



THE
BLOWER

THE OFFICIAL MAGAZINE OF THE CAR CLUB OF RMIT INC. (SINCE 1960)

August 2010



THE BLOWER

This month's cover: Main Pic – Why Jimbo's wheel fell off on the approach to Honda Hairpin (photo Skye Mathews). Inset – Other CCRMIT members in action at the Phillip Island Six Hour

Next Meeting: 12th August 2010

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

Bells Hotel

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



Deadline for next Blower Submissions:

1st September 2010

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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

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Presidential Report

August 2010

Wow, hasn't it been a packed month since the last time we caught up? We seem to have tackled everything at once – the 2010 George Derrick Memorial Rally (our flagship event) has been run and won up in Avoca, the 2010 Phillip Island 6-Hour relay at which we entered two teams has also just been run and won. I think quite a few club members are looking forward to catching up on some sleep and reminding themselves what home looks like over the coming weeks!

George Derrick – Andrew Roseman and team set the candle alight at both ends and in the middle all at the same time to make this event run this year – from the competitors point of view the event was fantastic, and the catered meal was just what was needed on a really cold Avoca day. The locals loved it, all the feedback we have received was very positive. The organising team are a bit weary and in need of a good rest. The post-event debrief will be held next week, and we will try and 'close' the event file for 2010 there. A big thank you to all who came out and helped!

George Derrick 2011 – There will be a George Derrick 2011 event, we have applied for the same weekend next year, and it will be VRC ONLY based out of Avoca. One of the things we learned out of this year is we need 'more people doing less' to help out. One of the things to come out of the debrief will be 'job sheets' listing what is required of each role – please have a peruse of them when we make them public, and consider putting your hand up to come and help out! Some roles will allow you to be a competitor and be involved in the running – look at the amount of times I sit behind the documentation desk booking competitors in, whilst sitting in my driving suit – it can be done!

PO Box – We've had some issues with the post office box – apologies to those who have received a response very late to any correspondence. Hopefully this issue has now been taken care of, and Noodles as our secretary can respond to things in a timely manner. Please let us know if you have sent us something that hasn't been actioned!

Phillip Island 6 hour – just as the George Derrick administration effort went through the roof to run a dual-status (VRC and VCRS) event this year, so did the administration effort to run two teams last weekend. Whilst we really tried to run a stress-free event for all this year, it again had its share of thrills, spills, tears of sadness and tears of joy. I guess it's just the nature of the event. A big thank you to Andrew Roseman and his timing team for the work they did on pit wall for two solid days, and to Noodles for her sometimes single-handed management of 'back of house', and Ange and Deb on the most important catering front – an army of drivers and mechanics marches on its stomach! Whilst David Bellenger wasn't overly happy with the standard of driving displayed by some competitors (hopefully not ours!), he has committed to the event running next year. Noodles and I have worked hard on our relationship with David, Jean and the event, and would hope to be able to field an entry next year if the interest and motivation was there. If you ARE interested in having a run next year, please approach me now to register your interest – there may not be such a public call for nominations next year...

Club Night – Tony Robinson is coming along for a 'fireside chat' this month for a more technical talk about motor improvements. There will also be the usual discussion about anything and everything – be sure to come along and enjoy Bells hospitality, and hear some stories about what your fellow club members are up to!

Until Thursday,

Cheers,

Pres Ormie Andrew Ormesher

president@ccrmit.com
0402 825 131.

Quick Note from the Editor

I have to apologise for my tardiness this month... The Blower is a few days overdue owing mainly to the fact that I've been working 24/7 for the last couple of weeks to get Deb's "big block" Charade up and running in time for Phillip Island last weekend... How did I go?? I finished the car at midday the day before the event, and a less than a day later it was parked back on the trailer with an expired motor. We cooked the engine and despite the best efforts of a handful of very dedicated crew members we couldn't keep it running for race day.

Having parked the car we had just spent two solid months preparing for the Island, Deb swapped to my car, which I spent four hours preparing, and it did double duties for the rest of the weekend without a drama... Such is the fickle nature of motorsport...

We're still not one hundred percent sure what the problem was that caused the overheating, and while I am pretty gutted that the car didn't run given the amount of work we put into it, the only consolation I can take is that I didn't build the motor - I just chucked in one I had lying about. Maybe there is a lesson in that.

The disappointment of Saturday was soon forgotten in the excitement of race day. An early Sunday morning and I was given the opportunity to start for the team, meaning I got to sit on the grid and soak up all the pomp and ceremony that is the prelude to the biggest club motor sport event on the Australian circuit racing calendar. The weather could not have been better, with blue sky, a blue ocean, and six hours of flat out competition in front of us.

