

November 2012

THE BLOWER



MATT & CATHY AT THE AKADEMOS

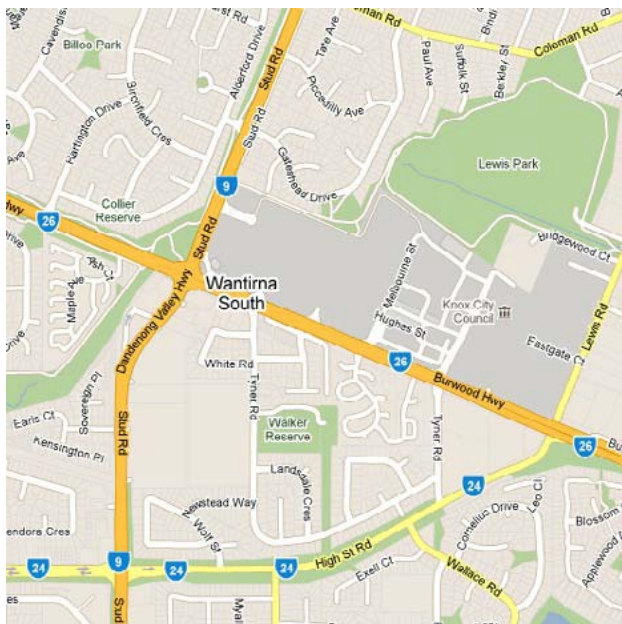
THE BLOWER

This month's cover:.

Next Meeting: 8th November 2012

General Club Nights are held at 8pm on the Second Thursday of each month at :

The Knox Tavern
1 Capital City Blvd
Wantirna South VIC 3152



Deadline for next Blower Submissions:

30th November 2012

Please send all magazine contributions to:

blower@ccrmit.com

All other correspondence to:

**CCRMIT
PO Box 12086
A'beckett Street
Melbourne, Vic, 8006**

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



Inc# A0049540G

The 2010 Committee:

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Vice President

Ross Fraser vicepres@ccrmit.com

Secretary / Membership

Nadine Ormesher secretary@ccrmit.com

Treasurer

Richard Gill treasurer@ccrmit.com

Blower Editor

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Club Scorer

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Social

Andrew Ormesher president@ccrmit.com

State Council Rep / Club Legend

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Merchandise

Brett Williams merchandise@ccrmit.com

VCRS Committee Representative

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VCAS Representative

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James Elliott president@ccrmit.com

www.ccrmit.com

Presidential Report

October 2012

G'day fellow club members,

Yep, it's me again! In for returning turn at the helm, I find myself again at the mercy of the club and it's members! Though hopefully a little wiser, some what more productive, but not too serious.. After all, it is me, Jimbo!

Whilst most of this is a rehash of what's been posted both on the E-group & Social Media (yep been in Aunty too long already!), there are some slight tweaks, so see if you can spot them...

As it's probably well known (and deserved), Andrew Ormesher has stepped down from his position as President, and will reside as a general member (And Clerk the 2013 George Derrick Memorial Rally). I must personally say that Ormie has raised the bar significantly, and has done an enormous amount of work both behind and on the front line, giving the club great positive direction and results during his time. I hope to be able to run with the ball that Ormie has kicked far & high, and look forward to continuing to have his input into the club.

"Retiring" from the Committee (For now!), are Andrew Roseman & Mark Howard-Jones. Both these guys will/are super busy with other activities, and their contribution and time to Car Club RMIT has been greatly appreciated. Rosey will continue to play a vital role, hosting & managing the back end of the clubs website, and acting as the point of print for all those paper Blowers that you see.

Richard Gill, aka Gilly, is fresh from milking other activities, and makes a welcome return back to the committee, he is now your Club Treasurer.

The rest of the committee fills out with;

Vice President - Ross Fraser (Rumours exist that Uzma is getting an grease & lube soon)

Secretary/Membership - Nadine Ormesher (Don't leave you memberships late, she's scary with a baseball bat!)

General Committee - Mike Twycross, Rick Thorpe, Peter Hennessy, Brett Williams & Andrew Ormesher.

As previously mentioned, Cathy Rainer has handed the reigns of Editor for the Blower to Marie Divers - we thank Cathy for her work over the past few years, and welcome Marie's influence into the Blower. In fact, as you read this, it'll be her first! So get you pens to paper, or keyboards to data, and compile a long winded story, or personal exclusive to Marie Blower@ccrmit.com and make the editors job just that little bit easier, please!

In wrapping things up, good luck to those competing at Rally Victoria, if your not, then I expect to drive past you at a control or road closures on Mikes Friday stages! Whilst he's a talented man, he doesn't quite stretch the length of the stage - So just chuck a Friday sickie and give him a hand from midday and register @ <http://officials.rallyvictoria.com.au/newrego.cfm>, it's ok, I give you permission too.

Don't forget about the end of year Christmas function - If you're not bringing a car to play in, then make sure you come for the evening awards & social banter. The human play ground will be present for the little kids, and no doubt the big kids will try also... Entries are filling, and I look forward to adjusting the seat in the Lantra to let Cathy enjoy some understeer!

This months Club night (Thursday 8th November), will be the last club night of the year, so make sure you come as Ross & I bring you an extravaganza from "*The Board*".

Cheers

James (aka Jimbo)

Note from the Editor

Hi all

Well this is my first edition as Editor and wish to say hi and look forward to getting to know you all and look forward to working with you.

If you wish to have anything of yours to be published in the Blower please send it in as we do enjoy reading all articles and viewing all photos of what you have been up to.

Well enough from me for now... Signing off...

Marie Divers

Editor - The Blower

blower@ccrmit.com



CCRMIT Club Night

Thursday 8th November 2012 @ 8pm

The Knox Tavern
1 Capital City Blvd
Wantirna South VIC 3152

Arrive early and grab some pub-grub before hand

THIS MONTH:

Last Club Night for the year

All the business of running the club... come along and put your hand up to help out, or even just voice your thought on the club's direction. Look back at what we've achieved over the last twelve months, and look where the club is headed for the next twelve!!

Plus...

General Club Banter

Other Gripping Stuff that I've Forgotten

Also....

General Rally Discussions - Extended Bar Breaks - Regular meeting stuff.

CCRMIT Inc. Club calendar 2012/13

Please note that all the events and dates listed (particularly social outings) here are completely correct. As there is currently only one item in this calendar it would be pretty lame and quite irresponsible of me as an editor to not have it being correct. Please regularly check the latest calendar in the Blower, on the CCRMIT or series websites, or come along to club nights for all the updated information. Please email any additions or corrections to blower@ccrmit.com

Thur	08/11/12	Final Club Night of the year?
Sun	11/11/12	VCAS #12 - TBA
Friday	16/11/12	Rally Victoria - CCC - VRC#6
Sat	17/11/12	Rally Victoria - CCC - VRC#6
Monday	26/11/12	Final Committee night of the year
Sat	01/12/12	
Sun	02/12/12	VCAS #13 - Part of CAMS Carnival
Sat	15/12/12	Christmas Breakup
Sat	09/02/13	Rally Gala

CCRMIT Membership Report

It is ultimately YOUR responsibility to ensure your membership is current. This membership report is only a guide. If you expired at the end of last year for instance, you will not find your name here. Check your cards now for your expiry date. Ensure you are current for upcoming events. Check it now and not the night before documentation. We will NOT be doing rush renewals the night before the event... this job doesn't pay enough. Please use the membership form (on the back of the Blower or website) and fill it out IN FULL even if it's just a renewal (Tick the renewal box)... and please print clearly.

Due	LastName	FirstName	Expiry
<i>30 Days</i>			
	Dilkesfrayne	Viv	31-Oct-12
	Jones	Mel	31-Oct-12
	Williams	Brett	31-Oct-12
	Williams	Cameron	31-Oct-12
	Williams	Hannah	31-Oct-12
<i>60 Days</i>			
	Sheard	Dean	30-Nov-12
<i>90 Days</i>			
	Dewhurst	Tracey	31-Dec-12
	Douglas	Matthew	13-Dec-12
	Hetherton	Junny	31-Dec-12
	Howard-Jones	Deborah	31-Dec-12
	Howard-Jones	Mark	31-Dec-12
	Lee	Jeff	31-Dec-12
	O'Dell	Harry	31-Dec-12
	Rainer	Catherine	31-Dec-12
	Zoumpoukas	Mario	31-Dec-12

Priority Issue: Please Note that the urgent processing of a club membership will now incur a \$10 penalty. Memberships are processed weekly and if you've left yours to the last minute prior to an event and require the issue of a new membership inside two days you will be required to pay this penalty. We all volunteer our time to keep this club running smoothly, so please help us help you by ensuring that you apply for your renewal in a timely manner.

WHEN RENEWING YOUR MEMBERSHIP PLEASE USE THE CURRENT FORM
Nadine can be contacted at secretary@ccrmit.com

TALK AROUND THE TRAPS

which Club Member recently decided that metal on metal was an effective braking medium?"



"Talk around the Traps" Got a Tip Off of a club member who's done something, well, "Clever", "Amusing", or really just a bit spaced out?? Send it to President@ccrmit.com and we'll include this interesting "Observation" in the Blower, and potentially open up some speculative discussions during our Club night.. All submissions remain 100% anonymous. We all do odd things, share it with the Club.. You know you want too..

The importance of worst case planning and a buddy system

Ormie attempts to impart some wisdom and hopes new players learn from his mistakes.

It's the middle of the night, you're cold, very tired, in shock, and all alone - God knows where.

My first ever time in a competition car was a George Woods Introductory Trial - it was also the first time for the bloke I was sitting next to. It was at night, in a forest, and we thought we had prepared - I had been to the Nav school that NCCA used to run, we had trailered the car to the event, and brought a bunch of city slicker mates to 'service' for us; and looking back if anything happened to us that entailed more than buying coffee from the canteen, our service crew would have been as useless as we were.

Well we made it somewhere into Stage 2 before sliding off into a tree on a greasy fire trail. I think I knew what road we were on, I couldn't be sure. I wasn't capable of thinking very much then - I was in medical shock (it had been a hard hit), and I was wearing only the long sleeve t-shirt and jeans that the regs required me to wear. In the middle of Powelltown. At midnight. I then did begin to think of some things - our service crew had no instructions from us what to do in the case of an incident - should they wait at the remote service? Head back to HQ? Had they gone to the spectator point? How to contact us?

Recovery soon arrived, and the decision was made - recovery would take us both to the remote service. Recovery duly dropped us off there and kept going - and we found an empty patch of forest where the remote service used to be. The service crew had left and gone back to HQ. Well done Team Cockup, I thought - we're now separated from our damaged car, the crew, and standing by the side of the road where no-one is perhaps expecting us. My driver flagged down a lift from a passing service crew heading back to HQ - I was to wait at the remote service in case our crew turned up back there. At least I knew where I was! In a stroke of dumb luck rather than planning, our service crew had decided to head back to the remote service point. I saw them come up the bitumen... and I saw them drive past as they overshot. In sets the panic, and I set off at something between a trot and a sprint down the road after them. Soon they reappeared, with one of them having actually seen me as they shot past. They had even picked up the driver, whom they had met coming the other way courtesy of the hitch'a'ride service crew. Then continued a night of vehicle recovery and getting home in time for breakfast.

My introduction to rally was therefore a very traumatic one, and it was a good thing I stuck with it to have much better experiences since.

What prompted me to think of this? It's 8 years since that first event. I'm currently sitting at the Alexandra Racecourse. It's 9pm, and the 2012 Akademos rally is long finished, so it's dark. Everyone else has packed up, and left. Glen and Brett had a nasty off on SS5 - their service crew disappeared off some time ago to retrieve them - and nothing has been heard since. Did the service crew make it to them? Who knows? All I can do is sit and wait for the phone to ring, when worst case someone walks back into reception range saying they got bogged or something. Fortunately, Jimbo and Cath were still in Alexandra and took off up towards the forest to search for the party, and stumbled upon them coming back through Thornton.

What do we all need to learn and what can we assume from these lessons? You must plan for the worst case scenario -

'The Event' won't care about you once the sweep has collected your road card – as far as they are concerned (potentially), you are accounted for, and are not in need of medical attention

**'The Event' may not have been able to get in touch with your service crew (for whatever reason) – your service crew need independent instructions FROM YOU what they should do in the event you don't arrive at a scheduled stop
Have someone remaining at a central location to coordinate any recovery – if your service crew get lost or bogged and are stuck themselves – someone needs to raise the alarm**

No one is playing for enough sheep stations that your bottles of water, crash biccies, sandwiches, and warm jackets & runners are thrown out in a 'weight saving' effort

Why are comfy shoes important? Try walking three km's out of a stage over rocky Canberrean roads in your booties – they look great and give good pedal feel – try walking more than 100m in them though!

Have a plan – will you both stay with the stricken car, or will one or both of you attempt to hitch a lift with the sweep/recovery car to the end of the stage / service / HQ and meet up with the crew?

Is your service crew competent? As in... can they navigate their way into a forest, in a road car, with a tandem trailer, in the dark? Does the trailer have a winch?

Brett and I will be making a return to the competitive side of competition in 2013, and I will make an effort to get the 'CCRMIT Service Park' up and running again – this was a concept from years ago, where club members could service together at events, and we all made sure everyone got out at the end of the day. Look for the blue banner at your next event to find some friendly faces to help out if the unthinkable happens!

In the meantime, have the conversation with your service crew about 'what to do if...' before you leave on the first liaison of the day.

Ormie

CCRMIT Club Merchandise

For sizing information and stock availability email Brett Williams on merchandise@crrmit.com

Orders can be delivered via Australia post (postage extra) or collected at one of our club nights or other activities... just speak to Brett & he'll do you a deal.

bucket hat \$12

sticker [classic] \$1

Gotta get one of those for me!

sticker [new] \$1

peaked cap \$12

beanie [classic] \$10

beanie [new] \$12

stubbie cooler [50th] \$5

stubbie cooler [classic] \$5

keve [not for sale]

polo shirt [classic] \$20

polar fleece [zip] \$45

polar fleece vest \$40

polar fleece [pull over] \$40

The image is a collage of various CCRMIT merchandise. At the top left, there are two blue zip-up jackets, one with a teddy bear on the chest. To the right is a blue bucket hat with the CCRMIT logo. Below the bucket hat is a classic sticker featuring a teddy bear in a racing helmet with a speech bubble that says "Gotta get one of those for me!". In the middle left, there is a photo of a child with two teddy bears, one of which has a new sticker. To the right of this is a peaked cap and a classic beanie. Below the peaked cap is a new beanie. In the center, there are three teddy bears wearing different hats and holding blue stubbie coolers. To the right of the teddy bears is a polo shirt. At the bottom left, there is a blue polar fleece vest and a blue pull-over polar fleece jacket.

XMAS BREAK-UP HILL CLIMB

So far we have received 15 entries for the Christmas break-up hill climb:

Miklos Hutchinson

Michael Bansagi

Terry Trewern

Donna Trewern

Peter Agrotois

Rod McEwen

Donata Robinson

Brenton Simpson

Bree Tapper

David Gates

Austin Smith

Nick Ramsdale

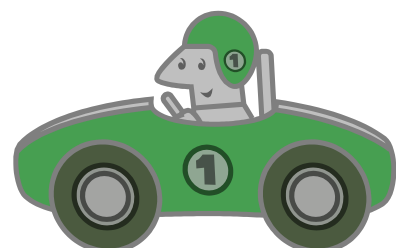
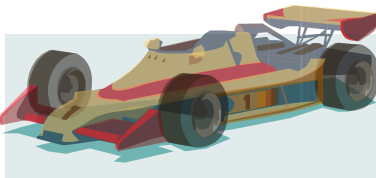
Russell Hoystead

Lenny Nicholls

Luke Nicholls

We look forward to receiving your entry soon!

