

may 2011

THE
BLOWER

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

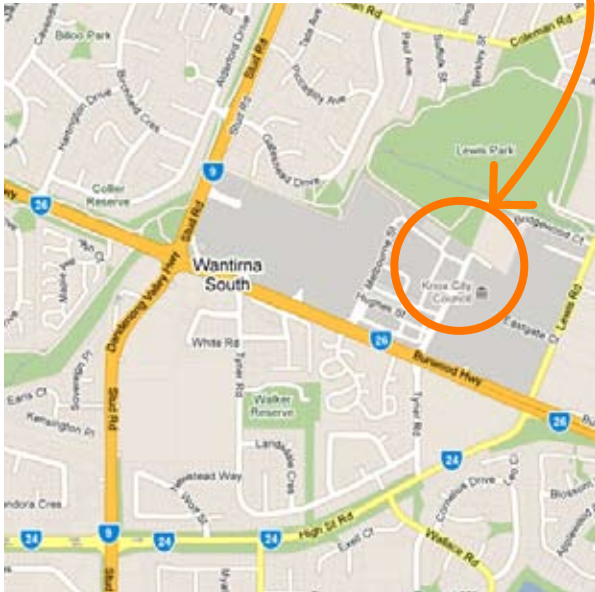


this months cover Rick Thorp enjoying the spectacle of the Shanghai Car Show.

club night has moved

next meeting 12th may 2011

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:

3rd June 2011

Please send all magazine contributions to:
blower@ccrmit.com

All other correspondence to:

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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.



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presidential report

Hi all!

Another month, pretty soon we'll be saying 'another year' – it really is flying past! The first round of the VRC and the second (well, first running) round of the VCRS is this weekend – good luck to all who are competing at the East Gippsland Stages, and a massive THANK YOU to all the officials who are heading out.



This is the first event (other than the Alpine) that has mandated that each competitor provides an official. Approximately half did – the other half realised how hard it is to convince people to drive to Bairnsdale for the day so the rally can run safely. Unfortunately more and more our sport is going to be this way as more residents and dirtbikes pop up along the roads we traditionally use.



Thanks to those who came to Club Night last month and supported the first aid guys – I was working interstate but am told we had about half a dozen people or so. CO-DRIVERS – before hopping into a car, whether you are familiar with it or not, ensure that the driver/owner has the first aid kit up to date. The first time you go to use it is not when you need to find it's empty...

Come along to club night this month – see an ad later for Tony Robinson, who is coming along for a sort of fireside chat... just without the fire. 8pm, the Knox Tavern – come for dinner beforehand to catch up with fellow club members!

The George Derrick – we are having some negotiations with DS&E at the moment in regards to what roads we can use, but planning is marching on! On May 21/22, we are heading to Avoca to finalise our Access Checks – this is where we make sure that all roads intersecting the course either go nowhere, or get marked as needing a road closure. IF ANYONE HAS A DIRTBIKE AND CAN HELP FOR A DAY – PLEASE LET US KNOW!!!! We have some motorbike tracks that need checking before that weekend is done.

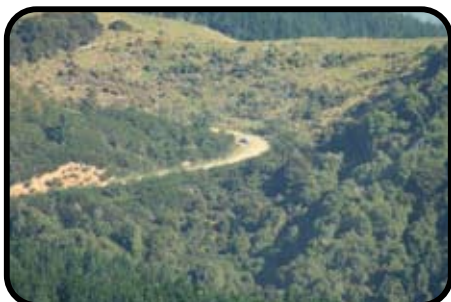
That's it from me this month – at least in the Blower – come to club night to find out more!

guest speaker

tony robinson

R-Tech Enhanced

Come along and here Tony Robinson, long time club member, competitor, and engine-tuner extraordinaire tell us some tales from his trip to the Otago NZ rally earlier this year, as well as some 'engine basics'. We look forward to seeing you there!



the five worst cars I have ever driven

Ben Collins

Regardless of how you feel about some people, most of the time you can find a redeeming feature if you dig deep enough. After all, Wayne Rooney can kick a football.

