



THE BLOWER

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

July 2010



URGENT CALL FOR OFFICIALS



THE BLOWER

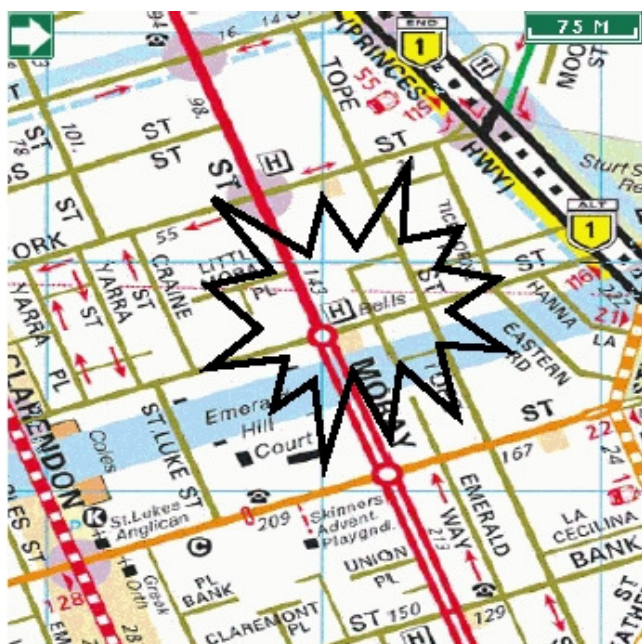
This month's cover: Some CCRMIT members servicing at Nightmoves (Photos by Jimbo) and the George Derrick Call to Arms (also down to Jimbo)

Next Meeting: 8th July 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:

4th August 2010

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.



Inc# A0049540G

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Presidential Report

July 2010

Hi all and sundry!

Apologies for the lack of any content from me last month – you might have noticed we're running a rally in under two weeks! It's been a big 'under the pump' time for many committee members at the moment to get the event through – but we'll get there! We've got fantastic support from the local community of Avoca this year, and we must thank Mike Twycross for all his hard work in this regard with the Pyrenees Shire, and Avoca businesses. A special thanks to Sally's Paddock (Redbank Winery), Wimmera Hills Winery, and Batronic premium battery suppliers for providing product for our use this year – we hope to have some happy officials as recipients of these local tokens of appreciation for coming out and helping our event on the day.

Speaking of officials – there is a 'call to officials' ad elsewhere in this Blower – please come along and help out – Vice Prez Jimbo is still short 40+ road closures at the time of writing. It's a rewarding experience, please call him to help out!

We've had a couple of events in the past month or two, and hopefully there will be some event reports in here for your reading pleasure – if not, come along to club night and hear the stories first hand!

The Blower and the committee will 'return to normal programming' when the Derrick has been run and won to sort out the rest of the year – in the meantime, we look forward to seeing you on Thursday night where Scott Spedding will be along for a chat about his experiences running events.

Until Thursday, and then until the 17th when I hope to see most of you up in Avoca, have a great month!

Cheers,

Pres Ormie Andrew Ormesher

president@ccrmit.com
0402 825 131.

Quick Note from the Editor

It appears that some people read my rant last month. For those of you who don't remember receiving their Blower Last month that's because the paper Blower was not printed due to lack of content. This month though, I am pleased to say that there is an interesting tale or two for your enjoyment

This month's editor's choice goes to the article by Frank York... simply for submitting a book review. I've been calling for them since I took on the role as editor and now finally I have published one.

In this issue of The Blower, you can read about Jimbo's frantic Phillip Island build and Brett and Ormie's Nightmare antics. There is an update of the VCAS rules and I might even try and squeeze in a find-a-word just for the hell of it.

And just in case the fact has not been mentioned in every article in this issue, here is a quick reminder that the *George Derrick* is only a week away and we still need officials. Please refer to the next page for details...

