THE BLOWER

The Official magazine of the Car Club of the Royal Melbourne Institute of Technology Inc

Next Club Night:

Wednesday 11th November

General Club Nights are held at 8pm on the Second Wednesday of each month (Feb – Nov) at :
The Notting Hill Hotel (On the map below)
262 Ferntree Gully Road, Notting Hill

Deadline for next Blower Submissions:

30th November

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

All other correspondence to:
CCRMIT
PO Box 4066
Knox City Centre
Vic, 3152

Disclaimer: Articles and views published in 'The Blower' represent the opinions of the individual authors and are not necessarily those of the Editors or the Committee of Car Club RMIT (CCRMIT) Inc.

Incorporation Number A0049540G

The Cover

Bernard and Alan in the Impreza

ccrmit.com
CAR CLUB of RMIT
Proudly Rallying for 60 Years 1954 – 2014

The 2015 Committee & Representatives:

President	Rod McEwan	president@ccrmit.com
Vice President	Mark Egan	vicepres@ccrmit.com
Secretary	Brett Williams	secretary@ccrmit.com
Membership	Murray Price	membership@ccrmit.com
Treasurer	Rick Thorpe	treasurer@ccrmit.com
Blower Editor	Bernard Miron	blower@ccrmit.com
Scorer	Andrew Roseman	scorer@ccrmit.com
Social	????	committee@ccrmit.com
State Council Rep	Kevin Wilson	staterep@ccrmit.com
Merchandise	Jimbo	merchandise@ccrmit.com
VCRS Committee Rep	Brett Williams	secretary@ccrmit.com
VCAS Rep	Rick Thorpe	treasurer@ccrmit.com
General Committee	Ange Egan David Gates James Elliott Donata Robinson	committee@ccrmit.com
Website	Andrew Roseman	Spy any objectionable, or material in breach of copy write content? Tell scorer@ccrmit.com

Committee Corner

This month saw the holding of the 2015 ccrmit annual general meeting.

This meeting is where the committee is voted in for the 2016 year.

I would like to congratulate the following people for stepping up to help with the running of the club.

Rod McKewan was reinstated as the president for the next year unopposed.

Mark Egan was voted back in as the vice president for another term.

Rick Thorpe as Treasurer was accepted.

The secretary role for the committee that was held by Brett Williams received no nominations. This has put the club in the situation that we will need to find a club secretary by the end of the year. Brett has stated that he is reluctantly able to fill the position until the end of the year but the club is needing someone to step up to the plate and take over the role. Please don't all rush forward will you, but if the job isn't filled by the end of the year the committee will have some very hard decisions to make.

The rest of the General roles have been filled by

Murray Price – (membership officer)

Dave Gates – General Committee

James Elliott - General Committee

Ange Egan – General Committee

Donata Robinson _ General Committee

These are all members from the last year's committee

Welcoming to the folds is Andrew Roseman – General Committee who is taking time out of his busy life to aid in the running of the club welcome Andrew.

I would also like to thank the outgoing committee member Peter Hennessey who has served for the last couple of years and will be sorely missed.

So if you would like to have some say in the survival of CCRMIT the committee is waiting to hear from you.

Your outgoing secretary Brett Williams

Editors Notes

Back for another month.. not much to say really. The club has had its' VCAS round late in October, which was a very successful event, good entry numbers due to MADCC including our event as part of their championship. Rick has put together a synopsis of the event later in the magazine. Great mag this month with good contributions from all and sundry, thank those of you who found or wrote something for me to put in.. Great work.

Hopefully all of the people who receive the magazine also got a survey link sent to them to.. Thanks to all those who took the time to complete the survey, it will help us to shape how the club operates into the future.. If you didn't bother, or couldn't do the survey, don't blame the committee when they make changes based on the results..

The survey results are attached at the end of the blower for your perusal.. It is good to see that most members still rely on the Blower as their major point of contact with the club!

Have fun out there!!

Bernard

Membership Matters

With the introduction of two membership renewal dates per year there is not much change from month to month when it comes to future renewals.

The list is shorter this month than last as some members have renewed early.
Have no fear your membership is from the expiry date not the day you pay so there is no harm in paying up early.
Below is a list of members whose memberships are due for renewal in January 2016.

745 - Michelle Fraser & Family
763 - Brett Williams & Family
830 - Spencer Lowndes
857 - Anthony Robinson
927 - Doug Lakeman
1035 - Michael Bansagi
1172 - David Gill
1175 - Stuart Diggins
1257 - Steve Allen
1266 - Mark Gill
1276 - Barry Sheridan
1281 - Mark Egan
1282 - Ange Egan
1296 - Stuart Wills
1304 - Viv Dilkes-Frayne
1310 - Tracey Dewhurst
1327 - Dean Marshall
1332 - Brenton Simpson
1339 - Nicholas Jacob
1346 - Niall Gavin
1361 - Paul Dobson

Over the past couple of years I have seen new members come along and a few members fall by the wayside.
I also note those that are somewhat tardy in renewing but I am more than happy to renew ASAP when required.
All I ask is that if you are on the list above and there is no intention to renew please let me know.

Murray.

« THE CALENDAR »

November

01	Swan Hill Twin Track	CCC	Swan Hill	VCAS-11
14	Begonia Rally	BLCC	Pyrenees, Mt Cole	VRC-6
28	Alpine Rally	HRA	East Gippsland	

« THE SCORER »

The final round of the VCRS was conducted, being the Blue Rock Stages. There were a few CCRMIT club members competing. I was to compete in this event in the Corolla Levin with Brett Williams, but work saw me flying to Port Hedland for the weekend ☹

This concludes the scoring for the Steve Poore Trials Champion & Noel Kelly awards. Congratulations to Colin Sichlau and Rick Thorpe, and Mark Sichlau. As long standing members of the club it is great recognition to consistent competition throughout the year.

David Lambie All-Round-Champion is still up for grabs with a few events remaining in November.

Andrew Roseman
Club Scorer

Steve Poore Trials Champion

	Neerim Classic	Marysville Marathon	Nissan Nightmoves	Spring 200	Blue Rock Stages	TOTAL
Colin Sichlau		20	20	19	20	79
Rick Thorpe		20	20	19	20	79
Mark Sichlau			19	18	19	56
Cathy Elliott	19	18	18			55
Brett Williams			19	18		37
Richard Gill	20					20
Ryan Humphreys				20		20
Luke Simpson				20		20
Matthew Avedian					19	19

Noel Kelly Novice Award

	Neerim Classic	Marysville Marathon	Nissan Nightmoves	Spring 200	Blue Rock Stages	TOTAL
Mark Sichlau			20	19	20	59
Ryan Humphreys				20		20
Richard Gill	20					20
Matthew Avedian					20	20