I won't go into details here, rather I'll write a proper report in time for next month's Blower. I'm sure others will have something to write about the weekend as well. It was a blast.

I'd like to thank Skye Mathews for this month's cover pic. For those who weren't at the Island, Vice Prez Jimbo managed to loose a wheel under brakes into Honda Hairpin... Skye snapped the photographic proof of the reason why. Shame on you Jimbo... but if you use child labour you have to accept a few shortcomings. More on that next month, I'm sure.

Closer to home, we seem to be slipping back into bad habits. This month, despite major events such as our own George Derrick having been run, I've basically had to beg for content. Even then it's come from the usual suspects, and there's not a single event report from a Derrick competitor. Please people... this mag is only as good as it's content, and I don't have a load of time to chase up material myself. When the reminder to send in content hits your inbox, that should be the prompt to finish off and send the article that you've already mostly written, not to think about starting something, only to come to the conclusion that by the time you've done it, it'll already be too late.

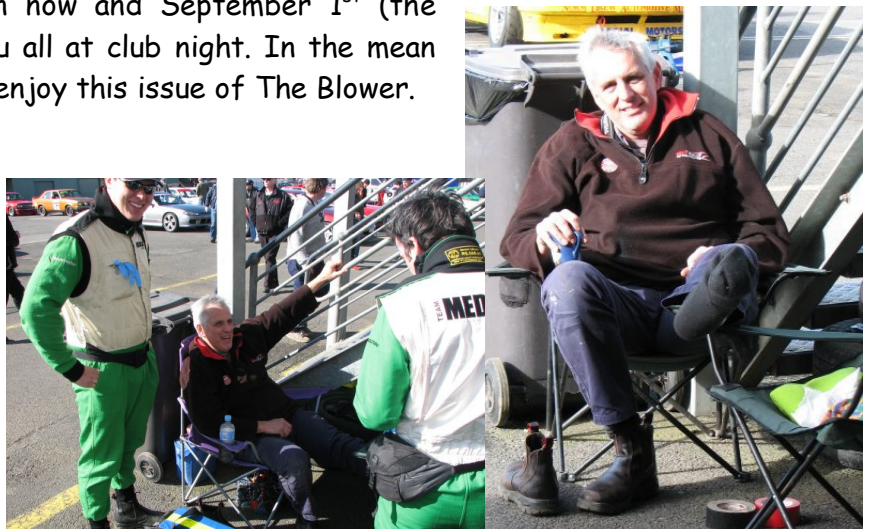
Something to think about between now and September 1st (the deadline for next issue). I'll see you all at club night. In the mean time, sit back, put your feet up and enjoy this issue of The Blower.

(Sorry Murray - Couldn't resist ☺)

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

MARK HOWARD-JONES

Editor - The Blower
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Event Release. 18/07/2010

Reeves and Spedding win the 2010 George Derrick Memorial Rally.

The township of Avoca and the Pyrenees ranges have provided the backdrop for a hotly contested 3rd round of the Victorian Rally Championship at the 52nd George Derrick Memorial Rally.

On a cool, overcast day, hardy officials after spending up to 14 hours in the forest, saw Nathan Reeves and Scott Spedding take out heat 1 but concede the 2nd heat to Jesse Robison and Adam Wright.

Reeves and Spedding, after a brief visit to the vines of a local winery, managed the outright win by a mere 12 seconds despite having brake dramas and that off road excursion on the final stage of the event. Warren Lee and David Leathlean recorded a lower than expected 6th place in the 1st heat but fought back with a much stronger 3rd in heat 2 to salvage 3rd place overall.

The Victorian Two-wheel drive Championship was also a close result with Brian Semmens/Dan Parry and Alan Friend/Robin Smalley sharing a heat win before Semmens and Parry took out the overall event result.

The VCRS was no less exciting and just as keenly contested with Simon and Ian Ellis taking the event win from Steve Porter/Leigh Garrioch in 2nd and visitors from South Australia Aaron Bowering/Nathan Lowe in 3rd.

CCRMIT would once again like to thank our event support sponsors and local businesses, Redbank Winery, Wimmera Hills Winery and national company Australian Battery House through their Batronic brand and acknowledge the invaluable support of the Pyrenees Shire Council and thank Avoca and its residents for letting the Victorian rallying community take over their main street for the day.