I look forward to next month so keep the content coming

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

MARK HOWARD-JONES

Proud Editor - The Blower
blower@ccrmit.com



URGENT CALL FOR OFFICIALS



CCRMIT's showcase event, the George Derrick Memorial Rally, is only a week away. The event is again being run out of Avoca this year and the event organization is progressing well. As it has been in the past this event is a round of both the VRC and VCRS and so the pool of officials is stretched thin. **WE NEED MORE OFFICIALS NOW!!!**

If you are able to help out as an official on the 17th of July, please let us know now. It saves a lot of chasing around. We still need people to fill about **Forty Road Closures**.

OFFICIALS CO-ORDINATOR

James Elliott

vicepres@ccrmit.com

24 hour Information / Officials Hotline
(03) 9016 4367

To be a part of this great event, please contact our officials co-ordinator Jimbo asap.

www.georgederrick.com

Dark Africa Nights

It was time for round two of the VCRS with the running of the Nissan Nightmoves in Rushworth and Team Africa was out to play.

The week before the event was busy for both Andrew and I as he was away in Sydney and I was flat out with work so the preparations for the event had felt a bit short but I was sure that the car was ready to go and we would get through the rally without the failures of Bonnie Doon. I had discovered a major flaw in the machining of the Datsun drive shafts that had caused the breakage in Bonnie Doon and had a new (40 year old) set of shafts and some good quality universal joints fitted in. The gearbox had been rebuilt and was shifting better than it ever had no more crunching into second gear and I had reengineered the sump

guard to provide more protection for the under tray of the car. Ormie had received a Monit trip computer for his birthday (thanks to his lovely wife) so we had spent an afternoon wiring that into the car after a bit of stuffing around and a couple of calls to my electrical MacIver (Terry Trewern) we had it sorted and the car was ready to go.

Saturday morning came along and I packed up the Ute full of service gear and loaded the car onto the trailer for the haul up to Rushworth. I picked up Andrew and we drove up to the start. We had arranged for the usual Team Africa service crew of Terry and Jimbo to meet us at the start. Andrew booked us in and started to plot out the maps. The navigation

wasn't too hard and Ormie had it sorted in no time and not even a stick chart in sight.

We went over to the drivers briefing and found that that there was a few bulletins that we hadn't seen and that because of the rain that the route had been shortened a fair bit, the night may be over by the service. Well we will just have to go hard from the start in case it's a short rally.



Time ticked by and soon we were ready to leave. A short transport later we were sitting on the start of stage one revving to go. We blasted off down the stage a 16km route charted affair. It was slippery as we had expected but I tried to push on with the thinking of keep it steady and don't back off too much but not too hard to slip off the road.

The Heathcote forest is one place that you don't want to go anywhere near the edge of the road. It is lined with stumps and holes that will make your night really bad, really fast. It wasn't too long into the stage that Ormie said that the Monit was playing up going on and off. Damn it had been going faultlessly when we had tested it and these thing are pretty much bullet proof! It finally stopped and just went blank for the last few kilometers, great just what we don't want tonight, no trip meter in Heathcote!!

We crossed the finish boards with a really good time and were 5th outright after that stage but this was over shadowed but the stress of having to do the rest of the event with no trip meter and we lost some late

running time so I could have a look at it. I couldn't find a problem and still couldn't get it to work. Damn, damn, damn. Well we will just have to deal with it. Oh and buy the way I didn't say 'damn' you could only guess what I was saying.

Stage two was mapped and we booked in and started down the stage feeling our way into it wasn't too far into the stage that on approaching a road goes right, I didn't. I saw the road go to the right, but I don't know what I was thinking and there was no way I was going to make it around that corner. We left the road in third gear and squeezing between two big trees the car flew up in the air as we hit a ditch and then we landed in a clearing just off the road. I still don't know how we managed to miss the trees or the stumps or the holes and I don't know who was steering at the time but it wasn't me. Ormie just said I should go right and drive back on the road. It was then that the engine stopped so we pulled over to the side of the road and Ormie got out the triangles while I had a look under the bonnet to see what was wrong. When we had jumped the car the washer bottle had come loose from its holder and fallen off, knocking the ignition wires off the coil. Hey, hey... a quick fix. I plugged the wires back on threw the washer bottle in the boot. The engine started we were back on the road again. We let the car coming up behind us go then started down the stage again. A bit farther down the stage the road went right again and I didn't (are we seeing a pattern here?) but this time it was at a triangulation Andrew said I could just keep going and turn right at the end. When we came out onto the road we saw that there was a passage control at the intersection DAMN (Possibly not what I said), we quickly did a U turn and back to the right road. Better than getting a WD and stuffing up the whole rally.

The stage end came soon after that and it was off to the next one

The next three stages to service went as good as you could expect for having no trip meter

we didn't get lost but had to take it easy so as not to miss roads and get lost in the maze of tracks in the forest. Besides, Ormie had threatened me that if I launched him off the road like that again he would stab me in the leg with his pen!! I now have a new found respect for Andrew as he did a great job finding his way through basically just by guessing where we were on the road and getting the odd road as we went past. We didn't take a wrong turn and he kept his focus when most people would have just gone well it's your problem you deal with it. What a dude!!



We pulled in to a 75 minute service and the boys went to work checking over the car after the flight over the drain and getting the trip meter working again. It looked like when I had installed the meter I had twisted some of the unused wires together than that had stopped the Monit working during the stages but I still don't know why it worked at all before that. Anyway I had a happy nav again as he had something to play with. Jimbo reattached the washer bottle that I had relocated to the boot after the off so the washer were working once again. A quick clean of the screens and a full tank of fuel and we were ready to go again. The only problem was that there was still 30 minutes of service left so the boys decided to do some extra sign writing on the car to spice it up a bit. After I saw what was written I started to think that maybe we should have glanced that tree just to keep them occupied.

The next stage was a repeat of the first one but was really slippery after the full field had gone through so we took it easy to get to the

finish I didn't fancy spending the night out in the forest. It was pretty cold out there and I was feeling for all the officials standing out in the cold. As you drove along you could get a bit of an idea of where the road was going by the fires that you could see coming up in the distance.

Only one stage to go and we were soon on our way down it. The stage was a fast bit of road that would usually be done in 4th or 5th gear but the rain that had fallen in the area on the Friday before had left a lot of really big puddles over the road and you couldn't always tell where they were or what sort of grip you were going to have at any time. You wouldn't want to hit some of them at full speed you would just aquaplane off into the trees so we took it easy to get through to the end. Pulling into the last finish control we had made it.



Our result for the nightmoves wasn't anything thing great as we came in 20th outright in a field of thirty finishes but we did finish and we still had a straight car (even though it thought that "Man Love Rules") and I always think that a finish is better than a DNF.

I would like to thank everyone who helped us out to get to and during the Nightmoves. Our services crew Terry and Jimbo for keeping us on the road, Donna and Cathy for the coffees and food. But most of all my navigator Andrew who kept his head under difficult circumstances and didn't even scream at me when I tried to shove a large tree through his window at high speed... Thanks to you all.

Boat Building With Jimbo !?!

So, you enter into a corner a touch to hot, in a car that's a little nervous, plus a bit of slippery gravel with an solid embankment on the outside, and finished up somewhere upside down in the trees = build new car... Not really the way I wanted to end the cars history, but positive out of it, means I get to build a new one, and start a new history..

Several months later (over 12), with plenty of saving between Cathy & myself, and an opportunity to do some laps around Philip Island, and it's decided that we shall build the QE2. Another Hyundai Lantra, with 1796ccs of pure gutless grunt! We've learnt lots from the last car, and this one will have those improvements, and other jobs done a little better.



The QE2. Not sure why it got this name, but it's a bit of a boat – though a toy car was found in the back seat, good omen perhaps?

was organised to strip & pull every bit of carpet, wiring, seat, lining, & engine out of the car, in preparation for a visit to the School of Fabrications... Thanks to Ormie, and his mate Shane, we were able to strip it down to almost a bare shell in 1 day! Figuring that the car was now empty, and had no cage in it, and some time up our sleeve before dropping the car at Fabrications, I took to the sound deadener..

Here's a little bit of the build process for our new car (of budgetry choice!)

Step 1 - Source a car

Ebay was our friend, another straight and mostly working Lantra for \$800. Only problem with the car was a blower head gasket, running on 3.5 cylinders (good enough for 3 to drive in an Autocross several times), and probably down to a suspect water pump. Given the car had a new ratiator and a few other new additions, it's the only fault I could think of.. Either way, doesn't matter, cause I've got a good motor from the last car!

Step 2 – Strip it.

With the Phillip Island 6 hour becoming a reality, a “working bee”



Inside the stripped car, with liner & deadener everywhere..

Step 3 – Dry ice pellets & coke bottle filled with water = fun!

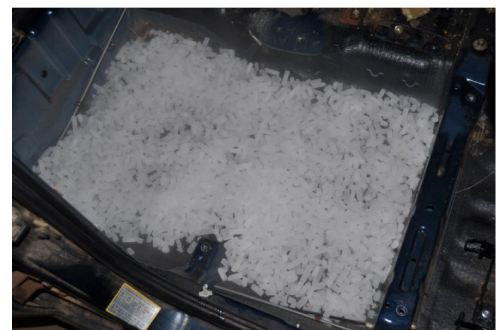
Cathy doesn't know I sent coke bottles flying across the street/paddock with the dry ice, so let's not talk about that... Having never taken out sounds deadener before, plenty of research was done to ensure it was done in the most effective manner.. Dry Ice is the winner.



Tools of the trade

In the space of a few hours, the tar lining the floor pan & boot were done, and progress on the firewall was happening. I'm not going to tell you step by step, but simply; Some thick hand protection, a mallet, screw driver/scrapper, throw some dry ice on a section of tar, listen to the cold contractions taking place for a few minutes, wack the

floor pan, remove dry ice, pick up frozen tar. Repeat as required. Half an esky gave me several hours working time, and just enough to clear the entire car!



Dry Ice pellets resting on the floor of the car – a cold job, but someones gotta do it!

Once the tar is removed a quick wipe with some metho removes all the “residue”, preparing a car ready for it's hopefully unused roll over protection...



The tar came off in reasonably large size bits, think this one was my record!



15+ kilos of tar, destined for a new home in the land fill.



One Hyundai Lantra, clear of tar & deadener!

Step 4 - Roll Cage

"Tell me how you'll crash, and I'll design a cage to protect you in that accident", a common line heard from Rai, from Fabraications! Experience in the previous Lantra, all of our "moments" were always the back end stepping out inducing a sideways slide, and past crash experience showed that a side impact is out highest risk, so we said, protect us from a sideways impact or those pesky trees please visiting port side.. So with that in mind, some seat & harness mounts, a little body shell strengthening to reduce the stress fractures that occurred in the last car, Rai set his boys to work..



Progress is good on a roll cage, make it all feel real.

that reduced sideways viewing was compensated by the reduction of movement & highly reduced chance of banging that head on the cage again (even with padding...).

A few weeks later I got the car back (about a week ago now), and we got straight into painting the roll cage, with first a clean of the new tubing, then a coat or two of primer. With all the lovely warm days we've been having recent, a heater was moved into the shed to allow the core temp of the room to stay above 10 degrees...



If we were to wait for a warmer day, well, not sure when it would be.. Anyway, the paint of the car continues, and hope to have it done over the next few days..

Here's a peek at where it's all at now, hopefully I'll have an update for the next blower.. Still got lots to do.. Will be a challenge, but we'll get there for Phillip Island. More next Blower...



Looking into the car with completed roll cage & seat mounts

Jimbo

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CCRMIT RALLY WORD PUZZLE

Find the following words in the table on the left

- | | | |
|------------|-----------|----------|
| CCRMIT | WET | BULLETIN |
| TOYOTA | MUDDY | ROADTRIP |
| STACK | FIRE | STUBAXLE |
| FOREST | DODGY | HAMMER |
| TOOL | OFFICIALS | RECOVERY |
| MAZDA | DAIHATSU | ROAMER |
| COLD | SPRINTER | CAUTION |
| STICKCHART | EVO | TARP |

A Warm Fire and a Good Book

by Frank York

As the days get shorter and motoring activities become a little restricted due to the weather, it may be a good time to sit by the open fire with a good glass of (insert drink of your choice) and a good book.