In the galaxy of motoring, however, there are occasions when the only redemption for a machine lies inside a box of matches. I've danced a few tangos with some beautiful belles over the years but I recall driving some dogs, too.

One brand of car proved so vociferous in its badness that it made me swear out loud and punch the steering wheel whenever I drove it. I'll deal with that one last in my list of "five worst cars ever".

I will begin with the worst supercar I ever drove, which was also one of the most beautiful. The Alfa Romeo 8C had the kind of looks that suggested she was wearing a suspender belt underneath that red dress. Her husky V8 voice whispered to you that 450 horsepower (336kW) was ready to tickle your toes with a feather and 100km/h would come in just four seconds.

My date with the 8C took place on the Fluela Pass, a high mountain road that snakes across the Swiss Alps via an endless barrage of hairpin bends and cambered sweepers. You might call it a rite of passage for a car's handling capability, because the constant twisting worked the brakes and suspension hard and the slightest error meant being dispatched into a ravine.

Pressing the brake pedal of the 8C was confusing, because the brakes seemed to operate the steering. The suspension was so unhinged that the weight of the car felt like it stayed on whatever wheel it had been leaning on during the previous corner as you entered the next one. Hitting the brakes, therefore, effected a sudden and perilous weight transfer.

The stiff suspension reacted violently. The ensuing skid as you entered a corner was jaw-dropping, as the 8C lifted its skirt to reveal not the frilly lace it had promised but, rather, a set of wedding tackle.

Next is a car that looked like it was born during a nuclear winter; a cross between a deformed newt and a cement mixer.

The Fiat Multipla broke ground by cramming in two rows of three seats line astern but it made her a big, wide unit. It took 12 seconds to reach 100km/h, whereupon it didn't handle too badly but you looked daft behind the wheel.

Next on the list is a horrible bucket of bling that dares to call itself a 4x4: the Cadillac Escalade SUV. The "Platinum" model totes crass 22-inch chromed spoke alloys and tinted windows designed to curry favour with drug dealers. Around town it positively bleeds fuel and if you even suggest taking it off road it fakes injury.

When we did point it at the most modest of trenches, the axle shook like blancmange before the Caddy bottomed out and got stuck. On closer inspection, we found essential-looking wiring had parted company with the vehicle and hung out of the wheel arches, along with the electrical tape that previously held everything together. Truly awful.

The US produced another major disappointment in the new Dodge Charger. We waited 30 years for the Charger to fly back into our lives the way it did in 1968 during the chase scene of Bullitt.

The new Charger appeared in 2005 and underwhelmed with its heavy weight, modest power and woeful automatic gearbox. When it comes to classic remakes, the only manufacturer that seemed to get it right was Chevrolet with the Camaro SS.

The end is nigh. Apocalypse. Three little letters that encapsulate the absolute worst of vehicle design: T-V-R. They were all ghastly, unreliable and held together by craft glue but the standout cataclysm was the TVR Sagaris.

It had no door handles. To open the door you pressed a button under the wing mirror and prayed the electrics worked, because on many TVRs they don't. The seating was invented by Houdini and changing gear required you to dislocate a shoulder.

Meaningless quasi-aerodynamic features on the bodywork shook violently when you reached speed and that happened quickly. Zero to 100km/h took just 3.8 seconds.

It had no ABS or traction control, which would normally attract my praise, but the handling was so beguiling. Human beings have an innate feel for cars, perhaps developed over thousands of years of balancing on horseback.