VRC – Outright

1 Nathan Reeves/Scott Spedding	Subaru WRX STi Spec C	1:10:26
2 Jesse Robison/Adam Wright	Subaru Impreza WRX	1:10:38
3 Warren Lee/David Leathlean	Mitsubishi Lancer Evo 9	1:12:27

VRC – Two-wheel drive

1 Brian Semmens/Dan Parry	Nissan 200SX RV S12	1:12:56
2 Alan Friend/Robin Smalley	Nissan Silvia RS	1:13:02
3 Brendan Brown/Sam Robison	Datsun 180B SSS	1:17:08

VCRS – Outright.

1 Simon Ellis/Ian Ellis	Subaru Legacy RS	1:01:39
2 Steve Porter/Leigh Garrioch	Mazda RX7	1:04:33
3 Aaron Bowering/Nathan Lowe	Datsun 200B	1:05:36



George Derrick Memorial Rally Awards

Congratulations to all finishers of the 2010 George Derrick, and a BIG Congratulations to the following award winners!

As per the Further Regulations, there will be no official presentation as this happened immediately post-event. Award winners will be contacted directly re their personal circumstances.

EVENT AWARDS :-

Most Ugly Car – presented by Wimmera Hills Winery – Brian Semmens

Furthest Travelled to the event – presented by Wimmera Hills Winery – Kirk & Sarah Marks (Dubai)

Smallest capacity competitor – presented by Avoca Tourist Camping Ground – tied on 1298cc – Aidan O'Halloran & Deb Howard-Jones / Kain Manning & Rachael Moon

VRC AWARDS :-

1st Outright & 1st P5 – Scott Spedding / Nathan Reeves

2nd Outright – Jesse Robison / Adam Wright

1st Outright 2WD & 1st P4 – Brian Semmens / Dan Parry

2nd Outright 2WD – Alan Friend / Robin Smalley

1st Novice – Danny Hudswell / Rikki-Lee Hudswell

1st CRC – Neil Schey / Darren Roberts

1st Excel & 1st P2 – Steve Mackenzie / Jason Hague

1st P1 – Brad Sanders / Melinda Sanders

1st P3 – Brendan Brown / Sam Robison

1st N4 – Kirk Marks / Sarah Marks

VCRS AWARDS :-

1st Outright & 1st Class E – Simon Ellis / Ian Ellis

2nd Outright & 1st Class D & 1st 2WD Outright – Steve Porter / Leigh Garrioch

3rd Outright & 2nd 2WD Outright & 1st Novice - Aaron Bowering / Nathan Lowe

2nd Novice & 1st Class C – Cameron Jay / Eddie Corales

1st Junior Cup – Phil Hurlle (Navigator)

1st Class A – Leeham Bansagi / Michael Bansagi

1st Class B – Darryl King / Chris Barrett





International Rally of Queensland

The Raymond Partners Accountants Rally Team have had a successful debut in the Asia Pacific Rally Championship by finishing second outright in the International Rally of Queensland. The crew, Glen & Matt Raymond, also pushed their self-built Mitsubishi Lancer Evolution X into second outright in the Australian Rally Championship part of the event and also first outright in the Pacific Cup, a division in the Asia Pacific Rally Championship.

After a year struggling with the car, the team are now starting to make positive steps forward after diagnosing an underlying issue with the electronic centre differential. "We struggled getting the set-up of the car correct to make the car drivable," said driver Glen Raymond. "However, with help from Melbourne Performance Centre, we were able to find that the inputs from the centre diff computer were only half locking the diff. With the centre diff now fully locking, it means the front and rear wheels work together instead of always wanting to swap ends! These modern cars are amazing in the fact that you can plug a computer in to dramatically change the way it handles."



As a small privateer team from country Victoria up against mega budget teams, it has made scoring their first International podium even more satisfying.

"It is super exciting," said navigator Matt Raymond. "We came into this tough event knowing that speed

and consistency would be important. We drove with our heads and got an awesome result for it!"

The team was also rewarded with the Kumho Future Champions Award. The award is judged by Kumho and ARC management based on the ARC team which has shown the most professionalism, performance, determination and potential to become future Australian Rally Champions.

Despite a successful weekend, the team are heart-broken to find out that they were no longer eligible for the Pirelli Star Driver, a chance for young drivers to win a free drive at World level. With the regulations in regards to age changing the week before the event, Raymond is now 4 months too old leaving the talented youngster out of the competition.

The team now has a 3 month gap before the Australian Rally Championship continues in November for Rally Victoria, based out of the Raymond's home town.



