

THE BLOWER

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



Next Club Night:

20th October 2016 - AGM

General Club Nights are held at 8pm on the Third Thursday every two months (Feb-Nov) at:

The Notting Hill Hotel (On the map below) 262

Ferntree Gully Road, Notting Hill



Deadline for next Blower Submissions:

30 January 2017

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Incorporation Number A0049540G

The Cover

**The Crew from Phillip Island 6
Hour**



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VICE-Presidents Rumblings

Hi Club members

2016, is slowly coming to an end for this current committee.

The AGM is going to be held on the 20th October at the Notting Hill Hotel at 8.00 pm in the saloon bar.

I wish to thank all members of the committee for their hard work, and congratulate those members that ran an event or competed, that being said I ask that all club members have a good think about who they want to continue guiding the club going forward into 2017.

Congratulations goes to Dave and Bree on the birth of their first child Ivy and also to James and Cathy on their news of impending parenthood, Good Luck to both families in the future.

SAVE THIS DATE: December 10 at Haunted Hills has been locked in for a Come and Try Day as part of the clubs Christmas function details will be released soon.

The club has currently got several members shaping up for wins in the Polaris RZR championship and also in the Sprint series, last round for Sprint series is at Sandown on the 1st of November 2016 and the Polaris are racing in Ballarat 29 – 30 October 2016

It is your club so come along and be part of the future.

I look forward to seeing a better attendance at the AGM than we have had in past years.

Thanks
VP Mark



2016 Come n Try Hillclimb and Christmas Breakup

The Event is a closed-to-club come-and-try Hillclimb event at the fabulous Bryant Park in Morwell. At full length, this is a 1400m course. The event is open to full members of CCRMIT and their friends who will use a come n try licence.

Bring your competition car, or just bring your road car – the only requirement is to have a 0.9kg fire extinguisher onboard mounted within reach of the driver, a blue triangle marking the battery location and that the car is deemed safe by our scrutineer.

You can have multiple drivers sharing a vehicle, and you can take appropriate aged passengers (12 and over) for a lap, providing they have signed the relevant disclaimer, and are appropriately clothed and helmeted. Passengers* either being an instructor, or the long-suffering partner you've promised that ride to forever.

The day will be very casual, but will follow proper Hillclimb procedure. There will be no minimum/maximum number of runs, and you don't need to complete your runs in any particular order – the car that turns up next at the start line is the one we will start. Having said this, we will attempt to maintain some order on the day so you don't have to sit in a queue for hours.

You must attend a driver's brief prior to heading out on the track. Depending on need, we may run more than one. The idea behind multiple briefs is to allow those that only wish to attend the afternoon session to do so. If a critical mass of people turn up at one time, an unscheduled drivers brief may be held to allow you onto the track.

This is a come-and-try fun day. Car numbers may be issued for queuing purposes only. There will be no timing. There will be no scoring. There will be no formal event awards.

I would like to acknowledge and thank all the people and organisations that have contributed to making the come and try event possible including Gippsland Car Club, CAMS, the Speed Event and Hillclimb panel, and the CCRMIT Committee.

A lunchtime BBQ will be on offer for those who were around for the morning session, runs will essentially finish when everyone has had enough, but no later than 4pm.

I hope the above synopsis gives you an idea of the day we are trying to put together for you, and you can come and join us for a laid-back, enjoyable day trying a different form of motorsport to our usual gravel rally.

For those 'without car', we have our prized Club Car... Shamira! The poo-brown front wheel drive wonder of understeer is available to anyone to borrow (yes it has harnesses and race seats but second gear is optional) – *however* – we won't drag it down there for no reason – if you want to use it, please let us know on your entry form and we will make it available.

Bring the family, bring the friends – we look forward to seeing you there.

Afterward, for those who are interested and not in a rush to get home, we will have Pizza and Drinks at the Clerk of Course house, Bernard Miron, in Warragul. Pizzas will be organised en-masse, with whoever wants to participate asked to pay a small fee to cover their share. BYO drinks. Even if you don't want to Hillclimb, you are more than welcome to just come to the "After Party".

Bernard Miron

Brett Williams

Clerk of Course

Event Secretary

On behalf of The Directing Team

On behalf of The Directing Team

**Passengers may only sit with a driver who is the holder of at least a Level 2 CAMS license, and has prior motorsport experience. Conversely, the Passenger may be an experienced competitor who is instructing the driver. Passengers must be at least 12 years of age and have their own suitably fitting helmet, Neck to wrist to ankle non flammable clothing ie cotton. Maximum 2 persons in a vehicle per lap (Driver and Passenger).*

The Calendar

October

08	Bagshot Rallysprint	HRA	Private Property	
15	Barco Rallysprint	SEAC	Far South West	
16	Akademos	MUCC	Blue Range, Rubicon	VRC-4
22	Blue Rock Stages	PAC	Tanjil State Forest	VCRS-7
24-26	Southern Cross Rally Festival		Murrindindi, Upper Murray	
20	<i>CCRMIT Club Night</i>			

November

01	Sandown Super Sprint	FFCC	Sandown	VSS-5
05	Eldorado Rallysprint	NECC	Ovens	
12-13	Begonia Rally	BLCC	Wombat, Enfield	VRC-5
17-20	Rally Australia		Coffs Coast	ARC-5

December

10	CCRMIT Hillclimb	CCRMIT	Bryant Park (Newborough)	
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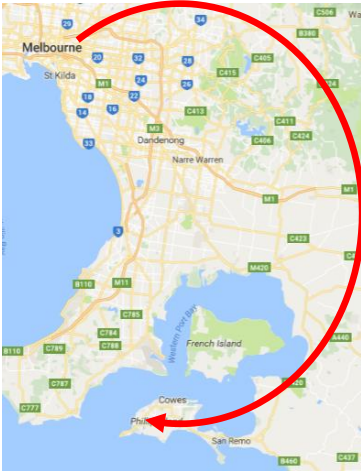
VIC Rally Communications Trailer



Vic Rally now has its own communication equipment and trailer



Phillip Island 6 Hour Regularity 2016



Friday 29th July – CCRMIT this year entered three completion teams for this highly sort and regarded event, we all converged on to the second fastest average speed circuit in Australia, Phillip Island Grand Prix circuit. Gates open at 6.00pm and behind the pit garages cars and trailers are all caught up in this mass of confusion. As garages are issued on first entry opened the lower the number garage you get to a maximum team field of 50 garages. That equates to approximately 250 competing vehicles ready to compete. Our Teams, grouped together in , **Garage 6 – Wreckins Racing** , **Garage 7 – Captain Risky** , **Garage 8 – Shake’N’Bake**. As it’s late, cold and a curfew is in place, all competition cars need to be pushed into the garages for overnight storage or lined up astern behind your garage. Back to our bunkers for some warmth, grits, nerve settling sippage and tall stories. Or anticipated grandeur !

Saturday 30th July – Early rise, no sun yet and its cold, track is a buzz , people and cars moving about like a disturbed ant mound, curfew still in place until 9.00am so still pushing cars. Scrutineering starts at 7.00am , checking the basics for the first car in the garage, your remaining team vehicles must go through the P.I. Scrutineering Sheds . It’s always a good idea to get your cars lined up there early so you can get the team order settled before hitting the track. Like the old geezer , “Ol Faithful” , Ange and Mark Egan turn up and set up our on-track food and beverage emporium .



Since our first year, Ange and Mark have set up and prepared tucker for CCRMIT’s crews and some hanger-ons. What is put before us is simple and great because you go back time and time again, never running out and plenty to keep us warm and yummed up ! Dorians issued and fitted, Team Managers head off for their initial briefing then the drivers join them for words of wisdom from Dave Bellenger and his tribe of officials.

Safety is paramount here and track flags are drilled down the driver’s throats, as these are the eyes out there to help the drivers negotiate the 4.445 kilometres of track safely. Crews in the garages sip tea and coffee, bickies , ohh forgot and prepare for pit wall duties. Sun is up now though still slightly cloudy, track is wet but no sign of rain, we finally get to open the front garage doors onto the pit apron and fire up the lead cars to warm them up. It’s tingly in anticipation as the first drivers in suits and helmets jump into their cars. As Mickey Mouse’s hands point at 9.45am, cars start exiting their pit bunkers and line up at the end of pit lane against the Red Light.