The Sagaris told porkies to your instincts. In bends, the weight of the engine over the front wheels made it pitch insanely and I spun off countless times with no idea why. If this was the result with a so-called pro at the wheel, I pitied the man who polished it all week before going for a Sunday drive. Worse still, Jeremy Clarkson loved it. I rest my case.

membership

new form -- new address -- new ways to pay -- direct deposit

You will notice that if you receive a mailed blower your membership expiry is in the top left hand corner of the envelope. Ensure you are current for up coming events. If you only receive the blower via email only it is your responsibility to check your card 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

auto zhanghai 2011

14th Shanghai Car Show - Massive!!

Massive no of cars! Massive size! Massive no of spectators!

Massive no of cars

Over 90 car makers with cars on display

Over 600 cars displayed

Over 1,600 OE Parts suppliers with stands

Massive size

There are 11 display pavilions each nearly as big as Jeff's shed!

These pavilions are arranged around the three sides of a central open space triangle. However this space has been filled with sufficient marquees to hold over 1000 EO parts exhibitors – about the equivalent of a further 2 Jeff sheds – each full of company booths selling: brake pads, water pumps oil pumps, dash board components, switches LED's, etc, etc – makes you realise that your Ford, Toyota or whatever is not that one brand at all they just make the panels and fit all these other suppliers bits into their shell!!

Massive no of people attending

I visited on the Saturday and this was a mistake as it was the first day that the public was able to visit. There were wall to wall people in every pavilion just like a peak hour tram in Melbourne, no kidding, you could hardly move and fortunately I'm a foot taller than most Chinese so I could see more than most! We did not make it to one pavilion as it had a queue out the door when we got there so decided it would die down later in the afternoon, second big mistake, as it was over 500m longer and 6 people wide when we returned hence we did not see the exotic cars (Ferraris, Porsches Aston Martins) ...dam, as my travel buddy was losing interest – he is from Japan and a SAP computer consultant, earns heaps,it was about now that I found out he did not own a car which explained him losing interest!! Can there really be that many people I hear you ask well when I got back to the Hotel I read the morning paper and they said there were predicting 130,000 people and then on Sunday's paper they said a record crowd of over 160,000 had been there with me on Saturday!

The future of the Car?

The theme of the exhibition was Green and every manufacture had a Hybrid or Electric or both on display. Benz had their F-CELL cars that have so far completed 16,000k of their 30,000k, emissions free, round the world trip using hydrogen fuel - so Green is the future of the Motor Car!!

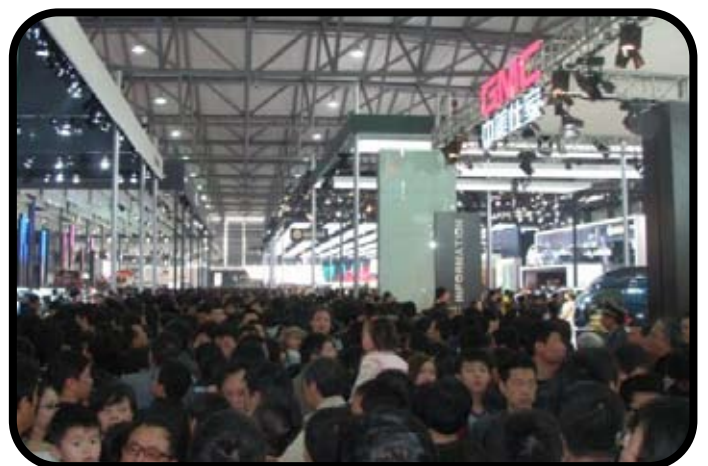
Attached is a smattering of photos, until my battery went flat – I took over 100 photos of good looking cars, of good looking girls on cars, of good looking cars, of good looking boys on cars and the unbelievable crowd.

A totally massive mind blowing experience.