With the 24 Hueres De Mans being so topical at the moment, I recently picked up a new book entitled "Reflections On a Golden Era in Motorsports". This is Vic Elford's story.

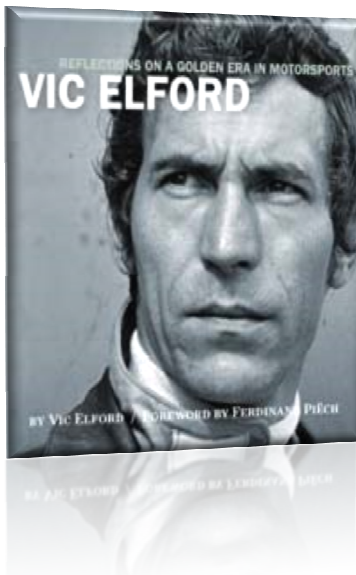
Who is Vic Elford you ask? (showing your age perhaps). Vic Elford is the epitome of the classic racing driver. Smart, versatile and brave. He began his successful career in rallying (Ford Works Cortina Mk1) and then moved to sports cars during the famous years of the Porsche-Ferrari wars. Along the way he made notable forays into the high powered worlds of Formula One and CAM-AM racing, where his impressive performances brought him even greater recognition. Vic Elford also competed in Trans Am and NASCAR, and ran in the Daytona 500.

I wonder if you can quickly name a more versatile racer? Jim Richards may come to mind perhaps in the modern day sense as an equally versatile racer.

In this beautifully presented hard cover book of 286 pages, Vic Elford provides vivid and entertaining recollections of one of the most dramatic periods of motor racing, when speed outstripped technology and the drivers nerve and car control were expected to bridge the gap. He raced against and with Derek Bell, Jo Siffert, Helmet Marko, Brian Redman amongst others, including notable Australians Vern Schuppan and Tim Schenken.

He introduced Porsche to motorsport having convinced Ferdinand Piech that the 911 was a car that could win the Monte Carlo Rally. He became the first to drive and win any sort of competitive motorsport in a Porsche 911. His long association with Porsche ultimately led to drives in the 908 sports car and the most famous of all, the 917 in many of the world's great sports car races, including at Le Sarthe in the 24 Hueres Du Mans.

If your interest lay with the early days of rallying, especially the Ford Works Team (Cortina and Lotus Cortina) and the beginnings of Porsche's involvement with the then new 911, then the first half of the book will make you feel like you were there. If your interest lay with the era of Steve McQueen's famous and adventurous movie "Le Mans" and the great Porsche-Ford-Ferrari era, then the remainder of the book will keep you reading. It is a well told story, engaging from page 1 to page 286.



The book is beautifully written, and once you pick it up you will not be able to put it down. Richly illustrated with many black and white and colour photographs, this book presents a colourful account of a remarkable period in rallying and racing from a man whose character gave that era so much of its appeal.

This book makes a great companion to the DVD called "The Speed Merchants" which follows Mario Andretti and Vic Elford during one year of this period, when they raced at the Nurburgring, Sebring, Watkins Glen, Spa and iconic races such as the Targa Florio in Italy. Fascinating stuff, but more of this in future reviews.

So, as Molly Meldrum always says, "Do yourself a favour" and seek out a copy of the Vic Elford story. You won't regret adding this to your motorsport library.

Book details:

Reflections on a Golden era in Motorports – Vic Elford

Published by David Bull Publishing – 2006

ISBN 1 893618 52 8

Back in high school I was always asked the teacher "But seriously, when are we actually going to use this crap in real life?" As we wasted hours learning new and more complicated mathematical formulas. Finally some guy on the internet has found a use for academic mathematics....