Crews get their timing teams on the pit wall with stop watches, iphones, sundials, in fact anything that ticks or tells the time. All this whilst the Safety Car checks the circuit and then pulls up at it prescribed parking bay. The light turns green, pit lane is open and the flaggies wave off the cars in single file out onto the track to start, our weekend of noise, fumes and tyre screeching hysteria and bloody good fun begins !.



It's the teams first chance to see who has brought what to compete this year and very early there are some extremely quick cars punting around , an original works Nissan GTR Skyline R32 , V8 BMW M3 , Subaru, ex VL Commodore race cars , MX5 , Holden Torana XU1 and Gemini, Ford XD and Capri V6 and 4 cyl, Mini's 1963 – 2010, Clubmans , Elfins, Porsche, Honda, Hyundai, the complete list at the end. It doesn't take long before the Safety Car is deployed and everyone follows in single file behind it till the offending culprit is helped back onto the circuit. We're off and running again !



The new "Black Dog"



And in its previous life "Golden Gazelle"

At this stage you may notice I haven't said the word , ' RACE ' , that's because this event isn't a race , it's where your practice on Saturday and turn in lap-times you can consistently reproduce, but drive as fast and as hard as you can to produce a laptime you are comfortable with, then just prior to track closure each team manager must submit nominated lap-times for each driver in their team that they believe they can constant drive on Sunday without going under that nominated time. Sounds easy , doesn't it ! Yehhh , more later.



Justification is not part of the equation !

Practice continues and it's not long before the dry line starts to appear but air temperature was still cold and times for our first crews on the track saw a very cautious approach. As the sun got higher in the sky, our poor bunnies on the Pit Wall had just started to thaw as sun hit them for the first time in the day. We suffered with our Pit Wall gurus this year across all teams we had the same people out there nearly all day. An area we need to work on again. Having the sun starting to heat the track, times started to tumble! Did I mention LUNCH! Below are the best Lap Times produced by our drivers in the six sessions. From these the drivers and Team Managers and others who love to put 50 cents worth in procrastinate on the time they are going to officially nominate for the 6 Hours of Competition on the Sunday! After being involved in this event now for six years, this selection process has a lot of "Hit and Miss" attached to the calculations.

Session 1 6A Bruce Simpson <u>2:06.88</u> 6E David Gates <u>2:19.12</u> 7C Daniel Dalrymple <u>2:09.92</u> 7F Rod McEwen <u>2:27.93</u> 8A John Wilson <u>2:05.02</u> 8E Peter Bean <u>2:13.83</u>	Session 2 6B Brenton Simpson <u>2:04.64</u> 6D Adam Homutowsky <u>2:13.62</u> 6F Craig Weinert <u>2:07.36</u> 7B David Thorpe <u>2:20.46</u> 7D Phillip Chrimes <u>2:12.39</u> 7E Luke Pingham <u>2:22.31</u> 8C Jay Wilson <u>2:19.61</u>
Session 3 6C Craig Westwood <u>2:04.74</u> 6F Craig Weinert <u>2:02.49</u> 7A Rick Thorpe <u>2:30.51</u> 7B David Thorpe <u>2:22.52</u> 8B Alan Wilson <u>1:57.46</u> 8F Nicholas Jacob <u>2:14.65</u>	Session 4 6A Bruce Simpson <u>2:05.51</u> 6E David Gates <u>2:08.89</u> 7E Luke Pingham <u>2:17.12</u> 8A John Wilson <u>2:01.85</u> 8F Nicholas Jacob <u>2:16.57</u>
Session 5 6B Brenton Simpson <u>2:02.91</u> 7E Luke Pingham <u>2:14.33</u> 7B David Thorpe <u>2:20.28</u> 8C Jay Wilson <u>2:20.55</u> 8F Nicholas Jacob <u>2:25.49</u>	Session 6 6D Adam Homutowsky <u>2:20.10</u> 6E David Gates <u>2:01.08</u> 7C Daniel Dalrymple <u>2:10.26</u> 7E Luke Pingham <u>2:12.23</u> 8B Alan Wilson <u>1:56.98</u> 8F Nicholas Jacob <u>2:23.22</u>

From these the drivers and Team Managers and others who love to put 50 cents worth in procrastinate on the time they are going to officially nominate for the 6 Hours of Competition on the Sunday! After being involved in this event now for six years, this selection process has a lot of "Hit and Miss" attached to the calculations.

I believe the calculations are based on the following formula :

You did this x I recon x but wait + if it rains x warmer tomorrow

Always rains at Phillip Island ² x I'm better than that x bullshit ³

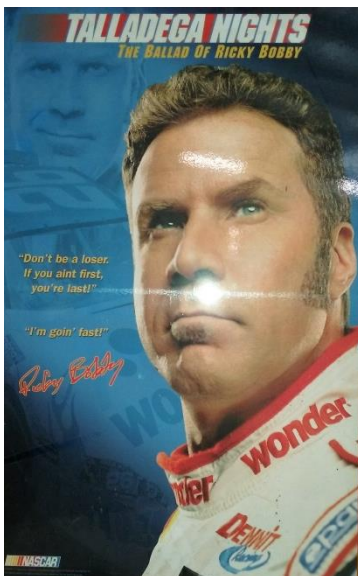
My ego x Best Time + padding ÷ The number you first thought of !!

My Nominated Lap Time (Easy isn't it !)

Team Managers looks at a sheet that has more lines, crossouts and altered figures on it that a Government Accountants Tax Return. These are now what you have put in place and intend to be capable of repeating for Sundays competition. It wasn't all smooth sailing to get here though, Saturday had its moments, a lot of moments, that puts the teams, drivers, spanner spinners and Team Managers into a spiraling spin!



That night at our bunkers after a good hearty meal, inspiration was being sort from all forms, Team – Shake’N’Bake sought divine intervention and guidance from the heros behind the team name. Ricky Bobby and Cal Naughton Jr., were summoned and their racing brains transposed into team via the CD Player.



Talladega Nights was cranked and all team members had to study this innovative and informative piece of media to hone skills for the following day. Alan, Peter, Nic, John and Jay, sat just 15” from the TV screen, looking hard into the screen for the slightest trick that would give them the advantage the following day. Morgan, riding second fiddle was repeating the good lines just in case the others forgot or missed them. Ozzie the khat fitted in well with the pantomime being played out, however Morgan’s attention floated to the TV and Ozzie took his revenge on his wayward hand and it ended up being more like a the khats scratching pole! More wood was required for the fire and all had a partake in a sipper whenever Ricky Bobby put one to his lips. Well that’s what it looked like to me anyway. Shake’N’Bake, were primed for the next day, no one wanted to miss out on a character, so we made Gary Berrie the Grandfather! Young Ricky Bobby and Young Cal Naughton Jr. were very derogatory towards Grandad! Yehhh and the rest of us joined in too!

Sunday 31st July – Early rise again, scrutineering is underway and the sky is clear as a bell but the track was still wet from overnight rain. The sun started its peering trick over the horizon but the morning air didn't have that bitterly cold sting we were used to over previous years. Ange's tea and coffee club was in full swing. Our Team Managers went back to their chargers to see if anyone wanted to change their nominated times, apparent silence. We were, "Go Houston", as prescribed from the previous evening.

For those who have not ventured down to Phillip Island for this great event, you really need to get off your collective arses and come and have a squizz! I know and here from the original purists, that this isn't what CCRMIT was about, we have to grow and grow because our rock steady rally base is weltering. Our die hard existence is under pressure, committee, club nights, just general apathy is causing our mighty club some serious angst! I am one of the guilty, my last few years haven't set me ablaze with enthusiasm due to my situation but hold that as an excuse, it is me being slack and noncommittal. I endeavor to change that, some of my best heart felt escapades have been with this club for over 30 years, we need to pull together. Phillip Island 6Hour does that in so, so many ways.