Rick Thorpe – live from Shanghai



8000 words - auto shanghai by rick thorpe





MEMBERSHIP APPLICATION FORM

Renewal

New Membership

Name: _____

Address

No. Street: _____

Suburb/Town: _____ State: _____ Post Code: _____

Contact Details

Preferred contact number/s: _____

Email: _____

Blower format

Postal, email or both: _____

Officials licence

Yes/No: _____ If Yes what grade ie, general: _____

Membership types

1 Year	3 Year	Type
\$15	n/a	Full time RMIT University Students
\$20	n/a	Part time RMIT University Students
\$20	n/a	Full time Student
\$30	\$80	Full CCRMIT Member
\$40	\$110	Couple/Family living at same address
\$10 fee for priority issue (membership card issued within 2 working days)		

Club use only

Member #

Payment

Entered into DB

Card prepared

Membership type requested: _____ Amount paid: _____

Payment

Cheques: payable to "CCRMIT" and sent with this form to 2/71 Berry Ave Edithvale VIC 3196

Direct deposit: BSB 063262; Acct 10069719; Reference "Member-surname" please email your receipt number and a copy of this form to secretary@ccrmit.com

CCRMIT values your privacy; information provided will only be used for the organising of CCRMIT activities. If you have any concerns please do not hesitate to contact the membership secretary.

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.

David Lambie Club Champ

2011 David Lambie All Round Club Champion							
	Eildon 1600 Eildon	VCAS Round 2 Maffra	Rally Bonnie Doon Bonnie Doon	VCAS Round 3 MMSC/FCC	ARC Rnd1 WA	Seemore Stages #1	Total
Brett Williams	16	18	17				51
Danny Murphy		20		20			40
Kevin Wilson	20					20	40
Matt Lee			19		20		39
Andrew Ormesher *steward at Eildon 1600	20		17				37
John Ernst			16			16	32
Stuart Diggins			15			14	29
Duncan Elliot			14			15	29
Zarny Tran			14			15	29
Mark Howard-Jones *Clerk of Course at Maffra VCAS		20					20
John Wilson	20						20
David Lethlean			20				20
Alan Wilson						20	20
Andrew Roseman		19					19
Brendan Brown	19						19
Tracy Lee			19				19
Luke Simpson				19			19
Allan Sheeran						19	19
Rod McEwen	18						18
James Elliott			18				18
Cathy Rainer			18				18
Peter Lazdins						18	18
Terry Trewern		17					17
Mark Sichlau	17						17
Barry Chisolm	17						17
Michael Bansagi						17	17
Stephen Raymond						1	1
Glen Raymond						1	1

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ccrmit club calendar

May

7 th	Comp	VCAS Rnd4 BCC	Bendigo (Twilight)
12 th	CCRMIT	Club Night	The Knox Tavern
13/15 th	Comp	ARC Rnd2/APRC International Rally of Queensland	Queensland
14 th	Comp	VRC Rnd1/VCRS Rnd2 East Gippsland Stages (MUCC)	East Gippsland

June

9 th	CCRMIT	Club Night	The Knox Tavern
12 th	Comp	VRC Rnd2 Bega Valley Rally	Far East Gippsland, NSW
18 th	Comp	VCAS Rnd5 PAC	Maffra (Twilight)
18 th	Comp	Seemore Stages No2	Wombat
25 th	Comp	VCRS Rnd3 Nissan Nightmoves Trial (NCCA)	Heathcote, Whroo

July

14 th	CCRMIT	Club Night	The Knox Tavern
16 th	Comp	VRC Rnd3 George Derrick Memorial Rally (CCRMIT)	Avoca, Maryborough
23 th	Comp	VCAS Rnd6 MADCC	Maffra (Twilight)
30/31 st	Comp	ARC Rnd3 Scouts Rally SA	South Australia

August

6 th	Comp	Baden Powell Intro Trial (RSM)	Black Range
11 th	CCRMIT	Club Night	The Knox Tavern
13 th	Comp	VCRS Rnd4 Cooper Memorial Rally Sprint (WDCC)	Wombat
27 th	Comp	VCAS Rnd7 CCC	Melton Reverse