David Lambie All-Round-Club-Champion

	Neerim Classic	Eildon Stages	QUIT Forest Rally	Marysville Stages (VRC)	Marysville Stages (VCRS)	Blue Ribbon TRE	VCAS Round 4	National Capital Rally	East Gippsland Stages	Nissan Nightmoves	VCAS Round 6	Go Kart Group 1	Go Kart Group 2	Phillip Island 6hr	Pyrenees Rush	Tunbridge Novice Trial	Spring 200	Club Motorkhana	VCAS Round 8	Akademos	Blue Rock Stages	TOTAL
Rick Thorpe					20					20			12				19	17	20		20	128
David Lethlean		20		20					20			17			20					20		117
Warren Lee		20		20					20						20					20		100
Mark Sichlau						20				19						20	18				19	96
Colin Sichlau					20					20							19				20	79
Cathy Elliott	19	19			20					18												76
Jason Lake							20				20				18					17		75
Brett Williams						20				19							18	16				73
Matt Lee		19	20					20														59
Viv Dilkes-Frayne				19											19					19		57
Don Lake							19				19				18							56
Brenton Simpson												19		19								38
Matt Raymond		18		18																		36
Nicholas Jacob													17	19								36
Andrew Thorpe													16					19				35
Rod McEwen												14		19								33
Sam Hemmings-Sykes													13					20				33
Bruce Simpson												13		19								32
Richard Gill	20																					20
Graham Radcliffe												20										20
Stuart Wills													20									20
Alan Wilson														20								20
John Wilson														20								20
Peter Bean														20								20
Kevin Wilson														20								20
Kat Carragher																20						20
Luke Simpson																	20					20
Ryan Humphreys																	20					20
Philip Dobson							19															19
David Gates													19									19
Matthew Avedian																					19	19
Glen Raymond		18																				18
Gary Berrie												18										18
David Thorpe													18									18
Peter Murray																		18				18
Paul Dobson																				18		18
Tyler Faulkner												16										16
Tony Robinson																				16		16
James Elliott												15										15
Andrew Roseman													15									15
Craig Westwood													14									14
Ange Egan												12										12
Bree Tapper												11										11
Peter Hennessy													11									11

CCRMIT 2015 Autocross

CCRMIT round of the VCAS Autocross championship was run in warm dry conditions at the Maffra Car Clubs Boisdale Hill Climb track on Saturday October 17th

This track is more a Hillclimb than an Autocross so it's a great day out with no bitumen just all dirt, we used the long track so it's just over 1km of full on car control with plenty of sideways action. 7 runs were completed with the last 2 in the dark, several competitors commented positively on the night runs. It's a spectacular sight driving under flood light and it's amazing how much light these new LED light bars can generate!

Juniors, under 18, were many with 15 drivers both boys and girls racing, unfortunately mostly from the Maffra car club, although **Jay Wilson** was the sole CCRMIT driver in this class.

Ladies had a strong field with 8 drivers and the battle continued from last year with **Donata Robinson** and **Ange Egan** from CCRMIT fighting out over 6 runs.

Also having fun was **John Wilson** in the mighty excel "Termite", while **Sam Hemmings-Sykes** had 6 runs getting progressively quicker in his Production class Excel.

CCRMIT has 8 entries and from all accounts all enjoyed themselves. The balance of the CCRMIT competitors was the 3 members of the new **Thorpe Racing Team** in the **Bernard Miron** built Impreza. The story goes that this was the first competitive in the new car with Dad (Rick) up against sons Andrew and David. The rumour is that Rick was not impressed that after 3 runs he found himself to be slowest of the team, but on 4th run some pride was restored with his new fastest time however the final results are David fastest, Rick then Andrew.

My thanks to my assistants on the day, it would not happen without their help. Scrutineering: **Mark Egan** and **Rod McEwan**. Booking- In and licence checkers: **Ange Egan** and **Donata Robinson**. Club Steward: **Barry Collins** and joint Clerk of Course: **Bernard Miron**

Hopefully we will be back in 2016 and with more CCRMIT members enjoying great cheap day's motorsport on dirt!

Rick Thorpe, COC

51

71

46
WILSON
WJRT

103
RNR
Electronics & Communications
focus on furniture

CCRMIT Inc. Financial Statement Inc. A0049540G

1/7/2014 to 30/6/2015

	Opening Balance 1/07/2014	Income	Expenditure	Closing Balance 30/06/2015	Balance at AGM 14/10/15
Competition Account					
Opening balance	$ 1,043				
Income		$ 21,610			
Expenditure			-$ 22,019		
Closing Balance				$ 634	$ 3,128
Club Account					
Opening balance	$ 1,269				
Income		$ 4,560			
Expenditure			-$ 3,625		
Closing Balance				$ 2,204	$ 869
High Interest Account					
Opening balance	$ 35,948				
Income (interest)		$ 747			
Expenditure			-$ 5,300		
Closing Balance				$ 31,395	$ 38,435
Totals	$ 38,260	$ 26,917	-$ 30,944	$ 34,233	$ 42,432

Major events in 2014/15

Phillip Island 6 hour	Cost neutral
Pyrenees Rush	Small loss <$1000
VCAS Autocross	Small surplus <$200
Christmas Motorkhana	Small loss <$200

Notes

1. These accounts are prepared for members use and represent the financial health of the club using cash flow accounting rather than accrued accounting practices
2. In accordance with Consumer Affairs Vic. rules this Association is not required to have its financial books audited as total revenue is less than $250,000
3. I believe these accounts for the financial year 2014/15 show that the club is in a strong financial position. While cash was $4K less at 30/6/15 there are a number of event accounts still being finalised from 2014/15 and several prepayment made for future events
4. So far in 2015/16 the Derrick and Autocross have run at a surplus, with PI 6 hr cost neutral however the motorkhana has incurred a small loss.

Rick Thorpe Honorary Treasurer

VCRS and VRC Report

Congratulations to club members who competed in the 2015 Victoria Club Rally Series. Club seniors Colin Sichlau & Rick Thorpe ended the year with a win in Class E, and 3rd in the Seniors Cup! Rick ended up 6th outright navigator, with Tony Robinson 9 points behind in 7th. This year saw the HRA take the clubs trophy from NCCA, with CCC in 3rd, and WDCC squeezing in before CCRMIT in 5th. I believe NCCA are currently discussing the loss, and how such a catastrophe could of occurred!

Jumping into the shared reps role with David Gates earlier this year, you could say I've been a bit quiet on the communication front. Running an event does that to you (Anyone is welcome to this role!).. However better late than never, here's where things are heading in 2016;

- Club Rally Cars will be eligible for series points
- Entries will be closing 1 week from the date of scrutiny.
- Base entry fees increased to $320*
- Starting orders will now be based on the victorian seeding list rather than ballots in each grade

Given the number of serious incidents occurring the last few years (A competitor at a recent event was reportedly unconscious and required extrication from the vehicle), there was discussion at the last meeting about methods to increase competitors awareness on fundamental first aid techniques, without the need for additional regulations. It was suggested by John Roberts to introduce an additional $50 levy per entrant (by the events), which would be refunded to the entrant upon display of a current & valid Level 2 First Aid Certificate by at least one member of the crew. The four most important people in a rallying are in the following two cars behind you, and for the cost of a certificate 2 in First Aid training at around $110, it could help you or others save a fellow competitors life, not to mention be beneficial around your home & workplace. Whilst it is still unconfirmed, a growing number of events looking to be implementing the "system", so the savings will be there.

Personally I support the concept and will be looking to implement such a levy at the 2016 MTGDPR. If I can get a list of 10 names from club members, I'll organise a training day in late January/February with the aims of a group discount, and possibly some tailoring of training to the rallying environment. Let me know, and I'll make it happen!

The 2016 draft calendar currently looks to have 7 rounds next year, though that is likely to change;

- NCCA Eildon Stages - March 19th
- HRA Gil Davis - April 16
- BLCC Tunbridge - May 14
- NCCA Nightmoves - June 18
- FFCC Spring 200 - September 17

- PAC Blue Rock - October 29
- CCC Goldfields - November 26

In the Focus on Furniture and Bedding Victorian Rally Championship, our very own Wal & Shermo still have a mathematical chance of winning the 2015 Championship (though Shermo leads the co-drivers standings). With the cloning of the Windus genes, Darrens son Arron became the youngest VRC round winner when he won both heats at the MRF Tyres Akademos Rally. It's rumoured that the pie oven might be slowing the DFA Rally Team gents down, but I suspect if they replaced the tomato sauce with something hot n spicy, they might just get that win!