Skipping over the structural location of the dodgy corrosion repairs (he's bogging over massive rust holes in the sills of his 240sx)!!.... I just love the **Darwin award axle stands!!**



Around the Tracks

CCRMIT and VCAS

Items of interest arising from the recent VCAS meeting of 4th June 2010

Clarification of Rules in Classes A,B,J & L.

The following will be added to the rules for each of the following classes:

Classes A & B

- a.. Addition of a racing type or improved drivers seat is allowed in the interests of safety.
- b.. Roll cages and half cages are permitted in the interests of safety.
- c.. All seating must be in place and original. The drivers seat may be replaced in accordance with the above clause.

Class J/L (*This will come into affect for the 2011 series*)

"Entrants eligible for classes L & J will be restricted from driving cars scrutineered into classes W & S. Entrants otherwise qualifying for these classes will be required to enter into the normal class for that car regardless of age or sex."

Minimum requirements for scoring at VCAS events.

Some discussion was give to this topic with the following significant points raised:

- At this point almost all clubs are striving to get an effective electronic timing system functional (If they do not already have it). This means that there is little value in VCAS having their own scoring system.
- MADCC have offered their help to any club trying to get electronic timing working.
- There is an appreciation within the VCAS committee that this is affordable, club level motor sport and whilst we strive for these things they are not always immediately possible.
- Some clubs are looking at a flexible, portable system that could be used at multiple locations and hired / lent out to other clubs.
- Anyone within the VCAS community that has access to any hardware that can be used for this purpose, such as old (usable) laptops, electronic beams, electromagnetic loops etc would be much appreciated at this time and should contact either their club representative or Jade Lawson.
- Anyone with the necessary programming skills to write a program capable of moving between tracks with varying #'s of cars on the track and varying start / finish positions would also be greatly useful.

Requirements to run 3 cars

There was some discussion regarding the (safety) requirements to run 3 cars on the track. At this stage most clubs are unwilling to try this format due to safety and/or dust concerns. CCC may trial it at Melton round.

Clarification of the role and positioning of flag marshals.

It was decided that this would need to be look at track by track and agreed upon by VCAS officials. Some tracks are well established whilst others would be better equipped with marshal stations in safe positions with shelter etc. This will need to be worked through with the respective clubs.

NEXT EVENT - ROUND 6 - 24th July 2010

(Saturday Twilight)

hosted by MADCC at the Maffra Hillclimb complex.

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

<http://www.vicclubautocrossseries.com>

July Club Night

Thursday 8th July 2010 @ 8pm

Bells Hotel

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

Arrive early and grab some pub-grub before hand

THIS MONTH:

Special Guest Speaker

After having to postpone last month, this meeting's guest will be Scott Spedding, ARC and VCRS event director and Clerk of Course. Scott is also a regular VRC co-driver, has driven in VCRS and VCAS events and has an enormous amount of rally experience. Newly appointed as Chair of the VRC management group, we are sure he will be an engaging speaker. So come on down to Bells Hotel to hear from Scott and share a drink and a yarn with your fellow blue-shirts - who knows? You might just walk away with a mystery prize at the end of the night!

Plus...

Nissan Nightmare reports
2010 George Derrick update
Phillip Island 6Hr Updates

Other Gripping Stuff that I've Forgotten

Also....

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

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 upcoming 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 This Month | Due This Month | Due Next Month |
|---|---|---|--|
| Leeham Bansagi Glen Cooper Glen Godula Matthew Smith | Christopher Blythman Peter Cullis Peter Davis Val Davis Ashley Fraser | Sharon Fraser Clive Howse Grant Howse Andrew Ryan Anna Skroce | Mark Gill Brenton Kaitler Brett Williams |

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.

NADINE ORMESHER IS THE NEW MEMBERSHIP SECRETARY AND THE FORMS HAVE BEEN UPDATED.

