

Phone: 0425 847 150
 Email: secretary.ahrg@gmail.com



AHRG Inc.
 c/- P.O Box 405
 Morisset, NSW. 2264

APPLICATION / RENEWAL OF FULL MEMBERSHIP
 (Voting rights [AGM only], Committee eligibility, CAMS Licence validity, Newsletter)
 APPLICATION / RENEWAL OF ASSOCIATE MEMBERSHIP (Newsletter)

.....
 (Full Name of Applicant)
(Address & Postcode)

Email: Home Ph:
 Mob:

Please print clearly (do not use if you don't want to receive club emails)

I desire to become/renew as a Member/Associate Member. (Cross out non-applicable words) In the event of my admission as a Full Member, I agree to be bound by the Rules of the Australian Historic Rally Group Inc.

..... Date:/...../.....
 (Signature of Applicant)

MADE PAYABLE TO: THE AUSTRALIAN HISTORIC RALLY GROUP

Single Membership: \$35
 Family Membership: \$55
 Associate Membership: \$10

CAMS Licence No:
 Competition:
 Official:

<u>VEHICLE/S</u>	Year	Make	Model	Capacity
	Year	Make	Model	Capacity

Do you have a vehicle/s with Historic Rego? Facilitated by the AHRG?

Details:.....
 Categories.....

Newsletter, "Rally Notes", indicate preference- Hardcopy Email (Circle preference)

I, *a member of the AHRG. Nominate the applicant, who is personally known to me, for membership of the AHRG*
 (Signature) Date:

SECONDER
 I, *a member of the AHRG., Second the applicant, who is personally known to me, for membership of the AHRG*
 (Signature) Date: