



THE  
**BLOWER**

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

*October 2009*



# THE BLOWER

**This month's cover:** Rebuild time...  
For the club - Photo Mark HJ. With the AGM  
approaching it is time for some brutal action to  
ensure the Club stays strong into the future!

**Next Meeting: 8<sup>th</sup> October 2009**

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 Nov Blower Submissions:  
4<sup>th</sup> Nov 2009**

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Institute of Technology Inc.



Inc# A0049540G

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# ***Presidential Report***

October 2009

So it's Blower time again,

Kinda like daylight savings really isn't it? You think it's weeks and months away, and sheebang! It's upon you already..

Probably the biggest news to talk about is the recent running of CCRMITs very first ever Autocross!

Well done to Andrew Roseman for taking the reigns and organising this event, and marking a new chapter in the history of the club. For those that couldn't make it out there, a great day was had, and even the weather managed to mostly keep clear - much to the disappointment of the residents of Melton! A mix of cars fronted up from the quick little "Specials" to rally cars, and road going cars, with Mr T doing the most laps out of everyone participating...

Other events that have taken place recently include a 2nd boat trip across to Tassie, and the Spring 200 which unfortunately I was unable to attend. Hopefully there will be a report or two in this months Blower from these two events, otherwise I invite those that made an appearance to drop by this club night and share a few stories.

Speaking of Club night, those moving pictures are back! A copy of the Castrol Rally has been uncovered, and will be the main feature Thursday night. The show will roll 8.30pm sharp! So if you want to hear any of the latest findings and news, make sure your around at Bells by 8pm.

That's about all from me for now, don't forget about the AGM that's coming up soon.. Would be great to see you there.. If I'm organised in time, we'll have a couple of killer mystery bucket prizes too!

Cheers

*Pres Jimbo*



## **Quick Note From An Editor**

Another month and another bumper issue of Australia's leading motor sport publication, The Blower. After a fairly lean spell, it's great to see members getting behind The Blower again, submitting some very interesting material. This month we are treated to another instalment of the travel diary of member Frank York and some mumblings from a Grey Beard. We have a current points score for the CCRMIT Trials Trophy, with a very tight table at the top, and all the news and reviews from a history making month for our club.

With the AGM fast approaching (see notices later in this publication) it's crunch time for the current office bearers to decide if they think they can "bear" for another year. I know there will be some major changes this year but it's yet to been seen how much "new blood" we'll see stepping up to the plate this time around (oh please for some new blood).

This year the decision to keep up this editor gig is an easier one than this time last year. Two years into the job and the hate mail is starting to drop off, and I've even heard a few complimentary words spoken. Having said that, each issue is only as good as it's content, and that part is up to you guys. So you keep the quality coming in and I'll continue to produce the best publication I can until my wife tells me I have to stop.

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

**MARK HOWARD-JONES**

Co-Editor - The Blower

## THE VICE.

Well it's been quite a month for CCRMIT Car Club – we've had representation at numerous events, and we've even run another one this year. Sunday 27<sup>th</sup> September 2009 was a historic day for CCRMIT – it was our inaugural running of a VCAS round. Something for the club to be proud of, not only for putting on a successful event, but branching out into another form of motorsport. In these times of dwindling events and membership numbers, it is diversity and the ability to adapt to change that will see us survive; so well done to Andrew Roseman and his team.

Speaking of diversity, we've announced a new perpetual trophy for 2010, see the details on that somewhere else in this mag.

We thought for our club Christmas break-up function this year we'd let someone else provide the entertainment, and are planning a trip to the World Series Sprintcars at Avalon Raceway on the 30<sup>th</sup> Dec – again, more info elsewhere in this fine publication. There are murmurings of organising a bus for transporting attendees in style to and from town and a major regional centre or two – stay tuned for further details. It will be an afternoon function.

Monthly club night is upon us, and at a recent working bee to restore another of the 'projects' in your editors shed, we discovered some hidden footage of the 1979 Castrol Rally, starring the likes of a young Geoffrey Portman. Come along for a pub meal and find out what's been happening in the news over the past month, and see some of this amazing history rebroadcast for your viewing pleasure.

As I'm sure others have mentioned in their pieces, the AGM is upon us in November. Come along to the November club night and have a say in the future of the club – the committee is after shaking the apple tree a bit, and would be delighted to have your input, however great or small.