Keep them coming in it will be a great day.



AKADEMOS



The Journey of the VL

A couple of months ago my son the boy as he will be referred to lost his Nissan factory drive in the Skyline because the vehicle was sold. So to get him in the junior class it was up to me to do something about it. With the 2012 Series rules only being released only a week before and it was only a week we had a quick read there was no way I could stick him into the Mighty HQ with the car been entered in S class previously during the year and the rules stated that I couldn't bring the car back to an E class car which it needs to be for a Junior to run in J class..

The hounding of the boy for the past 12 months to put his VL together became a necessity no choice of mine because I didn't want to do the work and I didn't want to spend the money oh well these are the things you do.

A quick slap together of the VL and the poor HQ sitting in the back yard feeling not loved anymore we went off to do CCRMIT round at Maffra to shake the vehicle down as we all know this ends up in a disaster when the vehicle doesn't complete the event. Let's face it, it was a slap together but front ending it into the bank and trying to roll the VL on the boys 4th run wasn't part of the plan. With damaging the radiator that was it for the VL. I didn't want to take a chance on damaging the VL any more than what was done. So on the trailer she went for a rest and we stayed as spectators.

This still ended up being a good event despite not finishing it. Well done to the officials on a job well done. I enjoyed the short track.

The next episode started with the removal of the damaged radiator and on inspection finding that one of the cores had been selasticed up prior to our ownership of the car it was a toss away item and had to purchase a new one. With the purchase of a new you butte sexy polished Aluminium radiator from eBay was a hell of a lot cheaper than trying to buy one anywhere else. It was a gamble so I decided to take down the local radiator specialist and have it pressure tested and was all good. It was fitted into the VL on the Thursday night before the Swan Hill event.

What an adventure that turned out to be. After fitting the radiator in the VL I was walking in the backyard and it was by this time about 11.00pm in the dark when I suddenly came across the 186 that was sitting in the backyard for some time and at that moment forgot it was there and tripped over it and took a chunk out of my right leg. Loaded the car on the trailer and was ready to leave the next day for the journey and a fun weekend.

On the Friday after finishing work at 5.00pm the boy and I headed off for the event with a stopover at Wedderburn. We were staying with friends to break up the trip. We arrived in Wedderburn at about 8.00pm and was chatting away and remembered that I had to go make a phone call home to let the Editor know that we had arrived safe and on the way out to the car to retrieve my phone in the dark I tripped over a steel Guinea Pig cage that I didn't see and took a chunk out of the left knee. So now with two sore legs I was ready for bed.

The Journey of the VL cont ...

Got up early on Saturday morning to finish the rest of the drive to the track and arrived there in plenty of time. This was my first time at Swan Hill there is 2 tracks both similar in length and design except there is a crossover. One track runs under the bridge and one over the bridge about 20 metres difference one has tighter radii-uses than the other track but then again the other track is faster. So in the end both tracks run with all variables considered approx the same amount of time.

Now the Mighty commodore with the last minute prep we didn't do a full check of the vehicle low and be hold from the last event hitting the bank the battery had dislodged from the battery clamp we hadn't realised and it got picked on by the scrutineers. Whilst checking the wheel bearings on the car during scrutineering we found that the right hand front mud guard no longer had a retaining bolt in the lower corner hence flapping in the breeze I thought it added some streamline the scrutineer wasn't very impressed. So I raided a bolt from the top of the left hand guard and put it in the bottom of the right hand guard all fixed and with the battery clamp easy solved by finding the biggest hammer I had and belted the c**p out of it problem solved and happy scrutineers.