With the Begonia Rally now only a matter of days/weeks away, help is also needed to fill a few road closures & cover the odd control. If you can help, get in contact with the team at Ballarat Light Car Club. In the mean time, make sure you "Like" the Victorian Rally Championship Facebook page, and check out all the action from the championship on the youtube channel - Just search for the Victorian Rally Championship!

The 2016 draft Focus on Furniture 7 bedding Victorian Rally Championship has events possible as follows;
Eidon stages - March 19th
Marysville - April
Mitta Mitta - May
MTGDPR - August 28th
Akademos - October
Begonia - November (Proposed ARC round)

Thats about it for now, but feel free to contact me if you want more details or have concerns that need raising at either the VCRS or VRC.

Jimbo

November Island Sprint - 14 & 15 November 2015

Entries are now open for the November Island Sprint on Nov 14 & 15.

Event details and online entry form are available at:https://www.meecamsau.com/index.php?option=com_content&view=article&id=16&eventId=945&Itemid=478

Supplementary Regulations and paper entry form available at: http://www.islandmagic.net.au/wp-content/uploads/Nov-2015-Sprint-Regs.pdf

This event will consist of Circuit Familiarisation and Passenger Rides on the Saturday and SuperSprint on Sunday.
For this event we are making the CAMS Event Entry available to use as an option, to access this system go to https://www.meecamsau.com/ or the CAMS website and click on the CAMS Event Entry logo.
In this system you will need to create a login and enter your details. Once you have set up your details, you will be able to enter events without the need to fill out entry forms.
There are a couple of information videos on the CAMS Event Entry website that guide you through the process.
Payment methods available using this process are Cheque or Credit Card. At the moment, each of these methods requires you to send the payment separately, in future, there will be integrated payment options. For Credit Card payment, please complete the credit card details on the Entry Form and mail it to the address on he entry form.

If you are not able to enter using the online system, the Supplementary Regulations and Entry Form are available

Our mailing address is:
Phillip Island Auto Racing Club Ltd.
RVAC Building, First Avenue
Moorabbin Airport
Mentone, Vic 3194
Australia

In Out of Control

Something that makes rallying different from any other form of motorsport is the fact that to navigate the route you have to visit controls.

We all use them, arrive at them and depart them but what really goes on in a control.

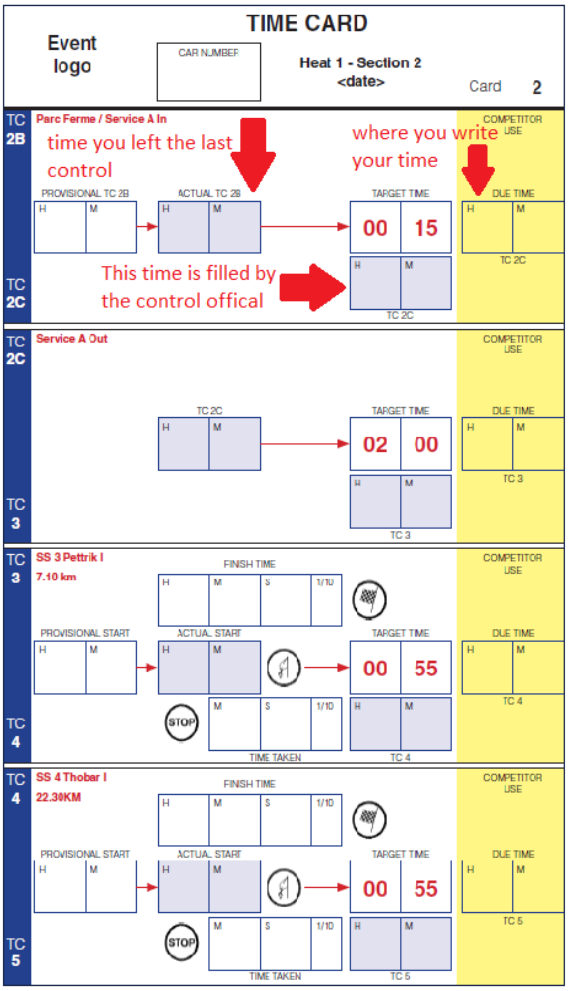
I recently did a start control at a VRC and was surprised at the amount of people that really didn't know what was happening when in a control.

So let's start out with a basic run down of what happens and what you will find or should find when you're proceeding through controls at a rally.

STEP 1: The Event

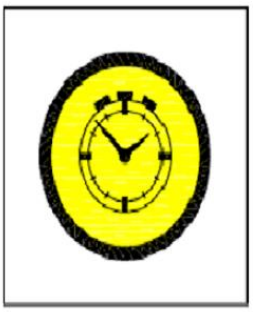
The first thing that you will find is that events in Victoria use two different types of timing. The first and the most like the international events standard is A to A timing. This is used in ARC and VRC events and some other standalone events as well. How do you know what events are using what timing hear you ask, the place to check is the supplementary regulations it will be stated in there.

The second type of timing that is used in Victoria is the A to B timing. This is used in VCRS events and in Intro Trials as well. It must be said that the type of timing isn't always how the event is scored either that's another thing you will find in the sup regs as to if the event is scored to the tenth of a second or to a whole minute best to look in there to know what is correct for your event but the timing system will be either A to A or A to B.



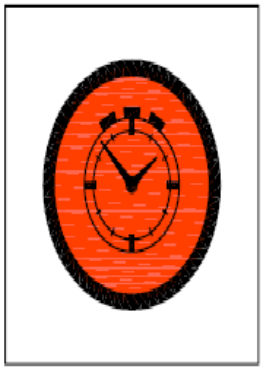
A to A Timing

So let assume that you have found your way to the start of the event and lined up ready to leave the first control usually located at the events HQ. You pull up at your out time and the cheerful control official leans into your car and hands you your time card (pictured) and says you're ok to leave at 0930 you have a minute to go and they wave you out. The route instructions navigate you to the first start control of the day and you have been given 20minutes to make it there (taken from the route instructions). You arrive at the line-up of cars at 0945 and there is a few cars already in the control area you pull up behind the car in front of you



TIME CONTROL
(BOUNDARY)

There is a yellow clock staked to the side of the road (pictured) and 25 metres behind it is a control person sitting at the table next to a similar looking red clock sign. The cars are rolling through and a few people are out of their cars getting ready to start the first competitive stage helmets on and taking that well needed refreshment break.



TIME CONTROL
(ACTUAL)

At the time of 0950 you are due to book in to the control your both ready to go so don't need to get out of the car. When its 0949 (the proceeding minute from your actual book in time) you are allowed to enter past the yellow clock and drive without stopping up to the table where that control officials are. You will mostly have an official come up to you and ask you what time you would like. After telling them the time you would like (I.E. 0950) when this time has passed on the rally clock you can hand the official your card.

The national rally code rule **APPENDIX A – A to A Timing Special Stage Rally Regulations** 1.7 (ii) (d) states

The check-in time will be the exact moment at which one of the crew members hands the time card to the
Post Marshal.
Then, either by hand or by means of a print-out device, the Post Marshal will mark on the time card
The actual time at which the card was handed in and nothing else.

So this means that as soon as you hand the card to the official that's your book in time. And if it's in the whole minute of 0950 to 0951 you're all good and no penalty will apply.

SPECIAL STAGE START

The official will then write down your time and then give you a provisional start time of usually if things are going well 0953 you then thank the official very much because he or she has already had a long day or night and is out there for you so you can do skids on a road. You will drive up to the next part of the control where you will see a car sitting on the start line getting counted down ready to go hang back a bit so when that crew leave you don't get a stone shower.

