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CAR CLUB of RMIT
Proudly Rallying for 60 Years 1954 - 2014

THE
BLOWER

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



60th Anniversary

*The Winners
Edition*

*May 2014
Edition 2*

THE BLOWER

This month's cover: WINNING!

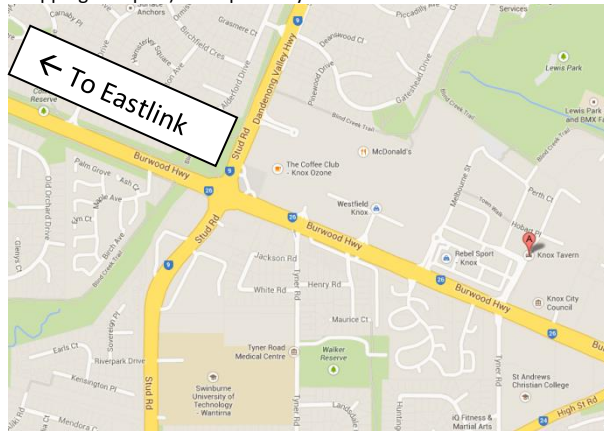
Justin Dowel and Scott Spedding celebrate 1st Outright at the 2014 Focus on Furniture Victorian Rally Championship Round 1 – George Derrick Memorial Rally (photo: John Douch)



**Next Club Night:
12th June 2014**

General Club Nights are held at 8pm on the Second Thursday of each month (Feb – Nov) at :

The Knox Tavern (The Red Pin on the map below – inside Knox Shopping Complex) - 1 Capital City Blvd - Wantirna South VIC



**Deadline for next Blower Submissions:
22nd August 2014**

Please send all magazine contributions to:
blower@ccrmit.com
All other correspondence to:
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From the Editors desk!

**Ladies and Gentlemen, Boys and Girls,
WELCOME BACK FOR THE LONG AWAITED
SECOND EDITION!**

The Editors have been “a little busy” in the early months of the year – between running the Rally Gala and the George Derrick – well, all that wine wasn’t going to drink itself!



But never fear, dear Reader – we’ve had your best interests at heart representing you out there in the field and the trenches. And the vines. And the brewery.



The calendar goes a little quiet in the middle of the year, so look out for some interviews and historical earthworks coming in the next edition. In the meantime, remember “*Good weekends are the kinds you tell your friends about. Awesome weekends are the type they were there for*” – we look forward to seeing you with us at a CCRMIT awesome weekend sometime soon!

Kev & Ormie

The new motto in the Editorial Office...



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CLUB NIGHT THIS WEEK!

No Time to Wait!

I OT-A-GO to CCRMIT Club Night!



**Hear the stories. See the Action. Live the Tales.
OTAGO 2014 - Choice/Bro/Eh/Jandals/Chilli Bin
8pm Thursday 12th June - Knox Tavern**

This image used without permission... But it's a sweet pic by Tracey Dewhurst

Notice of Special Meeting - Thursday July 10, Knox Tavern 8pm.

Dear Membership, unfortunately due to a few minor mishaps, the "Rules of Association" as voted, and accepted for at the 2013 Annual General Meeting have yet to be received by the Department of Consumer Affairs Victoria.

To ensure that these proposed "Rules of Association" can be accepted, the Club/Membership is required to re-vote on acceptance of these proposed, and then submit the minutes of this meeting, along with the proposed change of rules to Consumer Affairs within the set and legislated time frame.

Therefore, this notice is to advise you that at the July club night, we will be holding a "Special meeting", to re vote on the acceptance of the formally proposed Rules of Associations. If you wish to view a copy of these rules, or have any further enquires regarding these or other Club issues, please email committee@ccrmit.com and we'll more than happily email to you the proposed rules, or follow up on other queries.

Whilst it is expected that the proposed rules will be accepted, this meeting is needed, to comply with Victorian State Government Legislations on Incorporated Clubs.

On Behalf of the Car Club RMIT Committee
James Elliott



Rally Gala

Feb 2014

Ormie

"If you didn't get to a Rally Gala, you have missed a piece of Victorian Rally History" – an observation from David Lambie, in his capacity of the Rally Panel.

This year was the third and final in the Gala's current format under the current organisers direction.

It started four years ago, as many things do, over drinks between friends.

A balmy evening at "Kensington Palace", the then abode of Scott and Sam Spedding, and Justin Hunt. We came away with a concept and a vision:

– to entertain, to celebrate, to socialise, and add a drop of glamour to the event.

We needed to give people a reason to doll up and add some character to the nights – we had themes "Black and White", "A little bit of bling", and finally "Aces and Spades".

It was great to see so many people getting in the spirit of the nights.

The introduction of our resident band, Party Feet, divided opinion amongst the guests, however I stand by the decision to have them there.

Every ship needs it's captain, and ours was the affable Justin Hunt (pictured left), who came across from WA every year to lead the show – it is rare to find someone so charismatic and instantly likable; who also possesses both public speaking confidence and the ability to drink a bar dry of champagne. To Justin, I am eternally grateful.

So along came the Gala's new home – Etihad Stadium. A place where catering and AV were in house, it was extremely convenient for public transport and accommodation, and yes, you may even drive competition vehicles into the venue. And so onto the presentations!



So along came the Gala's new home – Etihad Stadium. A place where catering and AV were in house, it was extremely convenient for public transport and accommodation, and yes, you may even drive competition vehicles into the venue. And so we are off into the awards and presentations for the 2013 Season!