September

3 rd	Comp	Mt. Porpunkah Rally Sprint (NECC)	Bright Area
8 th	CCRMIT	Club Night	The Knox Tavern
8/11 th	Comp	WRC/ARC Rnd4 Rally Australia	New South Wales
10 th	Comp	Mafeking Mayhem (HRA) - Sprint Rally	Yea and Districts
17 th	Comp	VCRS Rnd5 Marysville Stages (FFCC)	Black Range and Blue Range
25 th	Comp	VCAS Rnd 8 KCC	Kyneton

October

8 th	Comp	Wild Dog Stages (Seemore)	Wombat
13 th	CCRMIT	Club Night	The Knox Tavern
15 th	Comp	VRC Rnd4 Akademos inc. Bog-a-Duck (MUCC)	Blue Range, Rubicon
23 rd	Comp	VCAS Rnd 9 SHSCC	Swan Hill (TBC)

November

6 th	Comp	VCAS Rnd10 CCC	Mafeking Park, Caveat (TBC)
10 th	CCRMIT	Club Night	The Knox Tavern
12 th	Comp	ARC Rnd5/VRC Rnd5 Rally Victoria (CCC)	Powelltown, Noojee, Erica
26 th	Comp	Alpine Rally	East Gippsland

December

4 th	Comp	VCAS Rnd11 NCCA / SDCC	Shepparton
8 th	CCRMIT	Club Night	TBA

Please note that events and dates listed (particularly social outings) here are subject to change. 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 scorer@ccrmit.com

ccrmit! autocross

Practice	June 11th/12th	SHSCC	(Swan Hill) Practice Event)
Round 5	June 18th	PAC	(Maffra) Sat Twilight
Round 6	July 23rd	MADCC	(Maffra) Sat Twilight
Round 7	August 27th	CCC	(Melton Reverse) Sat Daylight
Round 8	September 25th	KCC	(Kyneton)
Round 9	October 23rd	SHSCC	(Swan Hill) – TBC
Round 10	November 6th	CCC	(Mafeking Park, Caveat) – TBC
Round 11	December 4th	NCCA / SDCC	(Shepparton)

CCRMIT VCAS Representative is
 Mark Howard-Jones
 0412 510 057
scorer@ccrmit.com

RALLY
Dirt
Tarmac
Autocross
Hill Climb
Motorcross

CIRCUIT
Open Wheelers
Superscars

OFF ROAD

DRAG RACING

R-tech Enhanced

BIKES
Road
Circuit
Dirt
Motard

V8 SUPERCARS

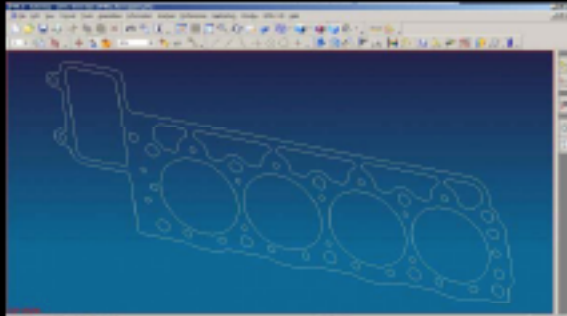
SPEEDWAY

Weber/Delorito/Mikuni
MoTec
Magneti Marelli
Autronic

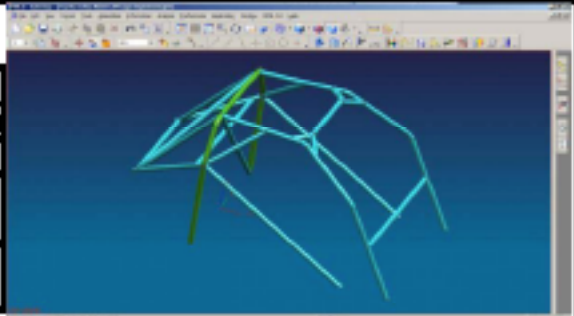
Tony Robinson

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CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



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



Suspension Rebuilding and Tuning



This has been R-tech Enhanced