After the start line board (pictured) is clear you will roll up slowly to the official and hand them your time card and they will tell you of your actual start time (0953). The official gives you your card back tuck it somewhere safe as without it your rally is over and then tells you, you have a minute to go. I front of you just up the road is a beige sign with three strips on it this makes the end of the control zone (pictured)

END OF CONTROL ZONE

So your both blasting down the stage and you see a yellow flag sign (pictured) this isn't the end of the stage it's just a warning that the timing beam that your time is taken from is only 100m away and then you past a red sign (pictured) that looks just like the last one this is where your stage ends and your to slow down and come to a stop next to the, would you believe it a stop sign (pictured)

SPECIAL STAGE FINISH

Here you will hand the official your time card and be given your time for the stage. The official will write that onto your card and then you can thank them for being out there and check the time with yours that you took of a stop watch. It reads the same so you OK to leave the control and transport (liaise) to the next start control ready to do it all again as you leave the control you will notice another beige board this is marking the end of the control area.

SPECIAL STAGE STOP CONTROL

The next book in time that you will need to work out is the time stated in the road book to complete that road section (stage) that you started at 0953. Including the time that you took during the special stage you might have been given 35 minutes to complete this stage so your next book in time will be 1028 (0953 plus 35 minutes) this is the time you need to arrive at the next red control board and hand your friendly official your time card.

A-B Timing

This timing is only a bit different you still have controls and have to pass through them its only that the time during the stage is taken then you receive a time to start the transport section at the end of the stage.
So you will arrive at a control and find cars sitting in line waiting for the time to start the stage.
A control official might be walking down to you and ask you what time you want. You started the first transport stage at rally HQ at 1948 and the first transport time in your road book says 22 minutes. Your book in time is 2010 you can tell this to the official who may take your card and then you will wait until your turn comes up and then you will get a time out. If there is no control official walking down you might have to get out of the car and go up to the table where the official is. At the right time (2010) you will hand the time card over and call your car into control and then get back in to the car. You have 3 minute in control to then get yourself bucked up and ready to go.
On your out time (2013) you will be counted down from the start line which is just past the control table and then start the stage.
At the end of the stage you will see a yellow flag board which is the warning sign for the end of the stage and then the red flag board which your time is taken. You will then see a stop control which you will stop at and the official will give you your time for the stage and then fill out the start time for the next transport section. This might be two minute from your arrival time at this control you will then add the time from the road book for the transport to that to calculate your next arrival time at the next control.

Other types of Controls you might find

Passage controls

On that you may find during VCRS events or introductory trials is a Passage control
This is where you will see a P board and then at the control location you will find an official standing on the side of the road. You must safely stop next to the official and either open your door or wind down your window and on the back of your time card receive a stamp or a sticker from them this proves your passage through this point.

Observations

At some points along the competitive route you might see an O board and then afterwards a Letter board which you must write down on the back of your time card.

One thing to remember is to always get the passages and any observations signed by the control official's before leaving the control at the finish of the stage or you may find yourself receiving an unexpected penalty at the finish of the event.

I hope that this helps make something that we all have to do during a rally a bit easier to keep under control

Driverless car demonstration
Live webcast this Sat 7 Nov

View this email in your browser

Driverless Car Demonstration

Live webcast
this Saturday 7 November from 9:30am

In collaboration with Volvo and as part of the Australian Driverless Vehicle Initiative (ADVI), ARRB Group is hosting Australia's first on-road demonstration of automated vehicles.

The demonstrations will include a Volvo XC90 performing lane keeping, adaptive cruise control and active queue assist in fully automated mode.

Telstra, an ADVI partner, will be live streaming the demonstration from inside one of the vehicles, with the webcast accessible to the public via the Internet.

Live webcast details

Link: watch the live webcast here
Date: this Saturday 7 November
Time: from 9:30am

EastLink is an ADVI partner

EastLink Managing Director, Charles Griplas said, “Eventually, driverless vehicles will improve traffic safety and fuel economy, reduce congestion, and provide opportunities for improved road planning.”

The demonstrations will follow the International Driverless Car Conference, hosted by South Australia and with EastLink among the participants. This two-day Conference held from 5 to 6 November is the first international driverless car conference to be held in the Southern Hemisphere.

find out more about the conference

find out more about the Australian Driverless Vehicle Initiative

Thank you

Thank you for using EastLink.

Doug Spencer-Roy

Corporate Affairs & Marketing Manager, EastLink

Where can you legally mount LED lightbars?

Robert Pepper 2015-09-26

26 Sep 2015 Robert Pepper

1 0 1k 0

LED lightbars have been popular over recent years, but as ever the road authorities across Australia have been slow to amend the rules – where can you legally mount LED lightbars?

The first principle of vehicle modifications in Australia is that the answer is always state-specific. Sadly, each part of Australia has its own road authority, which has a slightly different set of rules so what's legal in one state may not be legal in another. Because, well, who knows. We just have to live with the pain.

LED lights are popular because they're relatively cheap, provide a nice, white light, are small and easy to mount relative to conventional driving lights. And they look cool. LED bars are not a subsitute for spotlights because there's just not enough room to design a reflector which can throw light a reasonable distance, so instead they're best used as short-range fill lights for manouvering, low-range driving, recovery or working.

The law used to state that all driving lamps had to be mounted in pairs so that the lighting was symmetrical. This made sense for the conventional circular lamps, but not for a light bar which while a single light is so broad it can be mounted symmetrically. Eventually, the appropriate Australian Design Rule (ADR), number 13/00, was amended to permit use of lightbars provided they were "fitted to the front of the vehicle, symmetrically about the centre". However…they didn't specify a minimum width or height, so you could have a very short lightbar and technically still be legal. Wouldn't recommend pushing your luck though. At least now all states and territories permit lightbars, so we're all good now with consistent regulations?

No, that's be too easy. Below are some excerpts, and the **bold text** highlights some inconsistencies:

Here's Vicroads' official words on the subject:

- *The lamps should, **as far as is possible,** be installed symmetrically in pairs to the front of the vehicle.*
- *If lamps are not fitted as pairs (e.g. one, three etc), they must be fitted to the front of the vehicle, symmetrically about the centre.*

- *A maximum of four driving lamps (including LED light bars) can be fitted to a vehicle in addition to the vehicle's main beam headlamps.*
- *The lamp/s must be installed in a way that the light produced does not cause the driver of the vehicle discomfort either directly or by reflection.*
- *The lamp/s must only come on when the main-beam (high beam) headlamps are used, and* ***must automatically turn off when the main-beam headlamps are turned off.***
- *The lamps must not obstruct the driver's view of the road.*

Source: https://www.vicroads.vic.gov.au/safety-and-road-rules/vehicle-safety/fog-and-driving-lights

What about SA?