*Photos: Justin Boughton (except Rob Parry – credit John Douch)
Photo background previous page – David Lambie accepting his Rally Service award – earned over a long time David!*



Viv Dilkes-Frayne – GWP Rally Series Winner



Richard Gill & Ged Blum celebrate 1st class P2



Tracey Dewhurst – 3rd O/R VRC CoDriver



Rob Parry – 1st O/R, 1st O/R 2WD, 1st Class D VCRS, with Leigh Garrioch

Moments captured throughout the night...
Clockwise – Ros Otzen perusing the Photo of the Year contenders; Jimbo offering thanks to all those who supplied content for the AV; Rob Parry returns to good humor telling Justy he just carries the crutch for sympathy now; "our" First Lady, Donata; Justy has a nervous moment – solution in hand; Justy interviews Alex Kovacevic about his Fiat under the sponsors banners – just before auctioning off Viv's Excel seen in the background. Photos: Justin Boughton (except as marked)

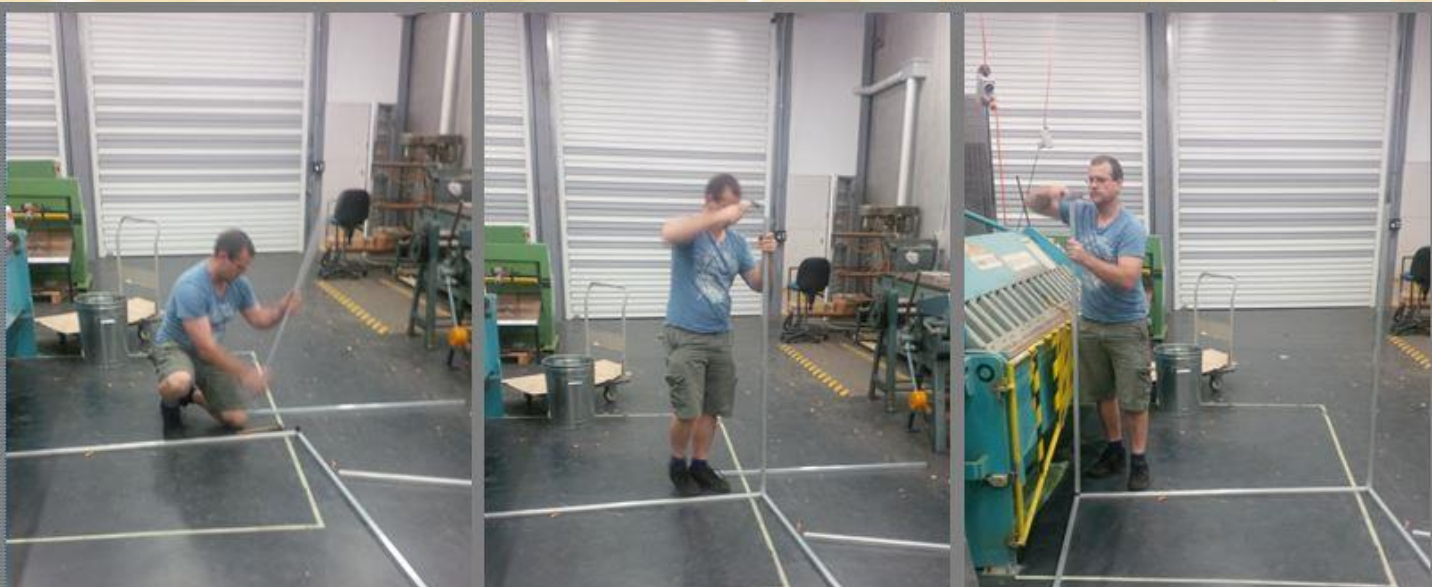


The 'behind the scenes' story on "that" projection...

Sometimes, things don't always go to plan... and cars are not always available! Sometimes you need to think outside the square.

Every year we have invited the Championship and Series winning drivers to put their cars on display. 2014 would be a special challenge for the team, as Rob Parry had made scrap of his 2013 VCRS Series winning Datsun during the Alpine Rally. How to reconstruct Robs car, on the quiet, as a surprise for his team on the night? A vision for a fishbowl to project images of the car from inside-out was dreamt up.

Thanks to photos supplied by John Douch, a lightweight snaplock frame constructed very late one night in the AFRICA team workshop, some painters dropsheets, masking tape, ipad controllers and projection equipment I had to hand, we were able to bring Rob's car to it's former glory - in spirit anyway.



Brett busy putting into practice "measure twice, cut once"



The finished tank... thanks to all who came and helped make the night memorable.

MERCH RERUN!



Kimberley Storm Jacket

Colour: Navy

Embroidered with RMIT Car Club logo on left breast

Embroidered with CCRMIT large logo on back

Waterproofed with heat sealed seams

T/C Poplin outer with PVC coating

100% brushed cotton flannel lining

Waterproof hood folds into collar

Zipper closure with snap down front

Internal drawstring waist

2 double entry front pockets

Riding split at back

Internal pocket

Concealed embroidery zips

\$95 each, any size – only to order - none will be put into stock, see sample at club night and order or email to Rick Thorpe - rick.fw.thorpe@gmail.com by 9 pm on Sunday 15/6 . Delivery from 1/7 or at July club night.

From around the interwebs...

The exact moment when a school student works out that his teacher may be a hoon...

Ed - Interesting class discussion the following week, Peter?





G'day all, now that a few of those "other" important events are out of the way, it's back to full steam ahead for prepping what will be my first event as an Event Director & Clerk of Course, in an exciting 60th year for Car Club RMIT!

Without hashing out all the fine route details, Richard Gill (Road Director) has been putting his routing skills to the test, as we work together to formulate an exciting, challenging, yet enjoyable event for the Victorian Club Rally Series. We're excited to have the support of the Pyrenees Shire, and look forward to a few additions, including a small section of Tarmac!

Pending approval from the various committees, councils & DEPI, the event is set to run two afternoon tuliped competitive sections, before heading into the night through the hills of the Pyrenees! All up, we're looking at around 120 competitive kilometres, with all crews expected to be back in Avoca before midnight - well that's the plan!

A few of our key positions are filled, or in "negotiation", however like all events, they require a good, hard working team in the background to make it all work!

Clerk of Course - Jimbo [0437 140 888]

Road Director - Richard Gill

Event/Entries Secretary - In negotiation with Kev.. [looks good in a skirt I hear!]

Officials Coordinator - Cathy Rainer [0428 168 173]

Equipment Manager - *Have had offer from outside of Club, but lets fill it internally!*

Chief Safety Officer - in negotiation, but if your otherwise interested let me know!

Stage Commanders - Looking for a special "can-do" volunteer internal to club

Most of our course cars are semi locked in, however our event is still several months away, and people have been know to change their plans!!

So, if your interested, and would like to form an integral part of our event, even as a much needed Road Closure official, please, give Cathy a call, or email pyrenees.rush@ccrmit.com to offer your support in help, or just for more information! I should note, we've already had a couple of offers for help both inside & outside the club so thanks to those people - you know who you are!

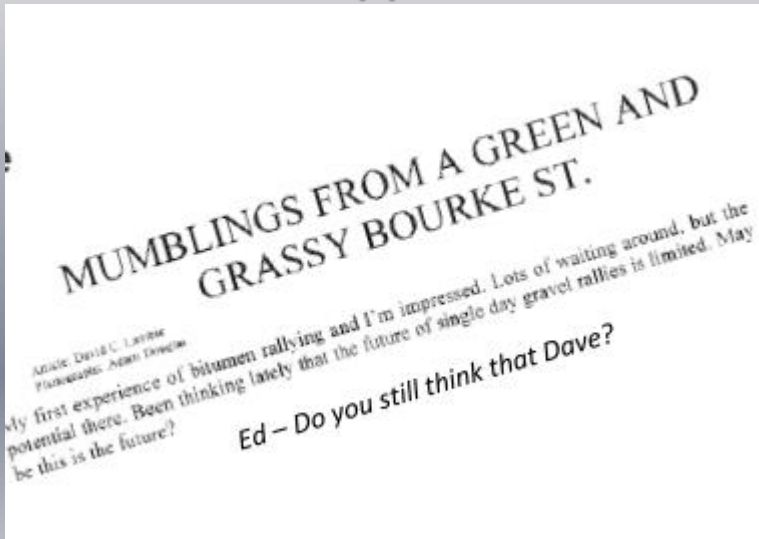
More, in due course!

Jimbo

1st timer Event Director!

Continuing the Conversation

In Edition 1 I asked David Lambie if he still felt the same way about Tarmac Rally years on – he did me the courtesy of replying...



Mumbling Grey Beard answers the Editors Question.

Yes editor Ormie I still reckon tarmac rallying has the better future. As the gravel rallying business model for both competitors and organisers is compromised by the very characteristic that attracts most of us in the first place, the loose surface of bush roads. Since 2004 “ Mt Buller Sprint” has grown into “ Targa High Country” which in turn is part of a post 2004 National Targa Championship which has fields and infrastructure that us mud and dust folks can only dream about.

As I write cars are raising plumes of dust which obliterates the trees on the other side of the road, the breeze is creating interesting patterns as the dust floats away down into the valley. But that could just as easily be a spectator point and only a crazy person would endure the regular dusting to glimpse a car sliding past.

Tarmac roads and cars don't wear out quite like ours, the chances for civilised spectating are more numerous and so it goes on for on most criteria, in particular their multi day format, tarmac rallying comes out on top with the result that tarmac rallying is a justifiable business proposition for organisers and competitors.

But in many ways it is the absence of money that moulds gravel rallying into the tight community it is. We are interdependent and have to work together, there is no money to plug the gaps that occur when resources are stretched. Officials and competitors are running on tight budgets. Which makes a successful event that much more satisfying for both. In a world where the dollar is king we are a crazy bunch for we do what we do for inner satisfaction not reward.

I thought Mel encapsulated what has kept me involved for so long beautifully in her thank you to GDMR officials.

“We would like to thank you for showing up promptly to your meet points in the very early hours of the morning (and such a long way from home!), and spending hours supporting the competitors out in the forest. The strength and generosity of the rallying community never ceases to amaze me. Without the time, energy and enthusiasm of volunteers, events could not run, and the rallying scene would not exist.”

No doubt our addiction to sliding between the trees will find expression whilst there are bush tracks for cars to raise plumes of dust.

Note: This article first appeared in the Australian Lancia Register Newsletter



Building a Lancia 037 Replica

Apr 2014
Piers Vellacott

After being involved in Club level rallying all through Uni and pre – children, in a MKII Escort, I have always had in the back of my mind to one day build a replica of the Lancia 037 for use as a gravel rally car. Now my children are a bit older it was time to get back into building a rally car.

The 037 appealed to me because it is bigger than a Lancia Stratos (I am 6'6"), has more manageable handling and was built up from a standard Lancia Montecarlo. When the Group B rules came into effect, Lancia wanted to produce a new car quickly, So they took a road going Montecarlo, cut the front and back off it, welded on tubular spaceframes and dressed it with kevlar panels.

I had spent a couple of years trawling the Internet for all the information and photos I could find, slowly building up a library of information. However a major stumbling block for the project was the availability of an original car to take measurements from. Then at the 2009 Castlemaine Lancia Rally I walked down to the oval on Saturday morning and there was a gleaming red 037. This was the first time I had seen a 037 in the flesh and, after the owner had kindly taken me for a drive, I was fired up to build a replica. After the rally I started to track down a donor Montecarlo and found that Lambda Motors in Sydney had three shells I could choose from.

After an early start, I had driven from Castlemaine to Mittagong and loaded the shell onto the trailer by [2.00](#) in the afternoon. I was now the owner of a totally stripped out Montecarlo shell that had had its guards all chopped up to fit a body kit. As I was about to cut the front and rear off, this was not a problem. The guy selling me the shell was a little concerned that it was 'too good' to be cut up, but I reassured him it was moving up in the Lancia world from a Montecarlo to a 037.

Tooling Up

After building numerous Ford Escort rally cars, the 037 project is on a whole new level and would require a lot more fabrication and machining. After discussing what sort of mill to purchase with a family friend, he mentioned that he was selling a Colchester Chipmaster lathe, so that was added to the workshop as well. The next key piece of equipment was a fabrication table. I picked up a welders table with a 45mm thick steel top at an auction. Using the new mill and lathe I made a jig to drill and tap the table at 100mm centers to enable parts to be clamped down while they are welded. The next project was to build a set of 1000mm verniers to enable me to measure up the tubes of the rear space frame. I did this using a 1000mm rule and a 50x25 aluminum section.

Measuring up

A family holiday to the NSW south coast was the perfect opportunity for a side trip to Sydney to measure up an original car. Rather than take the car and battle the Sydney traffic, I caught the train in loaded up with a mountain of measuring equipment and a set of drawings I had made in advance. After a full 7 hours of measuring, I had a lot of detail on the rear space frame, but had not even started on the front. But I only had one day so that was it.

Rear space frame

Now armed with the rear space frame dimensions I started work designing a jig that would hold all of the key tubes in place while they are welded.

The jig for fabricating the rear space frame - overpage



The jig is made from box section steel with all the joints mitered in the mill to ensure squareness and dimensional accuracy. The old tube notcher, that I had previously used to make roll cages, was hand operated and not accurate enough for making numerous tubes of the same dimensions within a tight tolerance, so I machined up a tube notching fixture for the mill (*shown mounted below*).



Right: The punch and die set I made. Note welding table with drilled and taped holes and the jig in the background to drill them.

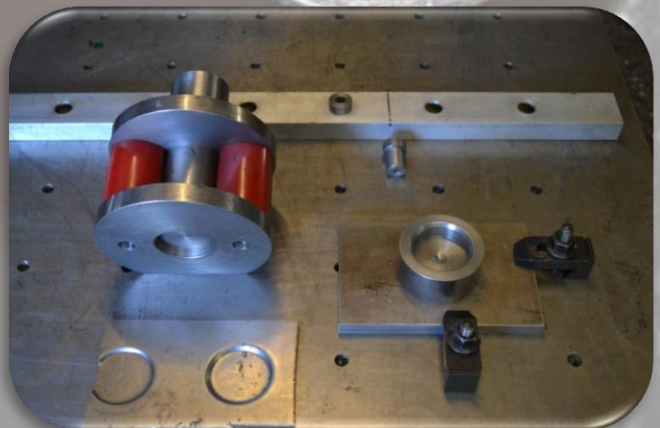


The nearly completed rear space frame. Note the cardboard template.

Rear Firewall

When I first started on my project, I had assumed that most of the Montecarlo's rear fire wall would carry over to the 037. On further investigation it was apparent that none of the Montecarlo's was used. After bracing the rear of the shell behind the doors, I then cut the rear firewall out. Using a combination of cardboard templates and test pieces, folded using a friend's 600mm sheet metal folder, I started making all the rear fire wall components. For larger sections I would fold up a sample section and have a local engineering firm fold it up on their large machine.

The objective of my replica build is to create a car that would require a 037 expert to pick as non-original. One of the most visible ways to pick a replica is in the fabrication of the two panels at the top of the rear firewall. In this small triangular piece there are three dimples pressed into the steel. In replicas I have seen on the Internet, these dimples have been poorly formed and are incorrect in size and position. To create the correct dimples I consulted a toolmaker who specializes in sheet metal tooling.



His advice was that the punch and die would require a keeper plate to apply pressure to the sheet metal to stop it from 'canning'. This pressure, in simple tooling, is applied by compressing blocks of polyurethane. After several nights turning, I made the punch and die set, and can now press perfect dimples using the hydraulic press.

Below: *The spot-on dimples*



Next steps

More work is required to finish off the rear firewall sheet metal and all the brackets for the rear space frame suspension pick up points. Unfortunately, work has stopped for a year as I am building a new house and workshop.

More photos of my project build can be found on Flickr by doing a user search for Piers037.

Piers Vellacott

<https://www.flickr.com/photos/76577968@N05/wit/h/7173224374/>



From around the interwebs...

Right... bit of page fill! For those reading this on their iPad or the work PC – click through the below for a few minutes distraction!



Amphibious Racing <http://www.youtube.com/watch?v=tR5RBYKB94I>

Gala Season overview: <http://youtu.be/f6YyR0pc3r4>

Gala VRC overview: <http://youtu.be/2snwe8lbcjw>

Gala VCRS overview: <http://youtu.be/os6wlq9qa1c>

Day in the life of a scorer

Re-printed from the Vic Rally e-Gripe... to join the eGroup, go here https://groups.yahoo.com/neo/groups/vic_rally/info and click 'Join Group'

The Sbaru Parts George Woods Rally last night had some interesting entries on some of the road cards. And in case you think I'm talking about you, there were several. However, this post is not about the people who made the incorrect entries, but about what to do if you are the official at the NEXT control. And what navigators and co-drivers should be doing about it.

Too often when a wrong start time has been written on a road card the people at the next control try to manufacture a time-in to match the wrong time. This just makes things worse for the scorer. Instead of trying to work out one time that makes no sense, there are now two times to sort out. The best thing is to always write on the road card the actual time the competitor arrived, even if this apparently gives them a huge penalty. If you give them the right time then that gives the scorer a solid benchmark to work backwards from and make more sense of the wrong time. Competitors will (usually) not be penalised for strange times on their road card

But they should be!!!

As a navigator/co-driver, you should ALWAYS check what the control official has written on your road card BEFORE you leave control. Once you drive away from the control the rules of rallying say that the entries on the road card are now deemed to be correct, even if they aren't. You should have in your mind what the entries should be before you give the card to the official and then you should check when the card comes back that the entries match your expectations. 90% of incorrect road card entries could be fixed on the spot if the person in the left-hand seat took 2 seconds to look at their road card before they put it away. The other 10% is where the official writes different times on the control card and road card - and there were a few of them last night. The competitor is never expected to make that kind of check.

End of sermon and see you all at the Marysville Marathon - with correct entries on all the paperwork!

PS There is no such time as 24:00:00. It is 00:00:00. The 24 hour clock goes from 00:00:00 (midnight) to 23:59:59 (just before midnight). And 1am is not 13:00:00 either, it is 01:00:00.
Gary Hodgkiss



Regulation Amendments - Frontal Head Restraints

The Confederation of Australian Motor Sport (CAMS) has issued regulation amendments incorporating the mandatory use of Frontal Head Restraints (FHR) after announcing the use of FHRs are to become mandatory from 2014.

These Schedules with regulation amendments for the mandatory use of FHR devices can be found by clicking below or go to www.cams.com.au

From 1 July, 2014 all international and national circuit races, road events and off road events, except where specifically exempted due to the type of vehicle;

From 1 January, 2015, all state circuit races, road events and off road events, except where specifically exempted due to the type of vehicle.

This does not include Speed events and Auto tests.

CAMS has FHR devices for sale at CAMS Shop, just click the button below or go to www.cams.com.au

For a limited time CAMS licence holders can receive a discount on Stand 21 Club Series devices. The Club Series device is priced at \$550 and licence holders will receive an additional \$25 rebate off their next licence CAMS renewal.

CONGRATS

Congrats to James & Cathy Elliott
who were recently married!



- ### THE PAINTBALL
1. DO NOT SQUEEZE YOUR BALLS.
 2. DO NOT DROP YOUR BALLS.
 3. DO NOT GET YOUR BALLS WET.
 4. DO NOT RUB YOUR BALLS TOO HARD.
 5. DO NOT EAT YOUR BALLS.
 6. DO NOT PICK UP OLD BALLS.
 7. DO NOT GET YOUR BALLS DIRTY.
 8. DO NOT TAKE YOUR MATE'S BALLS.
 9. DO NOT USE OLD SWOLLEN BALLS.
 10. DO NOT UNLOAD YOUR BALLS INTO THE SOCK.



Cath looked happier arriving at her Hens than Jimbo did to his bucks, to be fair... though the 1.5kg pork schnitzel made up for it...and the chance to attack Jeff Lee...

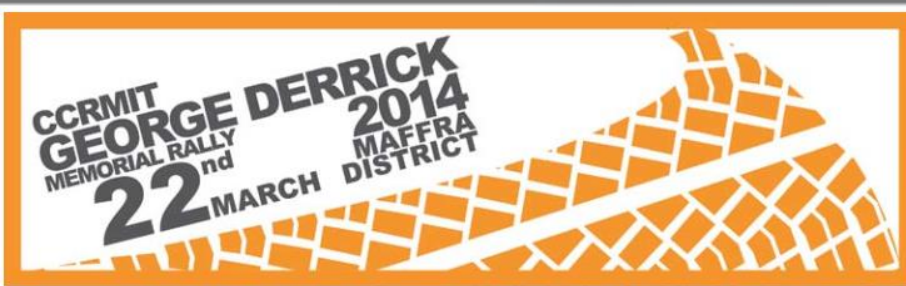


Left: Gillie keeps a keen eye out for Cath's arrival while Jimbo contemplates the assembling well-wishers



CONGRATS
Congrats to Brett & Mel Williams
who threw a surprise wedding
recently! You tricky duo...





Brett and I set out to run a fairly low-key round of the VRC as this years George Derrick Memorial Rally – the aim was to have a minimum of fuss event, that needed a minimum of fuss number of officials.

After last year's last-minute loss due to the bush fires in the region, this really was a back-to-basics event.

We avoided plans to chase event sponsorship, did not plaster the town in posters, and had a single spectator point that was on stage one. After that, it was the simplicity of central servicing, and a bunch of stages laid out to hopefully please the driver.

It's always a huge effort to get a car rally ready to run, and to those who helped along the way – thank you. Efforts were well rewarded by an excellent turnout for the event – 48 starters on the day.

We were welcomed over the weekend by the Heyfield Footy Club whose catering was (as always!) well received.

There will always be challenges in the lead up to an event – in another go-round of the same broken record – officials was a key one of ours. Brett and Mel were getting one 'yes' for every fifteen or so people they contacted.

One statistic that may surprise people is just how paper-intensive an event is – 25 reams of it, to be exact. A reminder from my twitter feed, some nights before the event – a picture of the boardroom table in my office:

So onto event day! That's one thing that keeps you going in the weeks leading up to the rally – the date is immovable – the task list may pile up, but you know it will all be over come that day!

Ross has diligently laid out the equipment piles for Stage Commanders to come and collect:



HeadQuarters is a much simpler place than you might expect – stage maps, event map, schedules, critical incident paths, rallysafe projected onto the wall, a series of mobile phones and a radio. Laptop and printer.

And a coffee machine.

With endless pods.

Thanks Murray.



From an organisers point of view – we had the best outcome we could ask for – no requirement to send the Medical Teams in to assess anyone at the scene of an accident. Given some of the other events so far this year, we consider ourselves the lucky ones for this. Our MIV's were quite tightly spaced for the event – MIV 1 would cover SS1, then move to the start of SS4. It was do-able, assuming they didn't have to attend to anyone in that first stage.

I decided honesty was the best policy and put it in my drivers brief – “Stage one – it's a bit rough and a bit rubbish – it's there to provide a spectator point – please put up with it and move on to enjoy the rest of the event. Don't throw it off there on your first competitive of the year, either – otherwise all the crews held up at the start of SS4 waiting for the MIV will be thinking bad things about you!”

Everyone did behave, all day long – the MIV had to hand out a bag of ice to one of the Irish who had rolled over to contain a sore hand.

With everyone out of the forest safely for another year, we congratulate the following on taking home a trophy from the Derrick:

First Outright & First P5 – Justin Dowel / Scott Spedding

Second Outright & First Two Wheel Drive & First Classic – Grant Walker / Correne Seabrook

Second Two Wheel Drive & First P3 – Luke Sytema / Adam Wright

First Novice – Anthony Alexander / Susan Wasson

First P4 – Brian Semmens / Dan Parry

First P6 – Todd Reed / Will Murphy

First P2 – Tony Moore / Nikki Moore

First Club – Stuart Lawless / Thomas Wright

First Excel – Andrew Murdoch Jr / Andrew Pilepich

As a footnote, I was very surprised – offering everyone the opportunity for a trophy, its value in cash money, or an equivalent value bottle of wine. Almost all took the trophy. There must be some mighty impressive pool rooms out there!





Club General Assembly

Feb 2014
Commander Kev

I sat at a table for the recent CAMS Club General Assembly – Feb 2014 thingy with Dave Lambie , Mark Hallowell and Paul Eccles and a couple of other interstate bozos, also comprising another dozen odd tables of delegates. A reasonable turn out!

Eugene Arocca took to the lectern and welcomed all those in attendance. For those unfamiliar with his work or demeanor he was a key administrator with the Kangaroos as Chief Executive and with Collingwood as Chief Operating Officer after 23 years as a senior partner with Maurice Blackburn. In a coup for CAMS, the governing body for controlling motor sport in Australia, Arocca was specifically targeted for the CEO role after working in the AFL - his key role there was in boosting the club Nth Melbourne's brand and strengthening its position with the AFL. This is also his mission with CAMS, I believe a great choice, tenacious, strong and unwavering.

A no bullshit approach, some won't like!

As I was alluding to, CAMS have staged a General Assembly for affiliated Club Presidents and Office Bearers held at the Melbourne Convention and Exhibition Centre. CAMS brought affiliated clubs from across Australia together to discuss a range of topics relevant to clubs, including safety and technical advice, club membership/participation growth, social media, insurance, officials training and development along with updates on track and driver development. CAMS President Andrew Papadopoulos (sorry not my favourite) welcomed the group who attended the Club General Assembly before CEO Eugene Arocca made a presentation, outlining the major achievements for 2013 and objectives and plans for CAMS in 2014 and beyond. He intends lobbying the Government and State Government for more funding, as he can see we are underwhelmed by what grants CAMS receive from government coffers against what the Government gets from our sport. He intends to take up the challenge with them!

The day was set for a numb bum.

CAMS wanted clubs and all stakeholders present at the General Assembly to know of the changes made in and around CAMS and what we are planning for motor sport in the short and long term future. It's about communicating that to all stake holders in motor sport to keep them duly updated and informed.

CAMS – Major Objectives and Plans for 2014 - “ It's all about the Sport “

- Grow participation and memberships in existing and new categories
- Help clubs, tracks and venues build their operational capacity
- Improve the quality and efficiency of permit and licensing processes
- Improve support for volunteers and officials to secure their long term involvement in the sport
- Secure continued expanded funding streams
- Develop a high performance program for elite talent
- Strengthen CAMS' culture and capabilities
- Strengthen the CAMS brand and connection with motorsport events
- Improve and consolidate, work, health, safety, fairness and integrity in motorsport

Susan McLean, a “ social media expert ” , a former police officer, + , + , + , her company, Cyber Safety Solutions, is regularly sought to provide advice and assistance to a wide range of diverse organisations including, State Education Departments, different education sectors, elite sporting bodies, adolescent psychologists, child protection agencies and medical practitioners (GP's). She provides expert comment in print and online media and has a special ability to connect with her audience audience. Children as young as 8 yrs of age, through to final year students, adults from all walks of life have been thoroughly engrossed by her vibrant and easy to understand presentations.

She described a lifetime of 'real' experiences shared with the audience and draw on actual cases and examples experienced in the media and by those in the audience.

Dave Lambie started to squirm and beads of sweat appeared after thinking of his Christmas Blower episode a few years ago... *Ed – see below... for those who need reminding!*



Her presentation really showed just how vulnerable we could and can be through social media by making stupid, derogatory, fact, fiction, explicit comments or visual exploitation. Are you listening Derek Renolds ! ! Her presentation highlighted exactly the status children in the Generation X Y and Z society are exposed to and practicing today. Mark Hallowell didn't hear much of the presentation as he was 'sexting' someone ! Refer to the below for more information : www.cybersafetysolutions.com.au Heard from CAMS WHS – Andrew Fisher on Integrity in Motor Sport; Track development by Bruce Keys, a presentation from CAMS' Driver Development program from newly appointed manager, former V8 Supercar driver Karl Reindler and the direction of the Australian Motor Sport Foundation (AMSF) from Chairman Geoff Morgan followed. Bum getting numb.

CAMS – FIA rep - Gary Connelly gave a presentation on Safety Issues and how the \$10 AIMSS Levy as part of your competition license is used to test and improve safety materials, structures, equipment for our benefit. I know a lot of people actually believe this is crap and not a requirement for their liking but I believe if everyone had access to his presentation your perceived outcome would be different. I've mentioned these at Club meeting before. He ran through a series of tests and outcomes AIMSS have conducted with the FIA.

- Helmets for Kids (predominantly Go-Karting But al the same !!)
- Track Safety Paneling
- F1 Nose Cone and Tub Side Impact construction
- Seat Development for Rally and Race cars
- Side Impact cushioning (200mm between door skin and occupant)
- F1 Wheel tethering
- Helmet Design and materials to aid helmets from impact crush
- V8 Supercar Construction
- Windscreen materials and construction
- Roll Over Protection, increased protection through design, welding technique and materials
- Go-Kart driver body armour
- Armco Ends , as exposed in Targa Events
- Seat Harnesses, have proved belts are as strong 5 yrs after belt use-by date
- Hans Devices, 'Do Save ' , but not if occupant doesn't fit properly when in vehicle
- **Fitting instructions must be followed to the word !**

Belinda Taylor from Women of Australian Motor Sport (WAMS) generally blowing womens sails up ! Enticing women into motorsport, mentioned Sue Evans as a participant but I don't really think she knows how many females compete in rallying in Victoria. Scholarship funding is available to females through this association, to help out in grass roots should be explored further. I bought a frock so I could ! WAMS endorsed events, maybe should be looked into when advertising events, further exposure underlining women in the sport.

The topics of Sport and Club development and Membership were also raised for the benefit of those in Melbourne, with the Assembly also briefed on the issues, training and development for CAMS Officials. Have approx.. 8000 volunteers but slowly decreasing, need to improve numbers and keep our volunteers licensed and active. Average volunteer age in Asia is approx.. 22yrs , in Oz the age is 60 – 65 yrs. Simple rewards for volunteers seem to make them happy and satisfied with helping out. CAMS money maker , training officials in other countries for F1 as Australia is seen as a leading body in training and safety at motorsport events and others want to know how we do it and pay for the Oz Trainers to go over and instruct their personnel !