Till next time,

*Ormie*

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### *Automotive Air Conditioning*

#### *A True Story*

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours, and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show Lo, Norm, Hi, and Max on the controls.... So, now you know...

# Around the Tracks

## CCRMIT and VCAS

2009 marks CCRMIT joining the Victorian Club Autocross Series (VCAS) and on Sunday 27<sup>th</sup> September, we held Round 8 at Melton Autocross Track. For those who aren't familiar with autocross, it is entry-level gravel motorsport traditionally conducted on tracks of approximately 1km in length. There are a number of tracks across Victoria including at Maffra, Bendigo, Kyneton, Geelong, Shepparton, Swan Hill, Deniliquin and Melton.

With almost a fully subscribed field, the day was tipped to be busy; however the weather almost caused a cancellation. In the week prior, and particularly on the day before, the south eastern suburbs saw almost continuous heavy rain...and as the phone calls flooded in, people were thinking the worst. Luckily rain fell out west but not as much and so apart from some standing water on a few corners, Melton Motor Sports Club gave the green light! We were on!

An early start to get the gates open and the event organised, book-in (thanks Mark and Deb!) and by 10am we had the first cars out on the track for the first run. Scoring for VCAS rounds consists of generally 5-6 timed laps of which the best three are used to score against class competitors. There are classes for standard road cars, modified vehicles (eg. Rally cars), specials (buggies) and 4WD vehicles (WRX, Lancers, etc) so it caters for all levels of cars so you don't need a big budget to race.

After a few recoveries from Mike T in the Navara of beached cars on one of the sloppy back corners, the event progressed more smoothly and we stopped for lunch after 2 runs for all 74 starters. After lunch we powered back into it, and the wind (which didn't stop all day) started to dry the track out, we had some patchy showers but dust started to appear out on track!!

We finished the day with all competitors achieving 5 runs which I think is a pretty good effort considering the field size...Most of all there were lots of smiles, laughs and good times, no accidents and that's always a good thing (I hate paperwork)

Special thanks to the following helpers on the day, Andrew, Nadine, Brett and Cathy for being at the start line, Wayne Roffey for scrutiny, Brett Roffey and David Lambie for being stewards (and Dave also for in-field flag duties), Mike T for driving recovery, and James for donation of the Navara...the local Scouts for providing a food and drinks which kept everyone warm during the day.

Thankyou to the committee for supporting our participation in VCAS. I believe that this is a new chapter for CCRMIT and for our involvement in grass root motorsport. We are already planning for next years' event.

*Andrew Roseman*

Clerk of Course

**CCRMIT VCAS Representative is**

**Andrew Roseman**

**0413 307 766**

**aroseman@phoenix-ag.com.au**

**NEXT EVENT - ROUND 9 - 24 October 2009**

Melton Motorsports Complex

hosted by Cerberus Car Club.

Supp regs can also be down loaded from the VCAS website

**<http://www.vicclubautocrossseries.com>**



## Mumblings of a Grey Beard.

David C Lambie.

**We** finally did it. CCRMIT organised its first competitive Autocross... It has only taken forty years.

Andrew, Mark and the committee are to be congratulated on taking CCRMIT into the Victorian Club Autocross Series. I can't believe it has taken so long for one of the leading loose surface car clubs to join VCAS.

Why forty years? Way back in 1969 I attempted to organise what would have been the first Autocross in Australia. As a keen reader of British motor sport Mags I was aware of what was going on in Britain and couldn't see why we shouldn't be doing similar events in Aus. I went into CAMS, then a couple of rooms up the stairs in St Kilda road. A young Ron Parks handed me a copy of the British equivalent to the CAMS manual with the advice that if I could comply with the British Autocross regs CAMS would give me a permit.

At the time I was organising motorkhanas in an L shape paddock with a large tree in the middle of the foot. The last motorkhana test of the day was a good thrash down the paddock, slide to the right then hard left around the tree along the bottom fence, hang a right over a lovely off camber corner and back up the hill. A good start for an Autocross course I thought. Unfortunately the British regs said you had to keep 100ft (30m) clear of a wire fence and 30ft (9m) clear of a tree if surrounded with hay bales... This buggered my proposed Autocross.