LED Light Bars and additional headlights may be fitted, provided that they meet the following requirements:

- *The light or lights must be installed to be forward facing and in a position that does not obscure the driver's view of the road ahead.*
- *The lights should, as far as is possible, be installed symmetrically in pairs of between 2 or 4 lights.*
- *If the lights are not fitted as pairs, they must be fitted symmetrically about the centre line of the vehicle.*
- ***The lights may be fitted to the roof of the vehicle.***
- *The light or lights must not be fitted or be used in any way that is likely to dazzle another road user and must be installed in a way that the light produced does not cause the driver of the vehicle discomfort either directly or by reflection.*
- *The light/s must only come on when the main-beam (high beam) headlights are used, and must automatically turn off when the main-beam headlights are turned off.*
- *The driving lights* ***may be fitted with an isolator switch*** *to allow high beam to be switched on without the driving lights also being switched on.*

Source: https://www.sa.gov.au/topics/transport-travel-and-motoring/motoring/vehicles-and-registration/vehicle-standards-and-modifications/lighting-and-instrumentation

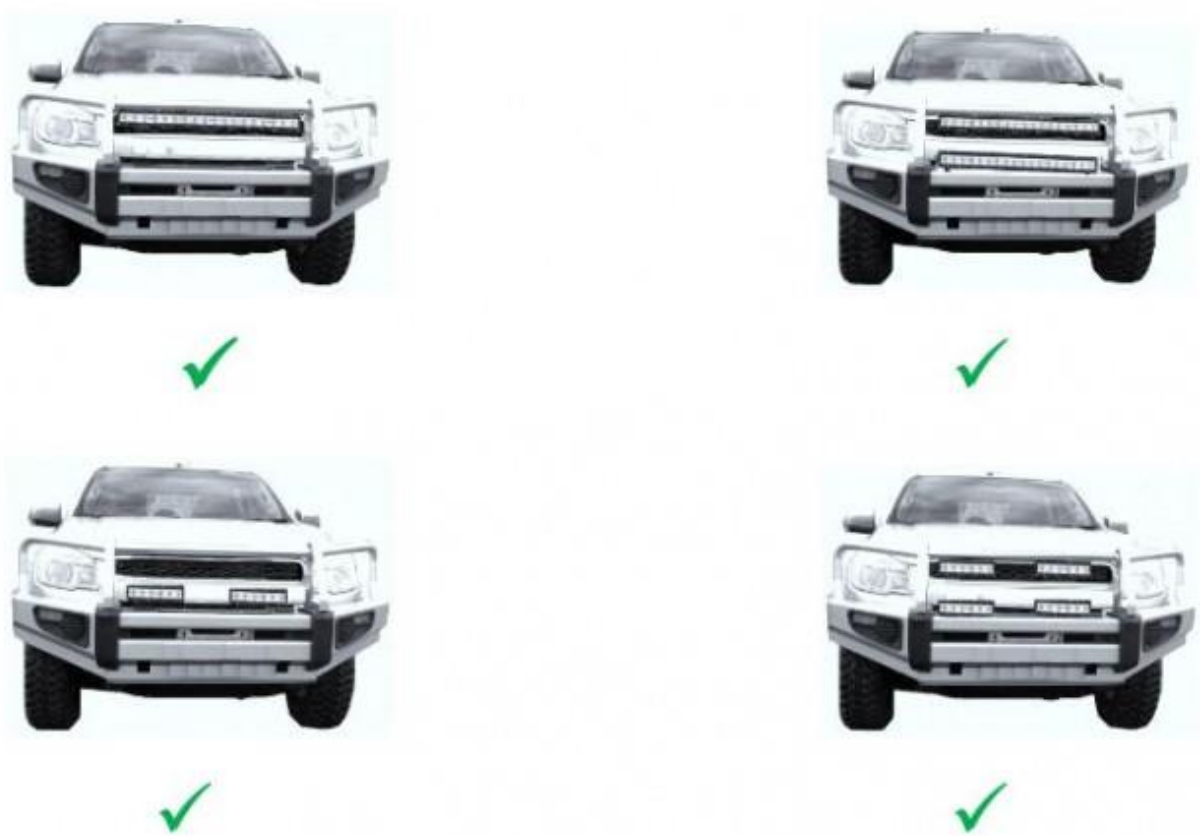
And here's WA:

The exemption is subject to compliance with the following conditions:

- ***The LED light bar(s) must be installed at the front of the vehicle and not higher than the front edge of the bonnet.***
- *The LED light bar(s)* ***must be installed horizontally and located symmetrically about the longitudinal centre line of the vehicle.***
- *The LED light bar(s) must be forward facing and positioned in a way that the light produced does not cause the driver of the vehicle discomfort, either directly or by reflection while in the normal driving position.*
- *The LED light bar(s) must only operate when the high-beam headlights are in operation and must automatically turn off when the high-beam headlights are turned off.*
- ***A manual switch must be provided to allow the LED light bar to be deactivated,*** *so that it is not on whether the high beam is on or off. This switch must be accessible to the driver of the vehicle from the normal driving position.*
- *The LED light bar(s) must only emit white light.*
- *The LED light bar(s) shall not* ***obstruct the driver's view of the roadway more than 11 metres ahead of the driver's eye position*** *when looking through the windscreen, with the driver's seat in the rearmost position*
- *One or more (to a maximum of four) LED light bars may be fitted as additional driving lamps*

Source: http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VS_IB_132A.pdf

Here's an official WA government image showing how bars can be mounted:



Source: http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VS_IB_132A.pdf

And they have another:

Source: ~~http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VS_IB_132A.pdf~~

Queensland has a similar take on it here:

http://www.tmr.qld.gov.au/~/media/Safety/Vehicle%20standards%20and%20modifications/Vehicle%20standards/Vehicle%20standards%20instructions/L152Drivinglampsv3.pdf

which includes:

Driving lamps may be fitted above the roof line. The driving lamps must be fitted to the front half of the vehicle, when measured from the front to the rearmost point of the vehicle.

however, it goes on to talk about not increasing the risk of pedestrian injury, line of sight of the driver and so on. That means the above statement is not a license to install the lights wherever and however you please on the roof. It also specifically mentions protrusions.

Enough! What does all this mean?

The rules excerpts above all more or less say the same thing, but every authority has put their own slant on it. One problem is that absolutes such as "you will not mount lights on your roof" (unless you're in WA) have been replaced by "do not dazzle another road user" and "cause driver discomfort". This is good because it gives freedom of placement, but bad because it's hard to define what dazzling or discomfort is.

So, below I've written a conservative interpretation based on reading the above and other sources which appears to comply with all the states' various demands. But as I'm not transport minister, it's not law so use at your own disrection and as guidance only:

- **Number of driving lights** – maximum four. This may be 2 x pairs of spotties, 4 x lightbars, 2 x spotties and 2 x lightbars. The rules are clear on this.
- **Mounting** – symmetrical relative to the centreline of the vehicle, even if Vicroads have poor wording. Rules clear here too.
- **Switching** – driving lights only able to be switched on with full beam, and full beam must be operable without the driving lights. That seems to be safest and is what most people do anyway.
- **Orientation** – long side of the lightbar to the horizontal.
- **Location** – no higher than the car's headlights. If you do that, then there shouldn't be any drama with arguments over dazzling other users, discomfort and so on. You could *perhaps* mount higher legally, if you're prepared to handle the dazzle/discomfort issue. The actual words from ADR13 are "illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers and other road-users".
- **Direction** – forward facing. Best to make them all exactly forwards facing or very nearly so.
- **Obstruction** – no part of the light visible from the driver's seat. Then no worries about obstructing forwards view.
- **Light colour** – white.

So far, I'm yet to hear of anyone having compliance issues if the above list is adhered to. Oh, and don't forget to allow adequate cooling space too.

Dear Road Authorities of Australia – feel free to copy the above as standard wording.

A quick note HID (high-intensity discharge) headlamps

Can you upgrade your headlights to HIDs? Yes, if you do it legally? That means you also add:

- an automatic headlight levelling device
- headlamp cleaners

You'll also need to redesign the reflector so that it works properly with the HIDs. Basically, the effort isn't worth it and if you want more light then fit a set of spotties. More on this in Australian Design Rule 13.

For Sale

Item number 1……

Absolutely brand new in box XL size Stilo Trophy Des Rally Helmet, with hans posts. Retail is $649.00 For sale for $450.00

Item number 2….

Absolutely brand new in box Simpson Hybrid Sport, Medium size (42” chest) FIA approved Hans. Will fit standard Hans posts. Retail is $1028.00. Will sell for $800

Contact Bernard on 0427581930 if you are interested in any of these items.