More , 'Come and Try Days ' are planned, CAMS have nine ear marked for this year. Rallying needs to get into this more. Again Eugene is offering CAMS and his influence in getting events and areas available to get these days happening. Also getting the Level 1 & 2 competitors to go further in upgrading their licenses. Bum really numb now, rolling cheeks !

OAMPS Insurance , an overview , bum went off to sleep, think I heard it snore.

CAMS EventEntry - creator Jeff Brown spoke to the group about the new and easy way for motor sport enthusiasts to enter events online at www.cams.com.au . Well this is a turning point I recon in event entry, Ormie has been using a Rally electronic version to make things easier. After the initial chat by Jeff he ran through the 'Hows' by showing a virtual entry. Not that hard really, people need to give it a go and try it. Some bananas bitching how this will expose peoples privacy details but were assured it wouldn't . Again don't know if it was the wingers or my bum snoring and waking up.

Question and answer time saw the same problems as usual, your Black Vs White scenario. One guy had a whinge that he sent Eugene and others in CAMS a letter 72 days earlier and no reply. Eugene stated he hadn't seen the letter or knew of its contents, but challenged him as to why he waited that long for an answer ? ! "Why didn't you ring me a few days later for an answer" he said to him. I like his abruptness, our system and CAMS need this kick in the arse, he will challenge all of us to get off the fence and walk into the light ! A good day though, more should have been there though our Rally fraternity had good representation and hope others put pen to paper and use some of the data available through the CAMS website.

Commander Brass Nuts !

Check out some of the websites !

- <http://www.ausport.gov.au/sportscoachmag>
- <http://www.cybersafetysolutions.com.au/>
- http://www.ausport.gov.au/sportscoachmag/technology2/cyber_bullying_an_issue_for_sport
- <http://www.cams.com.au/about/about-cams/partners-and-programs/aimss>

More from around the interwebs...

Tim Reynolds
 With historic plates am I covered by TAC if involved in accident?
 If rallying in Cams sanctioned event on historic plates & injured in accident - am I covered by TAC?
 If rallying in Cams sanctioned event on normal registration & injured in accident am I covered under TAC???
 About to renew my club rego & would like clarification.
 Like · Comment · Share · 14 hours ago · 🗨️

David Robinson Anytime you use the vehicle it is covered by TAC whether in a race or in your back yard it is covered but only if you fill in the log book
 13 hours ago · Like · 👍 3

Derek Reynolds Good luck with that advice. I'd be surprised. CAMS insurance would cover you. On liaison, no prob but on a closed road speed event TAC would say "sorry very much but go speak to CAMS."
 12 hours ago · Like

Rob Parry As soon as you select 1st gear on any rally stage and you drop the clutch, you are only covered by OAMPS which is part of your CAMS licence. \$600 a week for every week you are off work. \$5K towards rehab and some other stuff that really isn't worth to much. I speak from recent experience.
 11 hours ago · Like · 👍 2

Robert Dyer Tim, the Transport Accident Act has an exclusion for Motorsport generally, so you are only covered by the CAMS insurance as Rob Parry has said. (From memory it is s.41 TAA.)
 10 hours ago · Unlike · 👍 2

Adrian Taylor ▸ Australian Rally History
 21 hrs · 📷

found this in the bottom draw from 44 years ago.....

Like · Comment

👍 14 people like this.

🗨️ View 1 more comment

Don Gibson Would you buy a used car from this man?
 21 hours ago · Like · 👍 2

Allan Johnson Stunned Mullet 🤔
 19 hours ago · Edited · Like

Chris Waters 44 years later and you still haven't signed it. Typical driver 😊
 15 hours ago · Unlike · 👍 3

Write a comment...

Cath makes the mistake of asking the best man how her fiance is holding up on his bucks night... →

Cathy Rainer How is james, is he ok?
 10 hours ago · Like

Richard Gill Alive
 4 hours ago · Unlike · 👍 4

Write a comment...

Finger on the Pulse !

Our Blower Correspondent's



Mòn and Mèl

RALLY VICTORIA

It has been a while since they were here, as they urgently returned home to Europe under mysterious pretenses. But their back and Rally Vic couldn't wait to get enough of them. Both girls arrived with the Princes of Gippsland John Carney and Chris Stone, a low key entrance, in the Black Toyota Limo with attached studio for the girls to work from.



The girls met with event directing team members but after some commotion, a heavily bandaged Alan McKay was seen exiting in a wheelchair from HQ a little the worse for wear after an apparent talking to from Fiona !

This brought on a tour of the Teams in the service park and on reaching the Honda service team were welcomed by Team Principle - Peter Evans.

He gave them an extended tour of facilities until his wife Iris was seen exiting the pan-tech disgruntled after some inconsequential fracas, Pete was said to have taken a tumble and needed some 1st Aid but rumours were rife the fall wasn't an accident.



Mr.Carney, extremely concerned as always was looking into the matter, Stonie was on his knees thumping the ground laughing uncontrollably. Just 40 mins back in Oz and we were where we left off a couple of years ago !

VIP rides were being initiated over at the super special stage and just as the Victorian Minister for the Arts was about to get in a hand from nowhere grabbed his shoulder and he disappeared into the frong, leaving Mèl in her traditional hand embroidered white silk racing suit sip effortlessly into Tom Wildes Renault Cleo. Mon was pre-consumed in CCRMIT's own Jimbo. From his vantage point taking in a fair portion of cleav On the stage Tom was giving his hardest and the Cleo was responding to his requested challenges.

On rolling to a stop Tom had a smile wider than the Westgate Bridge, Mèl , well, her lippy was smudged but a smile too brimming across her face.

The sun was setting and the girls were whisked away for a formal evening with sponsors and dignitaries. J.C. and Stonie were last seen heading for the caravan, Stonie a hand on J.C.'s shoulder still laughing and gesturing, J.C. clutching his forehead and shaking it.