Sun, shone bright but not yet on the Pit Wall, me and Steve Allen took our places. Team Managers, remind the driving team of their times and to watch for their pit wall times and instructions. Vehicles started to stream out the garages and down pit lane. The blood and senses start to pump. We select our, "Grid Bitches ", for the walk of shame, probably good for some but it does give the event and field a special sense of pride in the existence and participation in this event. MUCC's, Dave McKenzie, blows up the "cat" and starts a tradition of making it squeal for Sunday morning. Bag Pipes on the main straight of Phillip Island G.P. Circuit. As I said during the Saturday waffle, there are all types and speeds of race cars running in this event, this year we started with a rolling start. You have to appreciate that there are a lot of motorsport entrants doing this event, outside their normal bastille of competition, Dave Bellenger's, marshals and flaggies guys have done their utmost to instill the regulations and expectations for this event. All the horns, bells and whistles have been sounded the grid is full and "OUR BOYS and GIRLS" have started out on a lifes adventure , 2016 style ! Vehicles now roll off behind the Pace Car for the start of 2016!



This is a surreal experience for, 'rally folk ', the cars saunter off and a few minutes later, the Pace Car peels off into Pit Lane and the field stream past the Start and Finish line! We are under way!

Once this is in action, a lot of shite starts to get in motion, who's out next, how many laps to leave them out for, Pace Car intervention. Me and Steve, were right onto the money, pressing buttons, drinking coffee and watching the whole scenario open up. Wet track catches some, "would be, if they could be" and the Pace Car is deployed. The remaining field settles into single file behind the Pace car and procession laps start. Some crews take the opportunity to swap driver and car for their next team member. After the first hour, things start to calm down a bit more and you get into the rhythm.

No real point of waffling about what happened during the next few hours, if you were there, sessional! If not, I'll cut to the chase. No one driver can complete more than 15 laps in one stint, if they do, penalties are attracted to that teams score, so this is a major job for the pit wall team, well at least having good counter there. I excelled in kindergarten so I guess perfect for the job! We were issued timing updates every half hour, these generally mis-communicated with our general impressions and pit wall times, BUT! we actually saw where we were in the scheme of things. We had a great day, we endured, we stuffed up, we were brilliant on occasions!

Below, is a table of our middle term team assessments and when we improved or dived. As a CCRMIT team we were sensational, on road, in pits, at pit wall, being fed, we excelled. I didn't hear a word of damnation or an attitude that belittled the event or task. We had a Car Club that worked together and ran together and enjoyed a bloody great weekend together.

4.00pm the chequered flag was flailed in-front of teams on track, 6 Hours had past and those cars on track finished their flying lap. As the cars coming off track started to assemble in the back of the pit garages, all the ants go into worker mode and start packing up. At this stage no-one really has a definitive idea who fishes where in the scheme of things. The obligatory excuses and stories start, why, how and where, spins and run offs, blown motors, overheating, all have a story and grins are big! Everyone starts the load up game and preparing to exit, "The Calypso" ! but not before presentations !





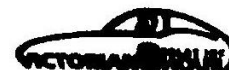
Dave and Jean Bellenger, start the proceedings and give out some hard luck awards, he then started talking of a team who have got close before and yet had problems again during the day. I was thinking of Dave Gates and Wreckins Racing they won this award a couple of years ago and had similar issues again this year. But Dave B. announces 3rd place to team Shake’N’Bake left me speechless. I looked at Pud, who too had a blank gob open stare on his face , when we finally got our arses off the chairs to front and centre and receive the awards the sea started to part as if Moses had done it to allow our other team members through to accept our awards. What an absolute hoot, everyone wants to fill out their entry forms already for next year. The profile of this event is stretching far and wide now and a place in the field is being extremely sort, but the field is limited to 50 Teams in which CCRMIT had three, **Wreckins Racing, Captain Risky and Shake’N’Bake**. Many people to thank on behalf of all drivers, CCRMIT Committee, Dave Gates (this man did all the heavy lifting) Mark and Ange Egan – Feeders of Many, all the helpers on both days as your hands did make it so much easier, our Team Managers and the Drivers. I said it before, it is a hoot and I believe we have a sniff for four teams next year, if interested, make a noise now because April 2017 is to late!