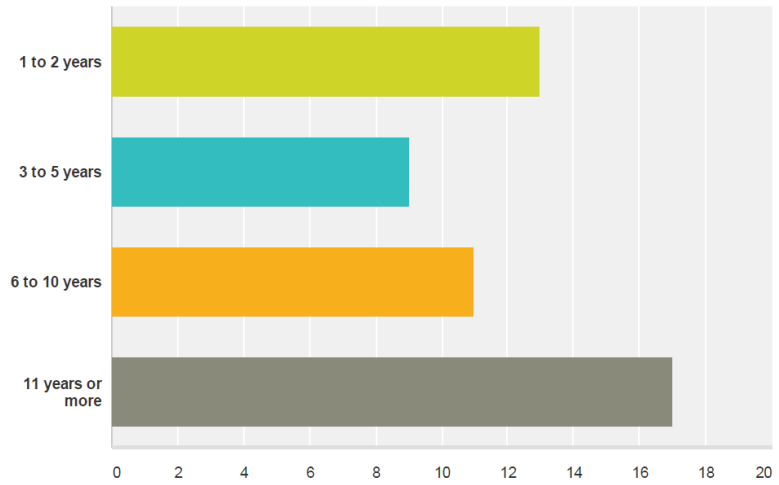
Survey Results

Q1

Customize Export

How long have you been a member of CCRMIT

Answered: 50 Skipped: 0

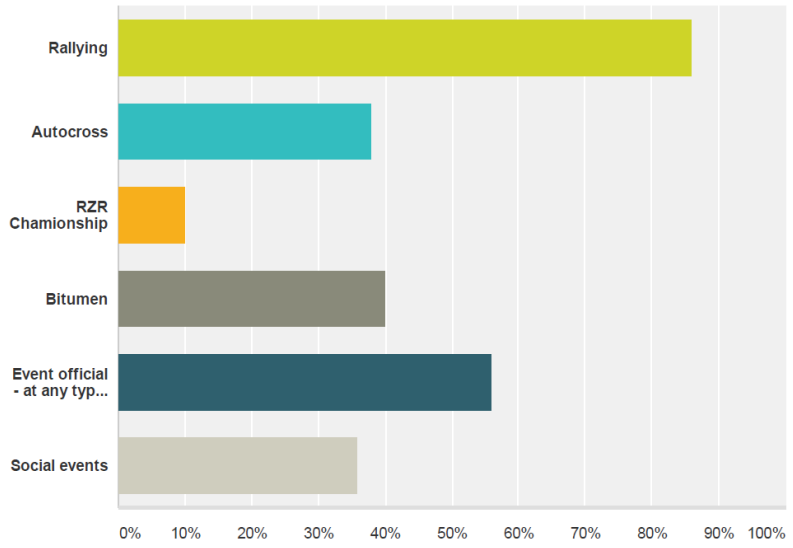


Q2

Customize Export

What area of motorsport are you involved in?

Answered: 50 Skipped: 0

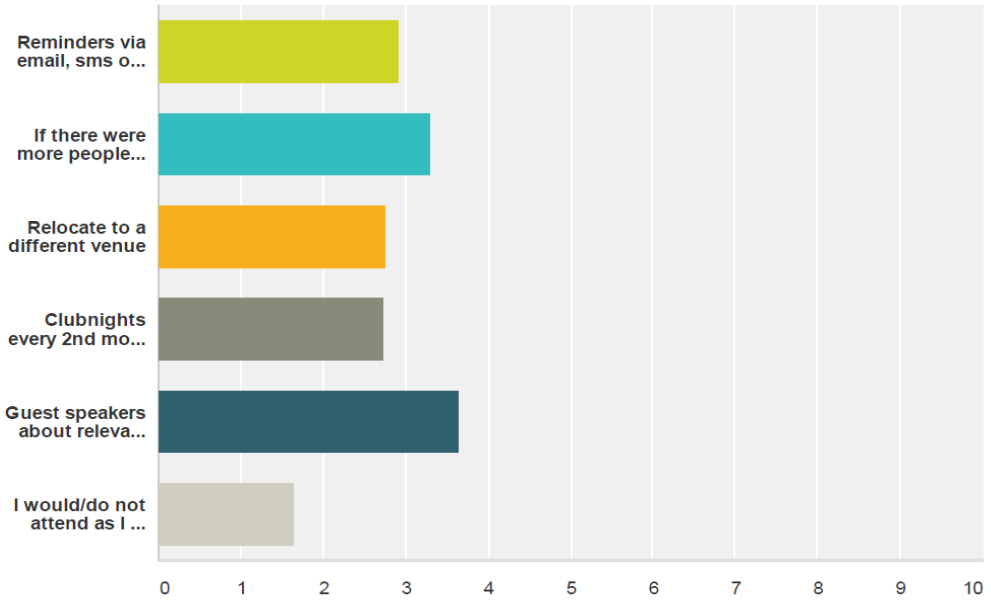


Q3

Customize Export

What would encourage you to attend more club nights?

Answered: 50 Skipped: 0



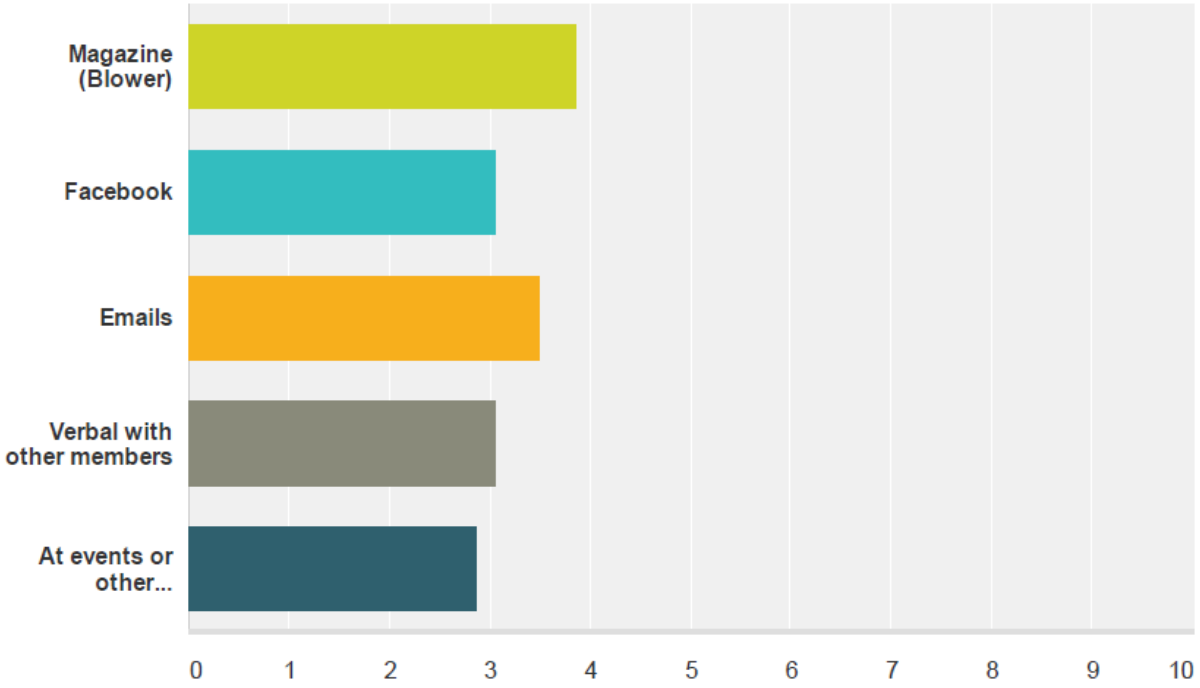
	Not at all	A bit	Maybe	Probably	Definitely	Total	Weighted Average
Reminders via email, sms or facebook	20.41% 10	12.24% 6	28.57% 14	32.65% 16	6.12% 3	49	2.92
If there were more people there	8.51% 4	8.51% 4	40.43% 19	29.79% 14	12.77% 6	47	3.30
Relocate to a different venue	27.08% 13	6.25% 3	41.67% 20	14.58% 7	10.42% 5	48	2.75
Clubnights every 2nd month ie 5 clubnights per year	27.08% 13	12.50% 6	27.08% 13	27.08% 13	6.25% 3	48	2.73
Guest speakers about relevant products or information	4.08% 2	8.16% 4	18.37% 9	57.14% 28	12.24% 6	49	3.65
I would/do not attend as I am not interested in the social side of the club	63.04% 29	13.04% 6	19.57% 9	4.35% 2	0.00% 0	46	1.65

Q4

Customize Export

What method do you use to stay in touch with the club??

