



THE
BLOWER

THE OFFICIAL MAGAZINE OF THE CAR CLUB OF THE ROYAL MELBOURNE INSTITUTE OF TECHNOLOGY INC.

March 2009



Guess who's reached a milestone!?!

THE BLOWER

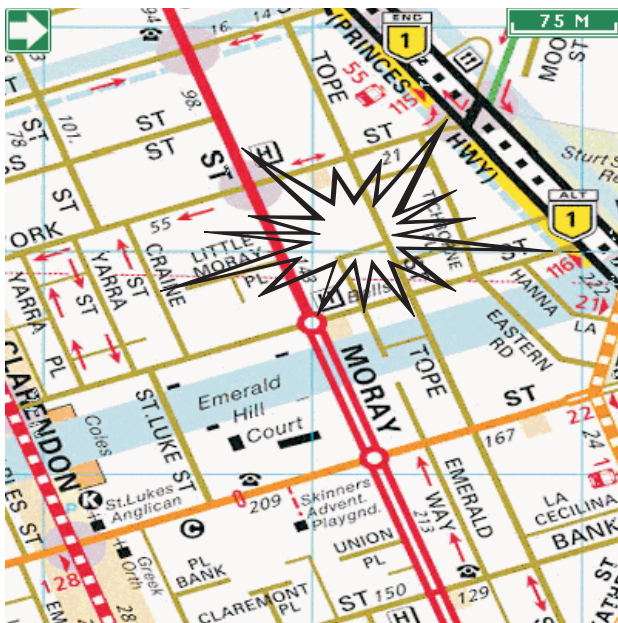
This month's cover: A Club Legend has reached a milestone in his life... Not sure who the photographer were, particularly of the B&W picture, but thanks to the Frasers for providing said pictures.

Next Meeting: 12th March 2009

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

Bells Hotel

**Corner of Coventry & Moray Streets,
South Melbourne. Melways Ref: Map 2K 1E**



Deadline for Feb Blower Submissions:

1st April 2009

Please send all magazine contributions to:
mike.twycross@bigpond.com
mark_hj@dairally.com

All other correspondence to:

CCRMIT
PO Box 12086
A'beckett Street, Melbourne, 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 the Royal Melbourne Institute of Technology Inc.



Inc# A0049540G

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Presidential Report

March 2009

Who would have known that it's March already, and Mark's after some bits for the Blower, so here I am whizzing up some words for you to hopefully read!

For those of you that missed the last club night, Ormie ran a successful navigation challenge, that was won by (and you're never going to hear the end of this) none other than two miserably dirty front wheel drive, drivers Editor Blower Mark Howard-Jones, and yours truly J. Whilst we were the 3rd ones to cross the lines, our steady and cautious approach netted us the win, after the two previous team speared off into the rivers for some relaxing fishing, or sped out of the final control only to WD on the way!

In an attempt to make these fragile co-drivers feel important and useful, and the fact that the first 3 events of the year have been postponed, I'm running a virtual rally this coming Club Night. The Supp Regs for the event can be found somewhere in the blower, and should prove to be good entertaining value. And since there are no rallies for a while, it's a great opportunity to "get your eyes in", before you wreck your pride and joy!

There has also been progression in other news and whilst I could just type it all up here, I'm going to ask that you come to a club night and find out in person (plus it's good for the social butterfly's hidden in you)..

And finally the 2009 George Derrick, is getting just that bit closer... I've commenced registering for officials', and now we need you to help make this event a great event. Mike and his team have finalised the course, and he'll no doubt have an update for all.

That's about it for now, so see you club night!

Cheers

Pres Jimbo.



Quick Note From An Editor

I guess if you're reading this then you have survived the year so far. Friends passing, brutal fires and then last night a earthquake big enough to see us spending half the night comforting some really freaked out pets!! Obviously the fires that have impacted on the areas we rally are the major concern at the moment. I will try and keep you updated through the Blower what is happening with the status of the many events affected, but I suggest that you also keep an eye on the eGroups etc, as this outstanding publication is only monthly and things are changing by the hour at the moment.

This issue (thankfully) sees a little more content than the last. We have a story from Rally Norway, a CAMS survey regarding changes to the PRC rules that very few seem to know about, we have supp regs for this months club night... and of course our cover story.

As always, I constantly require fresh matter to keep the Blower to the standard expected by our readers, so please I ask, if you haven't contributed in a while, consider putting something together in time for next months issue... Failing that, go and donate blood.