The team would like to thank its supporters who make it possible to compete at international level: Raymond Partners Accountants, Warragul Mitsubishi, Bendigo Bank, Blackwell Bodyworks, Pfitzner Performance Gearboxes, Quality Site Welding, Grunt Automotive, Westcourt General Insurance, ERG Race wear, Legible Signs, Melbourne Performance Centre, VicParts, Moe Engines and 99R Brake pads.

Phillip Island 6 Hours 2010

Team CCRMIT



Once again a hardy bunch of CCRMIT regulars aided by a small army of thrill seeking supporters, stepped outside the regular comfort zone of the forest to tackle the tarmac of the Phillip Island Grand Prix Circuit.

A big congrats to all involved for surviving another 6-Hour weekend!.... From our drivers :-

Team 11 :- Andrew Ormesher, Mark Howard-Jones, Deb Howard-Jones (retired one car – overheating), Shane Mathews, Steve Callahan, James Elliott (retired – alternator)

Team 12 :- Steve Allen, Rod McEwen (retired – overheating), Gary Berrie, Terry Trewern (retired – engine), Matt Douglas (retired – 2 engines), Chris Clarke

To our tireless mechanic – Brett Williams (though at times he did look VERY tired)

To our timing team – Andrew Roseman, Matt Douglas, Donata Robinson

To our 'face to race control' – Nadine Ormesher

And the many other hands who pitched in over the weekend – Ange & Mark Egan, Cath, Sherry, Mel, Cam, Murray, 'The Berrie Clan', Skye, Donna, Graham, John and Joan.

Apologies to anyone overlooked – I'm still recovering! We were lucky to have possibly the finest weekend weather-wise that the Island has ever seen, which made for comfortable track conditions, and some sunburnt faces! We seemed to have a few more safety cars this year than last which slowed things down a little, but on the whole most people got a reasonable amount of track time. The aim of the event is to have fun, and it's the cheapest track time you can buy, and I think everyone probably got their money's worth of the weekend.

See lap times below from Sunday's timing for anyone interested :-

11A Stephen CALLAHAN

4:15.7862 2:27.2094 2:24.2891 2:20.2040 2:20.7107 2:31.5284 4:58.5012 4:43.1254 2:30.0304 2:20.6432 2:23.5251 2:39.6645
2:29.2138 2:30.1618 2:26.0246 2:20.3525 2:24.1184 2:19.9970 2:21.8929 2:22.7915 **2:19.7982** 2:20.5469

11B Deborah HOWARD-JONES

2:52.6539 2:48.2268 2:48.3858 2:50.9816 2:56.7517 2:53.9778 2:49.2934 2:45.7185 2:51.5329 3:00.5587 4:16.8076 2:53.5464
2:49.3820 **2:44.9257** 4:52.8847 3:47.0378 2:53.4055 2:52.1616 2:53.3460

11C Andrew ORMESHER

2:34.0918 2:15.8983 2:15.9120 2:17.3180 2:15.8039 2:12.7469 2:10.6473 2:13.0532 2:11.9846 2:14.7248 2:15.6333 2:39.6595
4:26.1619 4:07.8529 2:16.8449 2:14.9553 2:14.6486 2:17.4701 2:14.6937 2:12.5259 2:10.8026 **2:09.8104** 2:10.4481

11D James ELLIOTT

2:33.7412 2:20.6552 2:21.2666 2:25.5108 2:19.3995 2:16.2685 2:18.2962 2:17.0088 2:15.3354 2:17.0992 2:12.9519 2:18.6434
2:10.3901 2:09.9205 2:10.3498 2:12.6968 **2:09.7891** 2:11.1203

11E Mark HOWARD-JONES

2:31.2301 2:20.0203 2:20.3361 2:18.7687 2:17.4037 2:16.1758 2:17.0631 2:16.2677 **2:13.6181** 2:17.5297 2:16.9555 2:28.4997
2:17.7396 2:16.2999 2:15.4201 2:21.0774 2:15.3165 2:58.7456 2:24.1769 2:15.1918 2:14.7960 2:18.7891

11F Shane MATTHEWS

2:29.1115 2:12.5146 2:14.4262 2:15.6912 2:12.0476 2:14.3371 2:12.7116 2:13.4694 2:11.6585 2:10.6768 **2:08.9420** 2:25.1351
2:17.9005 2:16.8184 4:47.2051 3:48.8776 2:14.4637 2:10.7823 2:18.0698 2:18.0925 2:13.1188 2:11.6313

12A Steve ALLEN

2:40.2643 2:31.6543 2:30.3076 2:30.5782 2:32.8610 2:28.8556 2:26.9661 2:28.9656 2:25.8869 2:26.9098 2:29.6110 2:48.1784
2:29.8277 2:28.8823 2:33.5474 2:30.4573 2:31.2745 2:26.6136 2:28.3173 **2:25.2028** 2:25.3888 2:26.8437 3:58.0613 2:31.0028
2:28.7506 2:46.5208 4:50.8302

12B Terry TREWERN

2:25.5144 2:12.2384 2:09.7964 2:10.0293 2:11.8704 2:09.4247 2:13.1478 2:11.5403 **2:08.9715** 2:11.8043

12C Rod McEWEN

5:22.3278 4:36.2067 2:15.7382 2:11.9424 2:13.2741 2:12.3980 2:12.6998 2:21.2095 4:42.5718 4:39.7071 2:18.3131 2:23.6926
2:15.7948 2:13.0158 2:16.0439 **2:10.0166** 2:10.4640 2:16.0011

12D Chris CLARKE

2:53.0353 2:37.1930 2:38.7650 2:40.9351 2:36.6435 2:35.5271 2:34.1828 2:34.9662 2:35.2456 2:35.7163 2:35.9425 2:43.3226
2:30.6714 2:32.0996 2:30.2018 2:42.6388 4:26.5766 4:03.9711 **2:27.1699** 2:29.1633 2:32.3723 2:32.6594 2:30.5861 2:52.2342
2:34.7880 2:36.1057 2:34.6108 2:29.3011 2:28.3948 2:40.0549 4:46.8769 4:00.7700 2:32.4153

12F Gary BERRIE

2:19.5490 2:13.0133 2:15.0405 2:16.7563 2:11.9982 2:12.2959 2:13.2715 2:10.9681 2:12.6778 2:11.7982 2:11.0514 2:18.2135
2:09.6359 2:09.7329 2:09.4139 2:14.3536 2:08.9877 2:09.0756 **2:08.1512** 2:10.5407 2:10.6882 2:11.2532 2:19.3867 2:09.4727
2:11.9773 2:09.4787 2:09.0482 2:09.2617 2:10.8375 2:19.1108 2:09.0036 2:08.7318 2:08.9272 2:15.8099 2:08.2927 2:09.4158
2:09.0427

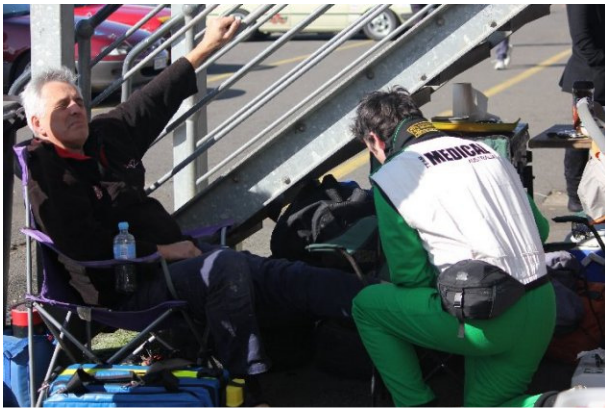


Phillip Island 6 Hours 2010

Team CCRMIT

Photos provided by Mark Egan, Cathy Rainer, Peter Hennessy, Howard-Jones'





Debstar @ the Island

By Deb Howard-Jones

Firstly, this isn't an event report from Phillip Island. It's more of an explanation.....

I set my fastest lap time of 2.44, behind a Safety Car! Yup! And I'm proud of it. At first I thought the Pit babe, Matt Douglas was having a lend of me, as he held up the pit board, whilst I was doodling along the main straight at 170km/h. (The fastest I have ever driven a car that doesn't technically belong to me..... but if we divorce honey, it half mine ☺)



But Matty was spot on the money. Whoops, how'd that happen. Well it's very simple. We were told at drivers briefing, that we have to keep up with the Safety car when it is out, and form one continuous line of traffic behind it. Only problem was, I was on the other side of the track with no traffic near me. So I did what I had to do..... Catch up.... Whoop whoop, Ye Ha! I was taking Siberia now in third, Lukey now in third, and Doohan in fourth..... Man that was a Pucka factor lap of ten! (**Puck'a fac'tor** *n.* how tight you clench your butt when driving round a serious bend)



But on a serious note, I would like to thank Nadine for letting me race. It's a gamble, not only because I haven't raced before, on dirt or tarmac, but I haven't really driven a car, or manual since I have started working in the city. Wow, how soon I forget that simple H pattern of a gear change. Nadine, it was a dream come true, and I set out to achieve what I was aiming to achieve. A lap of under 3 minutes, and not to embarrass the female race. Thanks Babe!