WHEN RENEWING YOUR MEMBERSHIP PLEASE USE THE CURRENT FORM

Nadine can be contacted at secretary@ccrmit.com

CCRMIT Inc. Club calendar 2010

July

| | | | |
|------------------|--------|---|------------------------------|
| 8 th | CCRMIT | Club Night | Bells Hotel, South Melbourne |
| 10 th | Comp | Hellyer Rally | NW Tasmania |
| 17 th | Comp | VRC-3, VCRS-3 George Derrick Memorial Rally | Avoca |
| 24 th | Comp | VCAS-6 MADCC | Maffra |
| 26 th | CCRMIT | Committee Night | TBA |

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 |
|-----------------|------|---------------------|------------|

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

~ The David Lambie All Round Club Champion ~

| | VCAS Round 1 | Challenge of Clubs - Trial A | Challenge of Clubs - Trial B | VCAS Round 2 | VCAS Round 3 | VCRS Round 1 Bonnie Doon | GoKarts #1 | VRC Round 1 East Gippsland Stages | VRC Round 2 Bega Valley Rally | VCRS Round 2 Nissan Nightmoves | Running Total |
|------------------|--------------|------------------------------|------------------------------|--------------|--------------|--------------------------|------------|-----------------------------------|-------------------------------|--------------------------------|---------------|
| | | | | | | | | | | | |
| Brett Williams | | | | 18 | | 18 | | 18 | | 15 | 69 |
| Andrew Ormesher | | | | | | 18 | 16 | 19 | | 15 | 68 |
| Kevin Wilson | | | | | | 20 | | 17 | 19 | | 56 |
| Terry Trewern | | | | 19 | | | | 13 | 18 | | 50 |
| Clive Howse | 20 | | | 20 | | | | | | | 40 |
| Warren Lee | | | | | | | | 20 | 20 | | 40 |
| David Lethlean | | | | | | | | 20 | 20 | | 40 |
| Alan Wilson | | | | | | 20 | | | 19 | | 39 |
| Michael Bansagi | | 20 | | | | 17 | | | | | 37 |
| Stuart Schoof | | | | | | 19 | | | | 18 | 37 |
| Andrew Ryan | | | | | | 19 | | | | 18 | 37 |
| Leeham Bansagi | | | | | | 17 | | | | 16 | 33 |
| Cathy Rainer | | | | | | | | 14 | 17 | | 31 |
| Andrew Roseman | | | | | | | 17 | 13 | | | 30 |
| Peter Agrotis | | 20 | | | | | | | | | 20 |
| Duncan Elliot | | | 20 | | | | | | | | 20 |
| Zarny Tran | | | 20 | | | | | | | | 20 |
| David Gill | | | | | 20 | | | | | | 20 |
| Stephen Raymond | | | | | | | | | | 20 | 20 |
| Glen Raymond | | | | | | | | | | 20 | 20 |
| Richard Gill | | | | | | | 20 | | | | 20 |
| Bernard Miron | | | | | | | | 19 | | | 19 |
| Peter Lazdins | | | | | | | | | | 19 | 19 |
| Allan Sheeran | | | | | | | | | | 19 | 19 |
| David Thorpe | | | | | | | 19 | | | | 19 |
| James Elliott | | | | | | | 18 | | | | 18 |
| John Wilson | | | | | | | | 17 | | | 17 |
| Stuart Diggins | | | | | | | | 16 | | | 16 |
| Deb Howard-Jones | | | | | | | | 15 | | | 15 |
| Rick Thorpe | | | | | | | 15 | | | | 15 |
| Mike Twycross | | | | | | | 14 | | | | 14 |
| Dale Twycross | | | | | | | 13 | | | | 13 |

~ The David Lambie All Round Club Champion ~

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 closed-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 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.



please note: Ted & his friends are not included

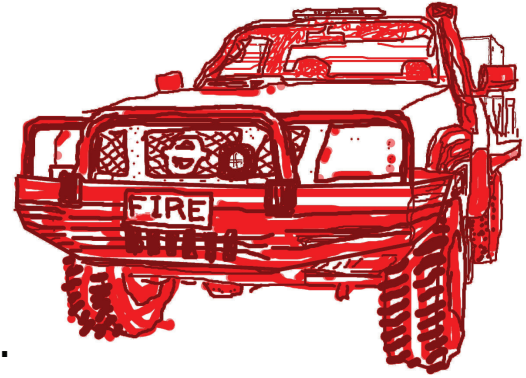


WIMMERA hills winery

PYRENEES



Fire Engine Red



This ultralight tanker costs \$120,000. We are selling premium shiraz from the renowned Pyrenees region for \$14 per bottle. \$9 from each bottle is going to help ELMHURST FIRE BRIGADE buy a tanker like this.