Enough cr@p from me... Read on...

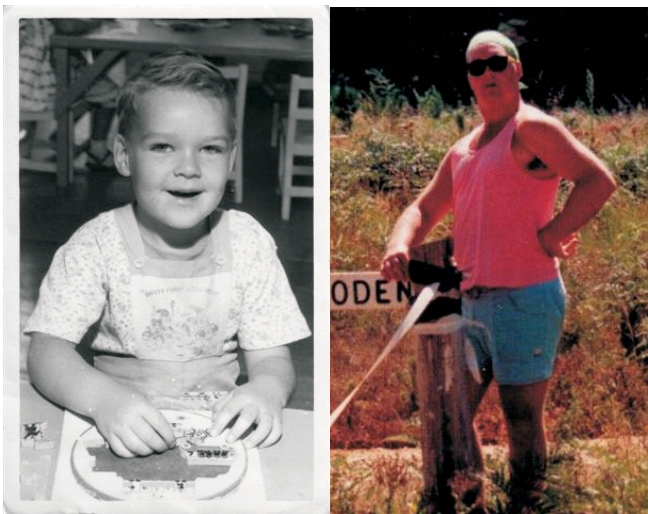
MARK HOWARD-JONES

Co-Editor - The Blower

Cover Story

Club Legend turns the big Five - *OHHHH!*

Kevin believes the year of (and his birth itself) was debatable. His apparent mother is too embarrassed, his apparent father could not remember and his birth certificate has lots of cross outs and white out over it. The nurses at the hospital called him 'Narcarta Sahn' and the cleaner called him Kevin. Kevin Wilson joined CCRMIT in November 1981, and we can blame John Marshall for that! There was also Greg Fowler who had something to do with it. Kevin's first event was a baby cat-walk show, which his apparent mother entered him in. Rallywise, he recalls doing his first event with John Marshall somewhere in Heathcote.



By far, Kev has competed with his brothers, Alan and John, the most. In the days of the Gemini, they used to rotate, taking it in turns to drive and navigate. This, no matter what the event. As an overall unit they have performed very well, but taking out a series was difficult when only being able to score points once in every 3 events. Kevin has also navigated for a number of other drivers, including some VRCs with Chris Rayson in a Torana SLR5000.

Kevin Wilson CCRMIT President for 5 years remember that? Kev joined the committee in 1987 as Social Assistant to Deidre O'Brien. He took over as Social Manager the following year and then became President in 1990. These were the 'dark years' of rallying. The recession we had to have effected Motorsport greatly and many clubs suffered huge falls in membership, Car Club RMIT included. The Light Car Club folded during Kev's reign and CCRMIT was forced to find a new home. Kevin guided the club through these years and out again, stepping down at the end of 1994. He also took over the editorship of the 'Blower' for 2 years in 1992. Kevin returned to the committee in the year 2000 to the role of CAMS Rep, or 'Captain Camswaffle'!

In discussing his worst or most embarrassing moment, Kev points out "I've put myself in some pretty stupid positions, on and off the track". But states his worst as crashing their white Gemini at speed in the North Eastern Rally, a VRC round in the Bright area. His first thoughts were "have I hurt my brother". It was to be 10 years before Kevin could tell his brothers; his mind had momentarily wandered off concentrating on driving, to his recent separation from a

girlfriend. He feels he is lucky to have competed with his brothers for all these years, he wipes away a tear and says, "It's a special sort of bond, it is hard to tell them we're special... I love them for that."



Kevin Wilson has competed in everything from novice trials, through TAUCC events, VCRS and VRCs. Some of the highlights have been Bega, Rally of Melbourne and the Win TV. However, he also has fond memories of CCRMIT's Rich River Rallies and 'Derricks'. When discussing Kev's input to CCRMIT, a show of extreme modesty surfaces. Kevin says "In my own mind, probably nothing of note". But anyone, who has attended club nights, read the 'Blower', been on directing teams with Kev or just socialised with him after a rally, knows the true value of Kevin Thomas Wilson ENTERTAINMENT and keeping CCRMIT fresh on peoples' minds! After all, his catchcry whilst President of our club was: "CCRMIT innovators, not imitators".



The Text above was taken from the definitive publication of the history of CCRMIT "Dusty Tracks, Mates & Maps" with permission of the authors.

Kev's contribution to CCRMIT is ongoing. The current committee often call on his inspirational enthusiasms to guide us though difficult decisions and Kev is still CCRMIT's finger on the pulse at important forums such as CAMS and State Council.