Sherry, I know you were there cos Andrew dragged you, but it meant a lot to have a friend there that hasn't been involved in motor racing. I was nervous, and wanted to do you proud as well. My nerves were also compounded by the fact that my Dad, and good friend Ebonie had turned up as well.

Matt, Brett, Terry and Murray. You guys are awesome. And while Mark was on the track, your efforts to keep my car running didn't go unnoticed or unappreciated. If I wasn't married, I'd owe you guys favours ☺ But I am, so I guess, chocolates and flowers will do.

Marky Boy! Where do I start..... we have a loving relationship. You lovingly built me car... Slaved away in the early mornings and late nights to complete it.... Even bribed your friends to help.... But we are always competitive at heart. You said I couldn't do a 2.30 next year if I entered.... Well sweetheart I already nominate 2.13, to beat your times, so **GAME ON DARLING!!!! GAME ON!!!!** Nadine, consider this my early entry.



So what's next? Well, Aidan and Mark have to find new co-drivers..... cos I'm now a racer chick!

Team Africa Antics

Do you Heel and Toe?

Driving a rear wheel drive rally car I learned pretty quickly to give the throttle a push when I was going down the gears so that the gear change was smooth and I didn't compression lock the rear wheels and cause them to slide when I didn't want them to. This is what is called heel and toe.

The heel and toe gear change technique is critical on a rally stage as it is important to keep the car on the power in a high rev range and if you drive a turbo you want to avoid lag at all costs so need to keep the turbo spinning.

Fast driving is all about keeping smooth and the balance of the car is so important when braking. As you brake hard you throw the cars weight to the front. Under heavy braking the front wheels lock up and you skid. This is a bad feeling when a tree is suddenly getting bigger and bigger right before your eyes.

Even when changing down a gear you risk throwing more of the cars weight to the front and if you do this whilst heavily braking it can be enough to cause you to skid out of control.

As the car slows you need to change down a gear to maintain the power band of the car. You have few options, either change down a gear and have the engine pull throw you into a skid, release the brake and blip the throttle to match the engine speed with the new gear speed (this means braking early to get enough time to do this properly) or somehow whilst still braking blip the throttle and match the revs.

This is where the heel and toe gear change come in, the technique involves braking with the ball of the foot (the toe area) and blipping the throttle with the heel to rev match for a smooth down change. I have got the pedals in the car set so that I can achieve this without having to be a circus contortionist but can easily reach both the brake and accelerator at the same time



This technique is hard to master but well worth the time to practice. The obvious difficulty lies in having enough control over the brake and being able to adjust the throttle simultaneously. The first few times you do this it will be far from smooth but you need to be patient and bear with it - it does make a big difference when driving and will help you to feel more at one with the car. It will also help out with the life of your gear box and drive train as it doesn't load them up by locking up with every down shift.

Hope this helps out and we will see you out in the forest.

August Club Night

Thursday 12th August 2010 @ 8pm

Bells Hotel

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

Arrive early and grab some pub-grub before hand

THIS MONTH:

Guest Speaker

This month Tony Robinson is coming in to have a technical chat about motorsport improvements, race & rally preparations, and I'm sure, to share some of his recent experiences.

Plus...

2010 George Derrick Washup

Phillip Island 6Hr War Stories

Other Gripping Stuff that I've Forgotten

Also....

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

Around the Tracks

CCRMIT and VCAS

NEXT EVENT - ROUND 7 - 28th August 2010

hosted by CCC at the Melton Motorsports complex.

More info and Supp regs can also be downloaded from the VCAS website

<http://www.vicclubautocrossseries.com>

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 up coming 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 plllleeeaaassee print clearly.

Due	Due	Due This Month	Due Next Month
Christopher Blythman	Sharon Fraser	Mark Gill	Barry Collins
Peter Cullis	Clive Howse	Brenton Kaitler	Matthew Douglas
Peter Davis	Grant Howse	Brett Williams	Luke Viecei
Val Davis	Andrew Ryan		
Ashley Fraser	Anna Skroce		