Answered: 50 Skipped: 0



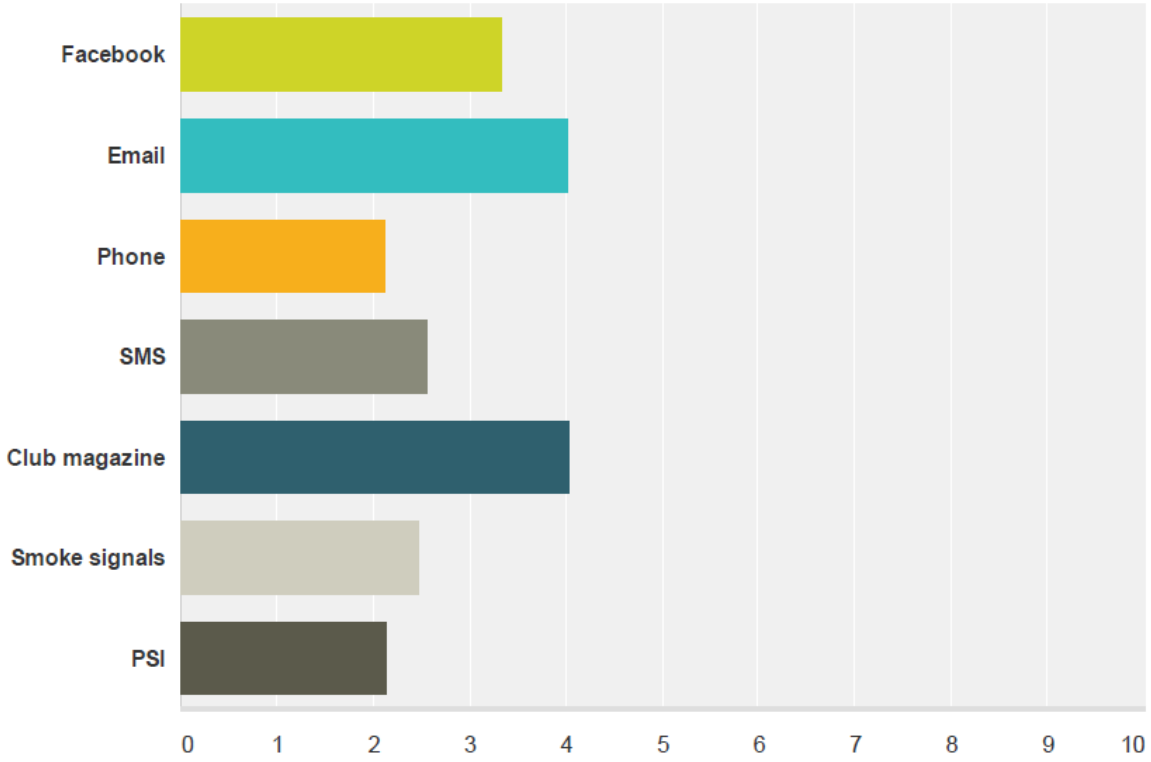
	Not at all	A bit	Sometimes	Mostly	Always	Total	Weighted Average
Magazine (Blower)	2.04% 1	6.12% 3	22.45% 11	42.86% 21	26.53% 13	49	3.86
Facebook	21.28% 10	8.51% 4	25.53% 12	31.91% 15	12.77% 6	47	3.06
Emails	4.17% 2	8.33% 4	37.50% 18	33.33% 16	16.67% 8	48	3.50
Verbal with other members	14.29% 7	22.45% 11	18.37% 9	32.65% 16	12.24% 6	49	3.06
At events or other gatherings	16.67% 8	25.00% 12	25.00% 12	20.83% 10	12.50% 6	48	2.88

Q5

Customize Export

What form of communication would you RATHER the club used

Answered: 50 Skipped: 0



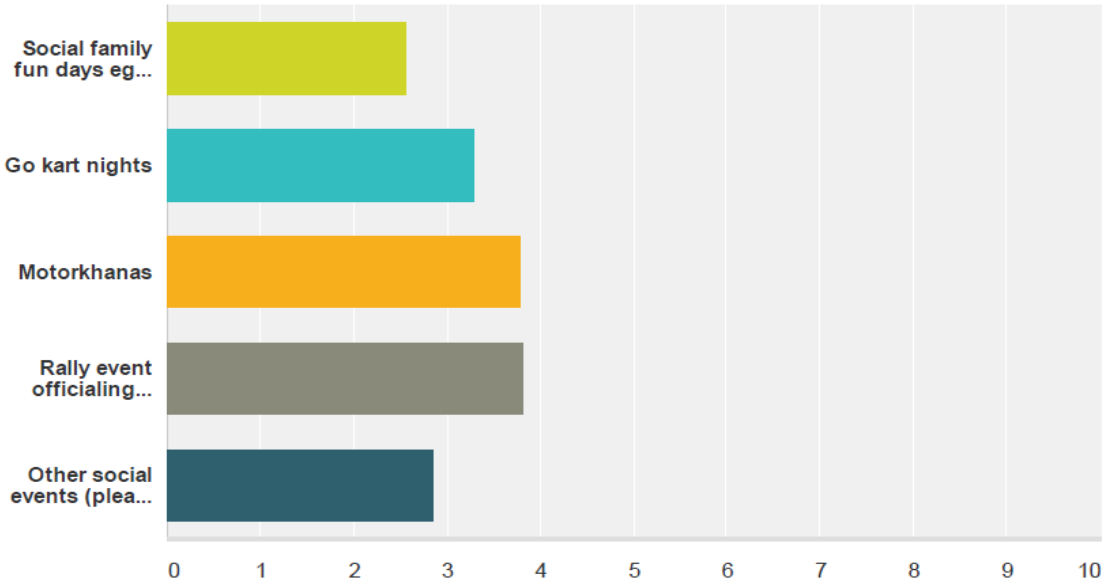
	Not at all	A bit	Somewhat	Mostly	Definitely	Total	Weighted Average
Facebook	18.75% 9	4.17% 2	22.92% 11	31.25% 15	22.92% 11	48	3.35
Email	0.00% 0	8.16% 4	10.20% 5	53.06% 26	28.57% 14	49	4.02
Phone	29.79% 14	38.30% 18	23.40% 11	6.38% 3	2.13% 1	47	2.13
SMS	26.09% 12	26.09% 12	21.74% 10	17.39% 8	8.70% 4	46	2.57
Club magazine	0.00% 0	4.08% 2	16.33% 8	48.98% 24	30.61% 15	49	4.06
Smoke signals	56.82% 25	6.82% 3	0.00% 0	4.55% 2	31.82% 14	44	2.48
PSI	62.50% 25	7.50% 3	5.00% 2	2.50% 1	22.50% 9	40	2.15

Q6

Customize Export

What sort of social events would you like to see more of and would you attend them?