During the February bushfires, Elmhurst fire tanker and many crew members went to help at the Yea-Murrindindi fire complex. It was a fantastic effort, and we are proud of those who went, and the other brigade members who stayed to protect Elmhurst and district.

While our Elmhurst tanker, and many neighbouring tankers were away on active duty, the Elmhurst Fire Brigade had to use private hoses with farmers' pumps and hoses in the event of fire.

Elmhurst Fire Brigade wants to improve this situation, by having a fully equipped secondary vehicle. To keep us safe during future fire seasons they will purchase a CFA ultralight tanker. This will cost \$120,000.

Jon Keith the Elmhurst Brigade Captain points out, "there is some emergency services funding that is available, but Elmhurst needs to contribute."

Wimmera hills winery in Glenpatrick have bottled

a parcel of 2007 Shiraz which will be sold to support this effort. You can purchase bottles of **local Pyrenees wine for \$14 each**. \$9 from your purchase goes to Elmhurst Fire Brigade and all funds are committed to the purchase of a CFA ultralight tanker. Yes they are available in dozen boxes too.

You can e-mail your orders to sales@wimmerahills.com.au or telephone Benjamin Baker 0409 895 989 or Wendy VanOosten 5354 8424

Thank-you for your support.

www.fireengineered.org.au

25-Aug-09

Baker's Doz. Pty Ltd.
PO Box 186 Clifton Hill, 3068

sales@wimmerahills.com.au
www.wimmerahills.com.au

WIMMERA hills

Benjamin 0409 895 989
Jane 0418 141 685

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

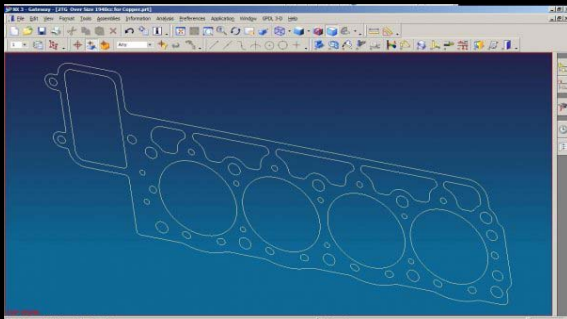
SPEEDWAY

Weber/Delortto/Mikuni
MoTec
Magneti Marelli
Autronic

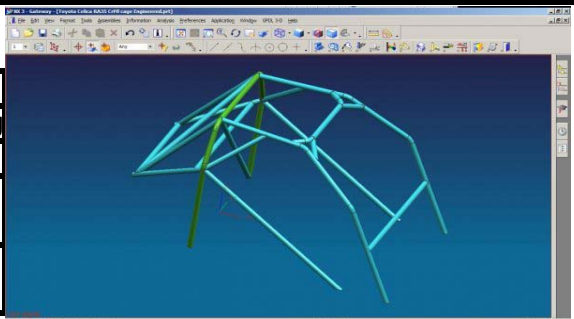
Tony Robinson

Mob: +61 (0) 428 284 655

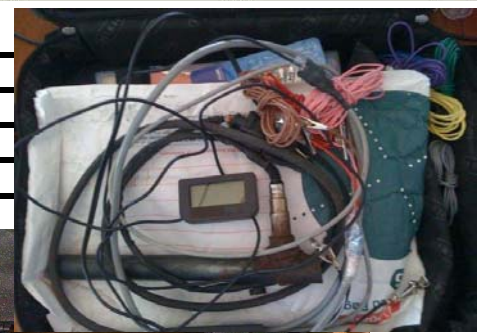
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CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



Tuning - Road or Dyno
Carburettors 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.