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

~ The David Lambie All Round Club Champion ~

Person	Autocross Round 1	Challenge of Clubs - Trial A	Challenge of Clubs - Trial B	Autocross Round 2	Autocross Round 3	VCRS Rnd 1 Bonnie Doon	GoKarts #1	VRC Rnd 1 East Gippsland Stages	VRC Rnd 2 Bega Valley Rally	VCRS Rnd 2 Nissan Nightmoves	VRC Rnd 3 George Derrick	VCRS Rnd 3 George Derrick	Running Total
Brett Williams				18		18		18		15		20	89
Andrew Ormesher						18	16	19		15		20	88
Kevin Wilson						20		17	19		19		75
Terry Trewern				19				13	18			20	70
Warren Lee								20	20		20		60
David Lethlean								20	20		20		60
Michael Bansagi		20				17						20	57
Stuart Schoof						19				18		19	56
Andrew Ryan						19				18		19	56
Leeham Bansagi						17				16		20	53
Andrew Roseman							17	13				20	50
Clive Howse	20			20									40
Stephen Raymond										20		20	40
Glen Raymond										20		20	40
Alan Wilson						20			19				39
Bernard Miron								19				20	39
Allan Sheeran										19		20	39
John Wilson								17			19		36
Stuart Diggins								16			17		33
Cathy Rainer								14	17				31
Peter Agratis		20											20
Duncan Elliot			20										20
Zamy Tran			20										20
David Gill					20								20
Richard Gill							20						20
Peter Lazdins										19			19
David Thorpe							19						19
James Elliott							18						18
Neil Schey											18		18
Deb Howard-Jones								15					15
Rick Thorpe							15						15
Mike Twycross							14						14
Dale Twycross							13						13

It was recognised by the committee that the current perpetual trophies for competitors recognise achievement across the trials (VCRS) season, and that with CCRMIT officially joining VCAS this year for our autocross competitors, there was a place to recognise our more 'varied' competitors.

Points towards the trophy will be awarded as follows :-
 Eligible events: any competitive motorsport event that is listed in the calendar section of The Blower monthly magazine, e.g. ARC, VRC, VCRS, VCAS, Club Sprints, relay events, TRES. The CCRMIT will decide on eligible events, and publish these every year. Any financial member can at any time request the committee to add an event to the calendar.

Eligible members: any financial member of CCRMIT. There is no requirement to compete under CCRMIT in the eligible event. This is done to allow dished-to-club events such as The Alpine to be considered an eligible event. An eligible member can be either driver or co-driver.

Points Scheme: each eligible member will be awarded 1 point for starting the event, and points will then be awarded to the top 20 placed eligible members in the event as follows, 1st placed eligible member - 20 points, 2nd placed eligible member - 19 points. Crews entered in a relay team or as a driver/co-driver will be awarded the same points.

Point-weighting: each point is just as valuable - 1st place in an ARC is 20 points, 1st place in a VCAS round is worth the same 20 points.

Exceptions: Compensatory points may be awarded by the CCRMIT Committee to competitors who could not compete due to taking on a significant official role with the eligible event, or being denied a start in the event (possibly due to field constraints).

Opting-out: There is no requirement to 'opt-in' to the trophy - being a current CCRMIT member will start earning you points. However if you wish to disqualify yourself from the trophy, please let a committee member know.

Published results: A progressive chart will be published in The Blower. The chart will be updated at each monthly committee meeting.

Any questions or suggestions - don't hesitate to ask a committee member!
 Why are we doing it? To recognise and encourage our competitors who run in a cross-section of motorsport events that CCRMIT is involved with as a club.

CCRMIT Inc. Club calendar 2010

August

7/8 th	Comp	Phillip Island 6 Hour Relay	Phillip Island
12 th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
21 st	Comp	VCRS-4 Cooper Memorial Rally Sprint	Avoca
28 th	Comp	VCAS-7 CCC	Melton
30 th	CCRMIT	Committee Night	TBA

September

9th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
12/13 th	Social	Winter Wonderland weekend	Kongoola Ski Club, Mt Hotham
18 th	Comp	VCRS-5 Spring 200 Rally	Toolangi
26 th	Comp	VCAS-8 KCC	Kyneton
27 th	CCRMIT	Committee Night	TBA

October

2 nd	Comp	Mountain Stages Rally	NE Tasmania
14 th	CCRMIT	CCRMIT AGM	Bells Hotel, South Melbourne
17 th	Comp	VRC-4 Akademos	Blue Range
23 rd	Comp	VCRS-6 Gil Davis Memorial	Powelltown
24 th	Comp	VCAS-9 SPARE	TBA
25 th	CCRMIT	Committee Night	TBA

November

4 th	Social	Go Karts #2	Le Mans Karts Dandenong
7 th	Comp	VCAS-10 BCC	Bagshot (Flat Hillclimb)
11 th	CCRMIT	Club Night (may be dinner out at the ARC)	Bells Hotel, Sth Melb (TBC)
13 th	Comp	ARC-6, VRC-5 Cerberus Stages	Noojee
27 th	Social	CCRMIT Xmas Break up - Billy-Kart & Family Day	(TBC)
29 th	CCRMIT	Committee Night	TBA