Unable to attend the most recent CCRMIT committee meeting, Kev reported via tele-conference while standing in his underwear in his front yard, waving to the neighbors... always good value.

Happy 50th Kev Wilson

(BTW, the committee was too stingy to spring to a birthday card- This is all you get)



A Blue Shirt Visits Rally Norway

Report By Andrew Roseman

This year my Europe trip coincided with Round 2 of the WRC, Rally Norway, and as I was going to be about an hour by plane, I thought, not missing this

opportunity. The rally was being reported as a proper snow rally, despite global warming, Europe and the Scandinavian countries had experienced a cold winter with large snow falls.



And yes it was cold, the warmest temperature was minus 17 degrees, the mornings were being reported as cold as minus 25 or 30 degrees for the daily shakedown. My schedule only allowed for me to arrive Saturday afternoon, so I missed the super special Thursday night in Oslo and the stages on Friday.

My first stop was the service park. This was partly indoor in the former ice skating rink from the winter Olympics called the "Viking Ship" as the roof looked like the upside down hull of a ship. All the major teams were in there. Huge crowds were packed watching Hirvinonen and Loeb servicing the cars and of course Peter Solberg :) The crowds were behind him all day. I then took a train up to Lillehammer to look at the special stage there. Unfortunately there were no shuttle buses from the station so it was walking up hill for 20mins to get to the stage. It was minus 18 degrees.



I pretty much saw the whole field from a number of vantage points and the cars looked spectacular driving over the snow and ice. A few of the back runners hit the snow banks with a cheer from the crowd. Walking in normal boots was a challenge; I would have preferred studded boots!! A few slips and slides on the ice like everyone else and it was back to the station and then to the hotel with snow falling.

Sunday saw me meet up with two guys from Skoda who were supporting their P-WRC driver on debut, Patrik Sandell in the Red Bull Motorsport Entry. They took me down to the service park in their hire car, we clocked 140kph on the highway :) typical crazy rally guys. Although they were going to take me out to a forest stage, we ended up thankfully as it was so cold staying around the service park for the day. I picked up all my rally gear from the merchandise shops and watched servicing during the day. One of the Sunday stages had a long straight, and the top speed clocked was 209km/hr by Peter Solberg on the ice!! I then hung around to see Loeb and everyone at the final T.C.

The media buzz at the finish control was crazy. Hirvinonen was catching Loeb all Sunday and it was down to the last stage, but Loeb held out and won! But for Sandell he on his debut won the P-WRC class, and as he came in...The team was really happy. I wished him congratulations and got his signature and the media were reporting it as a history making win, as nobody has won WRC event on debut.

I stayed for the finishing ceremony and was glad to take a hot shower on return to the hotel. The cold weather was surprising energy sapping although wearing ski clothes. All in all it was an incredible experience to see driving on ice between the snow walls at the speeds these cars can go. If I would go again, then a car would be necessary to go and visit the forest stages but the stages close to the towns were good for spectating.



CCRMIT 2009 **Blinder** Rally

Supplementary Regulations

Event schedule:

Entries open from 7.30pm
Thursday 12th March 2009

Event starts sometime after

8pm, hopefully before 9pm though..

As you probably aren't reading this, the rest of the schedule will be verbally actioned the night of the event.

Event summary

The event, known as the "CCRMIT Blinder Rally" will be a poorly, but fun simulated rally driving experience, testing the teamwork, or lack thereof, in a blind event. The event will take place during the March 09 club night, at the Bells Hotel, South Melbourne as a part of a social activities and CCRMIT club night. The event will be run over two stages totally an unknown length at this time.

Event Authority & Jurisdiction

The event will run under the Authority of James Elliott (AOJE), the Direction of James Elliott (DOJE), and the Mismanagement of James Elliott (MOJE) according to the rules and regulations that he makes up along the way.

The permit number for this event is:

WEDONTREALLYNEEDAPERMIT
NUMBERFORTHISEVENTISJUST
HERETOSEEHOWMANYPEOPLE
CANACTUALLYREADTEXTTHATH
ASNOSPACESBONUSTIMECRED
ITSFORTHFIRSTPERSONTHAT
DOESLETMEKNOWWHATTHEPE
RMITNUMBERIS

General Information

General information will be announced on the night of the event. Otherwise ask club night!