The Half Hourly Updates which indicate the Teams position in the field of 50 Teams

Position Update Times	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	Final Positions
All Brands	34	8	5	3	4	5	3	3	3	2	1
MX-5 NSW	8	5	3	13	5	4	7	5	4	4	2
Shake N Bake	27	38	33	34	13	12	17	11	9	7	3
MUCC Deni	29	36	11	6	3	3	2	10	2	1	4
Autobarn	2	1	2	2	1	1	1	1	1	3	5
Mustang Z	6	15	14	14	8	10	10	8	6	8	6
MUCC City	45	13	6	7	7	6	9	6	13	10	7
MUCC Misfits	12	20	20	21	17	14	21	16	14	13	8
Wreckin Racin	26	37	41	50	30	31	25	20	32	33	30
Captain Risky	14	22	42	43	46	44	44	40	33	34	31

6

Club: Car Club RMIT
Team Name: Wreckins Racin
Team Manager: Darren Crozier



Garage No: 6

	Driver		Car Type		Colour	Capacity	Year
A	Bruce	Simpson	Ford	Laser	Silver	1600	2000
B	Brenton	Simpson	Ford	Falcon	Green	3984	1995
C	Craig	Westwood	Toyota	Celica	Black	2000	1985
D	Adam	Homutowsky	Toyota	Celica	Black	2000	1985
E	David	Gates	Mazda	MX5	Blue	1839	1996
F	Craig	Weinert	Nissan	Skyline	Black	2600	1992

7

Club: Car Club RMIT
Team Name: Captain Risky
Team Manager: Wayne Roffey



Garage No: 7

	Driver		Car Type		Colour	Capacity	Year
A	Rick	Thorpe	Subaru	Impreza	Silver	1995	1997
B	David	Thorpe	Subaru	Impreza	Silver	1995	1997
C	Daniel	Dalrymple	Mazda	MX5	Black	1600	1990
D	Phillip	Chrimes	Nissan	Pulsar	Maroon	2000	2000
E	Luke	Pingham	Nissan	Pulsar	Maroon	2000	2000
F	Rod	McEwen	Volvo	760 GLR	Black	2800	1987

8

Club: Car Club RMIT
Team Name: Shake 'N' Bake
Team Manager: Ian Smith



Garage No: 8

	Driver		Car Type		Colour	Capacity	Year
A	John	Wilson	Subaru	WRX - Sti	White	1998	2004
B	Alan	Wilson	Subaru	WRX - Sti	White	1998	2004
C	Jay	Wilson	Hyundai	Excel	Silver	1495	1997
D							
E	Peter	Bean	Toyota	Celica	Blue	3400	1974
F	Nicholas	Jacob	Subaru	Impreza RS	Light Blue	2457	2005

Phillip Island 6 hour event

(A first timer's observation)

Going in cold to the event you think it's a ripper chance to fang around Phillip Island circuit and maybe swap paint with a few high powered cars as you go. However, once you get to the track and see the immense scale of the event, cars and energy surrounding the occasion you realise it's much more. You develop an appreciation for the many people who volunteered their time for a few of us to indulge our passion for cars and quickly change your mind set to supporting the team!

Starting the event after being serenaded by walking bag pipes, the pressure of matching your time to within half a second begins to dominate your thinking. Driving down the main straight 3 cars wide at 200kph is not something you do every day! You can't help but fall in love with the event and the characters.

I highly recommend the event to anyone and I know for sure that I'll be back next year to match my 2:18! (And for the record Dad's best time in the same car was 2:23, but who's counting?!)

David Thorpe



2016 George Derrick Pyrenees Rush
Big news from the Director!!



Appointment of Proxy

We the undersigned do hereby appoint

To act as a proxy at the CCRMIT AGM on 20th October 2016

For the purpose of Voting at the AGM

This appointment of Proxy remains in effect for the duration of the AGM

Signed

Name..... Signature.....

Name..... Signature.....

Name..... Signature.....

Nomination for Election

I nominate

To be elected to be a member of the 2016-2017 CCRMIT committee

Signed

Nominator.....Signature.....

Seconder.....Signature.....

I agree to be nominated for membership of the 2016-2017 CCRMIT committee

Signature.....