When this car was slapped together in haste it had to comply with the 2012 series rules this car was converted from Auto to Manual the donor car had been written off through a roll and we were all assured that the running gear was fine in the car. After completing the conversion and taking it for a test drive we discovered that the input shaft bearing was very noisy so made a few prayers and hoped that it would last for the rest of the year till over the Xmas break but oh no one trip to Maffra and now to Swan Hill and half way through the Swan Hill event the bearing gave way and yet again another event not completed. The boy happened to obtain a drive in another competitor's commodore so he could continue. The tracks are brilliant very exciting and very fast and an absolute joy to drive on. The first half of the track is open and fast then the final section is very technical. This gives you a taste of all conditions and the better driver on the day comes out in front.

The return trip back to Wedderburn were we stayed at the Motel as it was a late return and we didn't want to disturb anyone had a couple of drown your sorrows drinks and a good night sleep fresh for the Drive back home on Sunday.

The next event is at Bagshot so if you want to have some fun, come and join us.

Cheers Lenny

Renewal

New Membership



CCRMIT 2010

MEMBERSHIP APPLICATION FORM

CCRMIT Inc. A0049540G

Name: _____

Address

No. Street: _____

Town: _____

State: _____ Post Code: _____

Contact Details

Business Phone No: _____

Home A/H Phone No: _____

Mobile Phone No: _____

Fax No: _____

E-mail Address: _____

Blower Format: postal | email | both

This section for Club use only

Member number _____

Payment method _____

Cheque Number _____

Entered into database _____

Card prepared _____

Card sent _____

Expiry Date ____/____/____

Officials Licence

Yes | No

If Yes what Grades ie V4:

As of 1st of July 2006 all officials need to be licensed through CAMS. This licence can be obtained from CAMS for free. For further information please call Officials Hotline 1300 657 673 or visit www.cams.com.au

Membership Types:

1 Year	3 Year	
\$15	*	Full time RMIT students
\$20	*	Part time RMIT students
\$20	*	Full time student (other university)
\$30	\$80	Full CCRMIT Member
\$40	\$110	Couple/Family living at one address
\$10	\$30	per additional family member at same address

* Not available

Please note: a priority issue (within 2 working days) will incur an additional \$10 fee

Membership type requested: _____

Amount paid: _____

Cheques made payable to "CCRMIT"

Please return this form to:

Membership Secretary - CCRMIT
PO Box 12086
A'Beckett Street
Melbourne, Vic, 8006

Privacy Statement: CCRMIT values your privacy, so all information given here will only be available to club committee and event organisers for the use of organising and running club events. If you have any concerns please don't hesitate to contact the membership secretary.

RALLY
Dirt
Tarmac
Autocross
Hill Climb
Motorkhana

CIRCUIT
Open Wheelers
Supersedans

OFF ROAD

DRAG RACING

R-tech Enhanced

BIKES
Road
Circuit
Dirt
Motard

V8 SUPERCARS

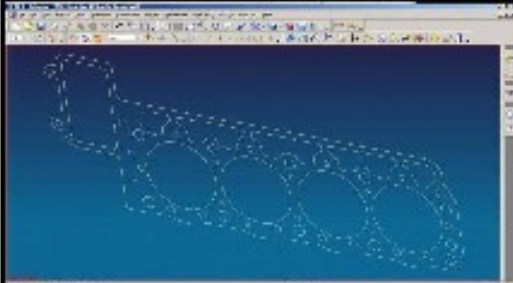
SPEEDWAY

Weber/Delorto/Mikuni
MoTec
Magneti Marelli
Autronic

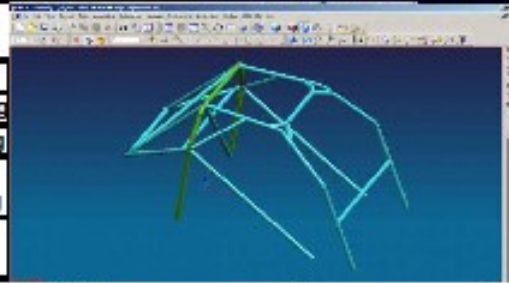
Tony Robinson

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CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



Tuning - Road or Dyno
Carburetors or ECU
A/F Ratio or Lambda
Knock ears



Suspension Rebuilding and Tuning



This has been R-tech Enhanced