Running details

The number of crew/s entered on the night will determine how many timed runs will take place. Under the DOJE, pairs or individuals will commence the nominated stage with the driver blind folded using an AOJE approved device. Crews will be required to complete the nominated stage within a specified time limit. Should crews fail to complete the stage in the nominated time frame; the distance travelled will be recorded to determine position and standings in the event.

Two (2) stages will be run, with the total time or length of stage covered added to gain an overall time.

Organisation

Yes, there will be a lack of it, but hey, James will make it up as he goes!

Entries and Crew eligibility

Entries will only be accepted the night of the event. Crews may be made up of one or two people, though it's strongly recommended that there are two people in the team. One will be a nominated driver, the other will be a co-driver. Either crew member can drive or co-drive, or neither.

Vehicle eligibility

You will not need a car, because a simulated one will be present on the night.

Event Awards

The AOJE can change his mind when ever, but essentially the event will award awards, to 1st 2nd and last. A special award will go to the crew who come dressed closest to current FIA approved apparel.

Scrutiny

As long as you're not naked, we will let you run.

Crew Conduct

Crews must behave in a manner that promotes fun. Any attempt at being too serious towards this challenge could result in being issued with time penalties, up to exclusion, under the directive of the AOJE.

Service Crews

Not required, but bonus time credits if you do.

Starting order

The starting order will be in order of crew registration.

Rejoining the Event

Why would you leaving the event in the first place?

Official maps

1788 Royal Navy sketch maps.

Controls & timing

Refer to the DOJE

Penalties and results

Penalties may be applied for valid reason. Bonus time credits may be bought through bribery. Results will not be amended for errors caused under the AOJE or the DOJE.

Alteration or Abandonment

The AOJE will have control over this on the night. However it is likely the MOJE may alter this.

Further instructions

Further Instructions will be available under the DOJE or not under the MOJE.

Spectators

Spectators are advised that many exciting accidents may take place, but they will be very safe under the protection of the magic bunting used during the simulation process.

**CONFEDERATION OF AUSTRALIAN MOTOR
SPORT LTD
PRODUCTION RALLY CAR REGULATION
SURVEY FORM**

Personal Details

Name:
CAMS Licence Number:
Phone:
Email:

QUESTIONS

Eligibility

At present, cars must be able to seat four persons legally in their original form (Touring Car dimensions were dispensed with several years ago, so many coupe style cars are eligible such as a Nissan 200SX, Mazda RX8, some Porsches etc). Some have indicated a desire to widen eligibility to two seat cars. It is possible that some two seat cars *may* offer a performance advantage.

Question 1

*Should eligibility be widened to include two seat cars?
Yes / No*

Comments:

Minimum Weights

There has been discussion about minimum weights. There is a potential argument to say the minimum weights provide a motivation to limit spending on weight saving measures and provide a more level playing field. Others suggest they are not required as weight is limited by the more general requirements and limitations of the regulations.

Question 2

Should the Production Rally Car minimum weights be retained? Yes / No

Comments:

Question 3

*Should minimum weights be retained for 4WD only?
Yes / No*

Comments:

Engines

Pre 1986

Some competitors have indicated a desire for more freedom of engines for pre 1986 cars. In particular, it has been suggested that engines should be able to be replaced by others of the same number of cylinders from the same manufacturer (possibly with extra capacity, valves and cams).

There is potentially considerable time and cost involved in such a change, particularly the initial set up, which may result in some people not rallying whilst they undertake the conversion.

Many people already have invested significant sums and have competitive cars under the present regulations. Some engine swaps designed to offer cost effective improvements are currently permitted under the existing regulations.

Question 4

Do you wish to see engines being able to be replaced by others of the same number of cylinders from the same manufacturer? Yes / No

Comments:

Post 1986

This year reflected some significant changes to road cars, including the requirement for unleaded petrol.

Question 5

Should induction be free for naturally aspirated 4WD cars? Yes / No

Comments:

Question 6

Should turbochargers be free for P6 cars? Yes / No

Comments:

Question 7

Should intercoolers for P6 cars be free, other than the requirement to be of the original size?

Yes / No

Comments:

Question 8

Should catalytic converters be a requirement for all post 1986 cars? **Yes / No**

Comments:

Note: increasingly catalytic converters are a requirement of the EPA in some states to compete, even under rally registration schemes (eg Victoria). Differing regulations can create issues, particularly considering the level of interstate competition that is occurring.

Question 9

Do you have any other ideas and comments on engine regulations?