It was an early Saturday day start and our girls were there cooking breakfast for the HQ crew and Al ! Eggs, Bacon, Danish pastry, all set the air for a great day of action. After a hearty meal, work was required and both girls resumed their roles for the event. Zero car for the day's proceedings. Their car a 2011 WRC Citroen Xsara was as they used for many European events. Both cutting fine figures in their matching race suits, attracting an extremely large crowd of admirers, most of them women who attended the previous nights function. There was a string of comments that only made sense to those who were there, our own Jimbo attended for the media interaction was all smiles like a Cheshire cat but lips shut tight as a drum.

It is believed the girls had a brief interlude with Neil Bates earlier in the day and may have had some scornful glances from his co-driver but in any case it is believed Neil was really out to impress. At the first stage start, Ada River Rd. , he was wound up so tight the sprung went " Buoying " the Celica accelerated at remarkable speed only to slide off in the first 200metres. The in-car pics tell the story. Oh well the girls have that effect on a lot of people. Must have spoken to Scott Pedder too !

After two days of conditions that tested everyone's patients, Rally Vic was run and won. There can only be one winner and Eli and Greg took that out for Honda. On the presentation dais, expensive Moe Ablution Brute Curvee , was sprayed freely and our girls seem to have worn a fair share of the bubbles. Their matching silk overalls left nothing to the imagination, in fact the front three rows had Pete, J.C., Jimbo, Stonie, Norm, Dean, Cody, Spedds and the Himalayan team and others, were left in no doubt as to where all the admiration focused.

The dinner was a fully booked affair and our girls were again entertaining the masses, Justin Hunt was up on stages singing Mama Mia with them and Dean Herridge. Though the boys tone deaf attributes were more than covered for by Mòn and Mèl's pitch perfect Abba renditions the crowd stared on in amazement. Meanwhile in the caravan, Stonie's infectious laughing could be heard clearly, while playing cards with John Carney and Norm Henderson. We will never know what they were taking about.

2014 David Lambie All Round Club Champion - Progressive Scores

*No CCRMIT competitor has entered a VCAS round yet, so VCAS results are not shown here

	VRC #1 - GDMR	VRC #2 - MM	VRC #3 - EGS	VCRS #1 - Neerim Classic	VCRS #2 - MM	VCRS #3 - Cooper Memorial	Running Total
Luke Simpson	18	16	16			19	69
Viv Dilkes-Frayne	1	19	19			19	58
Col Sichelau				19	20	17	56
Michael Bansagi				18	19	16	53
Rick Thorpe			15	19		17	51
Graham Redcliffe	18	16	16				50
Tracey Dewhurst	1	19	19				39
Peter Agrotis				18	19		37
Kevin Wilson	1	18	17				36
Brett Williams		17	18				35
Bernard Miron	20		1				21
Niall Gavin		20	1				21
Richard Gill	1			20			21
Tony Robinson	19	1	1				21
Brendan Brown						20	20
Darren Windus			20				20
Mark Sichelau					20		20
Michael Twycross	20						20
Alan Wilson		18					18
Cathy Elliott						18	18
David Gates					18		18
James Elliott						18	18
John Wilson	1		17				18
Russell Hoystead					18		18
Leeham Bansagi						16	16
Amelia Hennessy						15	15
Matt Raymond			15				15
Peter Hennessy						15	15
David Lethlean	1	1					2
Warren Lee	1	1					2
Andrew Ormesher			1				1
Barry Sheridan	1						1
Donna Trewern	1						1
Simon Gillespie	1						1
Terry Trewern	1						1

2014 Club Calendar

Thursday, 12 June 2014	Club Night - Knox Tavern
Friday, 20 June 2014	ARC #3 - International Rally of Queensland
Saturday, 21 June 2014	VCRS #4 - Nissan Nightmoves ARC #3 - International Rally of Queensland
Sunday, 22 June 2014	ARC #3 - International Rally of Queensland
Saturday, 28 June 2014	VCAS #6 - Boisdale Hill Climb Track
Thursday, 10 July 2014	Club Night - Knox Tavern
Saturday, 12 July 2014	Goldfields Introductory Trial
Saturday, 26 July 2014	VCAS #7 - Boisdale Hill Climb Track
Friday, 1 August 2014	ARC #4 - Rally South Australia
Saturday, 2 August 2014	ARC #4 - Rally South Australia
Sunday, 3 August 2014	ARC #4 - Rally South Australia
Thursday, 14 August 2014	Club Night - Knox Tavern
Sunday, 17 August 2014	VCAS #8 - Kyneton Car Club Track
Saturday, 6 September 2014	Mt Porepunkah Rallysprint
Thursday, 11 September 2014	ARC #5 - Rally Australia (NSW) Club Night - Knox Tavern
Friday, 12 September 2014	ARC #5 - Rally Australia (NSW)
Saturday, 13 September 2014	VCAS #9 - Boisdale Hillclimb Track (CCRMIT Round) ARC #5 - Rally Australia (NSW)
Sunday, 14 September 2014	ARC #5 - Rally Australia (NSW)
Saturday, 20 September 2014	VCRS #5 - Spring 200
Saturday, 4 October 2014	VCRS #6 - Pyrenees Rush

Thursday, 9 October 2014	Club Night - Knox Tavern
Saturday, 11 October 2014	VCAS #10 - Mafeking Rover Park
Sunday, 19 October 2014	VRC #4 – Akademos
Sunday, 2 November 2014	VCAS #11 - SEAC Park Mt Gambier
Tuesday, 4 November 2014	Public Holiday - Melbourne Cup
Thursday, 13 November 2014	Club Night - Knox Tavern
Saturday, 15 November 2014	ARC #6 - Rally Victoria
Sunday, 16 November 2014	ARC #6 - Rally Victoria
Saturday, 29 November 2014	VCRS #7 - Blue Rock Stages VRC #6 - Rally Bonnie Doon
Saturday, 6 December 2014	VCAS #12 - Mooroopna Autocross Track
Thursday, 25 December 2014	Public Holiday - Christmas Day
Friday, 26 December 2014	Public Holiday - Boxing Day



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 _____

Card Sent _____

Expiry ___/___/___

Membership type requested: _____ Amount paid: _____

Payment

Cheques: payable to "CCRMIT" and sent with this form to Murray Price, PO Box 560, East Bentleigh VIC 3165

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