Answered: 48 Skipped: 2



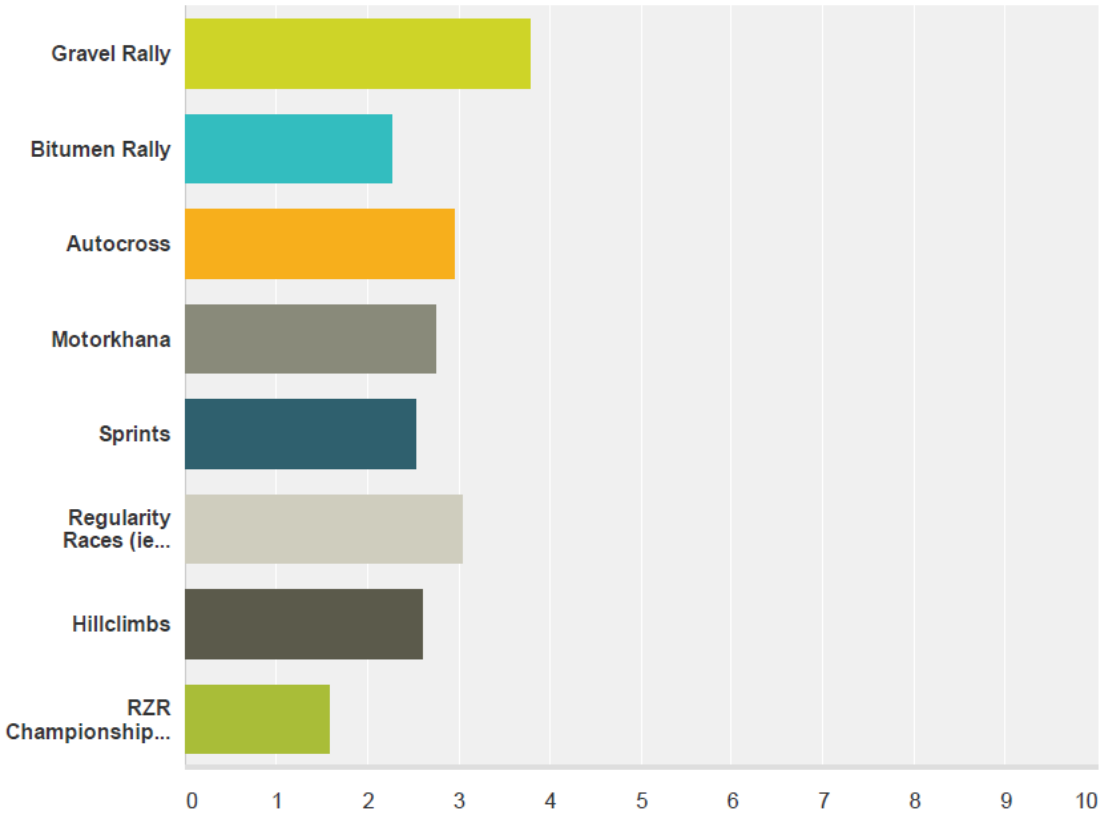
	Not at all	A bit	Somewhat	Maybe	Definitely	Total	Weighted Average
Social family fun days eg luna park, puffing billy, bbqs	22.92% 11	31.25% 15	22.92% 11	12.50% 6	10.42% 5	48	2.56
Go kart nights	12.50% 6	14.58% 7	31.25% 15	14.58% 7	27.08% 13	48	3.29
Motorkhanas	0.00% 0	17.02% 8	19.15% 9	31.91% 15	31.91% 15	47	3.79
Rally event officialing (running stages as a club)	4.26% 2	8.51% 4	21.28% 10	31.91% 15	34.04% 16	47	3.83
Other social events (please provide details in the comments at the end of the survey)	17.95% 7	23.08% 9	23.08% 9	28.21% 11	7.69% 3	39	2.85

Q7

Customize Export

What style of events if any do you see yourself competing in in 5 years?

Answered: 49 Skipped: 1



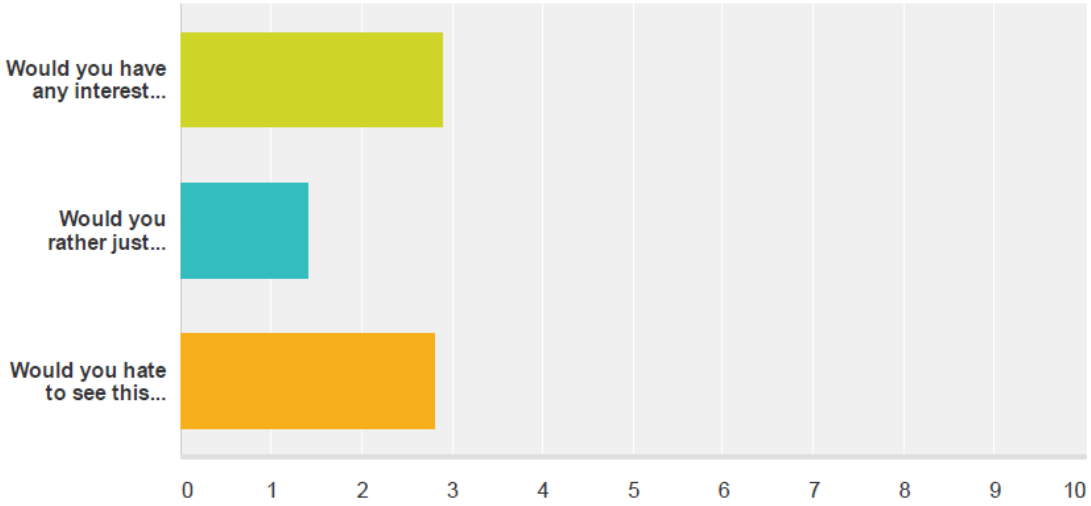
	Not at all	A bit	Somewhat	Mostly	Definitely	Total	Weighted Average
Gravel Rally	9.09% 4	15.91% 7	9.09% 4	18.18% 8	47.73% 21	44	3.80
Bitumen Rally	34.88% 15	20.93% 9	30.23% 13	9.30% 4	4.65% 2	43	2.28
Autocross	26.09% 12	15.22% 7	19.57% 9	15.22% 7	23.91% 11	46	2.96
Motorkhana	24.44% 11	22.22% 10	24.44% 11	11.11% 5	17.78% 8	45	2.76
Sprints	36.36% 16	18.18% 8	15.91% 7	13.64% 6	15.91% 7	44	2.55
Regularity Races (ie Phillip island 6 hour)	17.02% 8	27.66% 13	17.02% 8	10.64% 5	27.66% 13	47	3.04
Hillclimbs	23.91% 11	30.43% 14	19.57% 9	13.04% 6	13.04% 6	46	2.61
RZR Championship style events	74.42% 32	13.95% 6	0.00% 0	2.33% 1	9.30% 4	43	1.58

Q8

Customize Export

At the moment, the club is struggling to get and keep a committee of management. If it came to the crunch, and we cannot form a committee, the club may/would have to fold.

Answered: 50 Skipped: 0



	Not at all	A bit	Somewhat	Mostly	Definitely	Total	Weighted Average
Would you have any interest in being on the committee if we reached this crossroad?	18.00% 9	20.00% 10	32.00% 16	14.00% 7	16.00% 8	50	2.90
Would you rather just wind the club up, and join another club?	77.55% 38	10.20% 5	6.12% 3	4.08% 2	2.04% 1	49	1.43
Would you hate to see this happen, but have no time or interest in stopping it?	25.00% 12	16.67% 8	22.92% 11	22.92% 11	12.50% 6	48	2.81