Transmissions

Transmissions are currently free, which, taking it to extremes, could potentially see a WRC drive train fitted to a Production Rally Car. Whilst overall car specification is obviously a function of a finite budget which is used how the competitor sees fit, the use of exotic and expensive components may have an effect on the perception of the affordability of rallying.

Question 10

Should there be limitations to the transmission regulations with a view to saving cost? **Yes / No**

Comments:

Bodywork

Question 11

Should standard shape 'hanging' panels (i.e. guards, boot lid, bonnet, but not doors) made of fibreglass be permitted for pre 1986 cars? **Yes / No**

Comments:

Question 12

Should replicas of the original body kit components, but made of alternate material (e.g. fibreglass) by an aftermarket manufacturer be permitted? **Yes / No**

Comments:

Question 13

Do you think that 'mild' commercially produced body kits (including say wheel arch flares, front and rear spoilers) should be permitted? **Yes / No**

Comments:

Question 14

Do you have any other ideas and comments on bodywork regulations?

Suspension & Brakes

No changes to the effect of the regulations are proposed at this stage.

Question 15

Do you have any comments relating to suspension and brake provisions?

General

Question 16

Do you have any suggestions which fall outside the bounds of the above? If so please include here:

Thank you for taking the time to respond to this survey.

Please submit your survey to:

Rally Department

Confederation of Australian Motor Sport

PO Box 147

Caulfield East, Victoria 3145

or rally@cams.com.au by 30th March 2009.

March Club Night

Thursday 12th March 8pm

Bells Hotel

Crn Coventry & Moray Streets, South Melbourne. (Melways Ref: Map 2K 1E)

Arrive early and grab a meal.

This month:

The CCRMIT 2009 **B**linder Rally

(supp regs appearing elsewhere in the Blower)

Also....

PRC rule change debates and survey

General Rally Discussions (including the latest on date changes etc due to the fires)

Extended Bar Breaks

Regular meeting stuff.

CCRMIT Membership Report

You will remember a few months ago, the committee ran a little photo competition to decide what photo would appear on the next batch of membership cards. I have to admit to being a little dissapointed with the number of submissions, but the pictures that did come in showed that people did understand what we were trying to achieve on these new cards.

There was a bit of a delay in the issue of new cards due to a slight technical issue (now resolved) and the first few of the cards with the new image have been issued... Congratulations to **Brett Williams** for snapping the shot that will appear on the new CCRMIT membership cards.

An interesting side note: The last of the old cards with the Wilson's car appearing on the front was issued to a couple of the Wilson Brothers... Hold onto them guys, they're now collectors items!!

And now down to business: Here's who's due....

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 plllleeeaaassee print clearly.



Photo taken by a club member (Brett Williams), of 2 committee members, in a car sponsored by a life member. Can't get much more CCRMIT than that!

Due **LastName** **FirstName** **Expiry** *30 Days*

| | | |
|------------|---------|----------|
| Bansagi | Michael | 31/03/09 |
| Elliott | James | 31/03/09 |
| Gell | Andrew | 06/03/09 |
| Lee | Matt | 31/03/09 |
| Lee | Oliver | 31/03/09 |
| Lee | Tracy | 31/03/09 |
| McInnes | Travis | 31/03/09 |
| O'Halloran | Aidan | 31/03/09 |
| Raymond | Melissa | 31/03/09 |
| Raymond | Stephen | 31/03/09 |
| Sheeran | Allan | 31/03/09 |

| | | |
|-------|----------|----------|
| Woods | Kimberly | 31/03/09 |
| York | Ethan | 19/03/09 |
| York | Frank | 19/03/09 |

60 Days

| | | |
|---------|---------|----------|
| Brown | Brendan | 30/04/09 |
| Kaitler | Loretta | 30/04/09 |

90 Days

| | | |
|---------|---------|----------|
| Austin | Alix | 31/05/09 |
| Austin | Johanna | 31/05/09 |
| Douglas | Matthew | 08/05/09 |
| Gill | David | 31/05/09 |
| Gill | Jerzy | 31/05/09 |
| Lazdins | John | 21/05/09 |
| Lazdins | Peter | 21/05/09 |

Renewal

New Membership



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

Membership type requested: _____

Amount paid: _____

Cheques made payable to "CCRMIT"

Please return this form to:

Membership Secretary - CCRMIT
5 Donday Crt
Pakenham 3810
Phone 0412 510 057

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.