December

5 th	Comp	VCAS-11 NCCA / SDCC	Shepparton
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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

CCRMIT Club Merchandise

For sizing information and stock availability email Brett Williams on merchandise@ccrmit.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!

polar fleece [zip] \$45

peaked cap \$12

beanie [classic] \$10

sticker [new] \$1

beanie [new] \$12

pluar fleece vest \$40

stubby cooler [50th] \$5

stubby cooler [classic] \$5

kev [not for sale]

polar fleece [pull over] \$40

polo shirt [classic] \$20

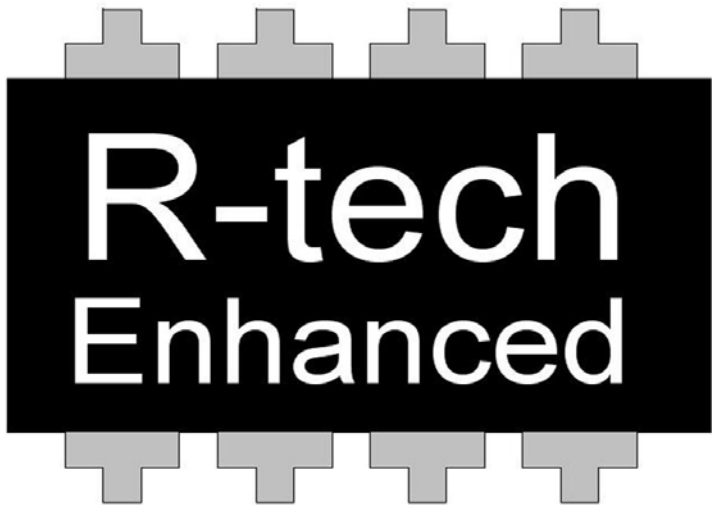
please note: Ted & his friends are not included

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

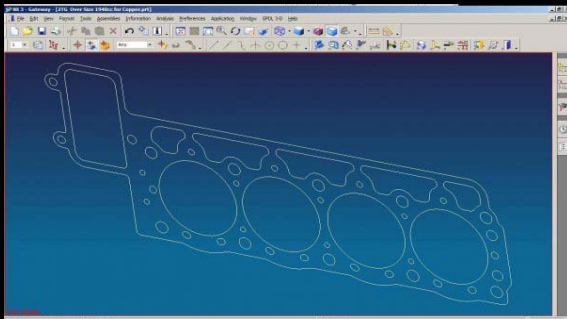
SPEEDWAY

Weber/Delortto/Mikuni
MoTec
Magneti Marelli
Autronic

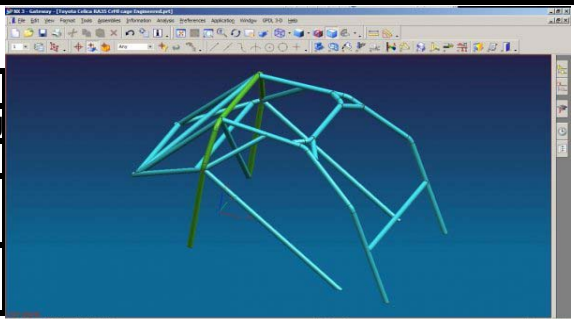
Tony Robinson

Mob: +61 (0) 428 284 655

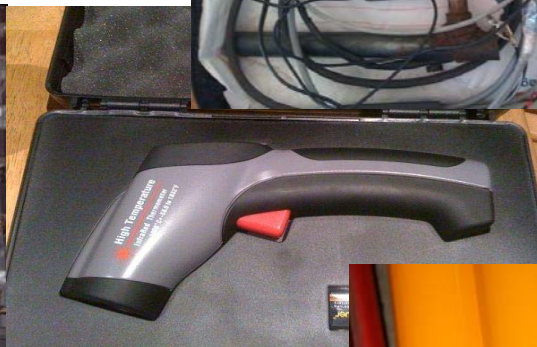
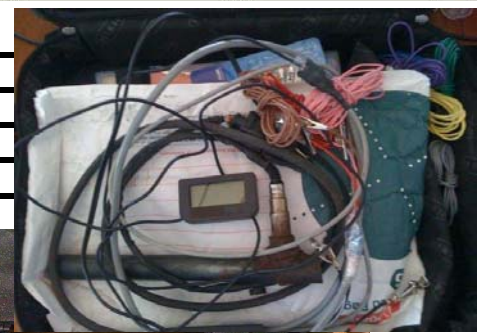
teneredakar@yahoo.com.au



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

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.