I spent considerable time driving around the South East trying to find a suitable piece of land. In the mean time the Light Car Club had imported a British General Manager who had organised Autocrosses in Britain. He organised our first Autocross at the Bacchus Marsh horse racecourse. I duly entered and was perplexed to find a course that wound its way between the Western Plains Volcanic

rocks and went well within 30m of the boundary fence.

What a joke. So this is how CAMS works. I gave up trying to run an Autocross and just ran Motorkhanas that had plenty of room for a bit of sliding. A philosophy that has served the club well over the years.

Motorkhanas and Autocrosses were my preferred form of motor sport. Not only couldn't I afford to go rally driving, but I didn't find the rallies of the period very enjoyable. This puts me at odds with my peers who now make up the HRA. To understand why, here is a quote from 1969 CAMS Manual

" unless a Local (State)Trials Code directs otherwise, no obligation should rest on any director to ensure that a proposed route is actually trafficable on the day of the event. Trees fall, rivers rise, roads collapse and no director can relay his event only minutes before the field arrives. It is best to leave the problem for the crews to solve; if one gets through, it is deemed trafficable. If none get through, there is at least a way out, and the possibility of "force majeure" may be here invoked."

I can tell you the angst generated by a field that discover that the creek at the bottom of red clay greasy track is impassable is not pleasant. And latter when you hear that the Director thought it might be so and had taken a different route to set up the finish control you say "What a joke".

There is a story I tell of a good mate who was given a Holden Dealer Team Torana by Harry Firth and hence wanted some good results; he is first car on the road in a George Derrick the Directing Team have sussed this grotty requires you to drive thru a reed bed at the top of a dam. They make sure nobody does drive thru the reeds prior to the field, naturally my mate has an in car conference before charging thru. If you are rallying because you like sliding these type of antics are not fun.

At least at an Autocross you knew a committed drive would be rewarded. Jon is adamant that the year we spent doing VCAS as Cerberus members was a beneficial step in getting the most out of the Escort when we hit the Stages.

**Enjoy your sliding !**

## NEW PERPETUAL CCRMIT TROPHY FOR 2010 & BEYOND

It is with great pleasure and aplomb that we announce the impending arrival of a new trophy for the 2010 season for CCRMIT competitors:

*~ 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 every month 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.

# **From the Goodwood Festival of Speed to the German Grand Prix and ADAC Eifel Rally**

By Frank York

After our week at The Goodwood Festival of Speed, we looked forward with much anticipation to our next set of motoring activities. Matt and I headed across the English Channel on the Eurostar train at 300 km/h (why can't we run trains like this in Australia?), headed for France, Belgium and Germany.

We quickly found the restaurant car and ordered a couple of beers. Several beers later we arrived in Lille, France. This was the end of our rail journey. Having collected our pre-booked rental car, we planned to head to Spa, Belgium, after a couple of days touring the region. Spa is a lovely small town and is most famous as the home of the Spa Francorchamps race circuit.

The timing of our visit to the track to see famous sections like "Eau Rouge" meant we were lucky to be able to spectate at the "25 Hour Fun-Cup Endurance race". It turns out that this is the longest car race in the world. As luck would have it, and without having planned it, we arrived to sit in the grandstand seat just as the cars were on their rolling formation lap. We could not have planned it better!!



The Fun Cup cars are all based on VW Beetles and obviously run to a very strict formula. The very large field of cars was clearly well prepared and the paddock boasted transporters and support infrastructure that was of a higher standard than you would see at an Australian V8 SuperCar race. Seeing the cars run at full tilt through Eau Rouge was a blast, and gave us a good feel for how the Formula One cars would tackle the track when they raced here a few weeks after our visit.

Whilst in Spa we watched practice for the German Formula One Grand Prix live on TV as we ate at a local café. With Webber topping the charts, and sitting on pole position, Matt and I agreed that we just had to be there to see Mark win his first GP. And so we headed to Nurburg where we had also planned to revisit the Nurburgring Nordschleife and do a few laps over a few days of our favorite piece of road...the 'green hell'. But that is another story for later.

Having made it to Nurburg on the morning of the German Grand Prix, we experienced traffic like you wouldn't imagine. The narrow one lane winding B roads that wend their way through the Eifel Mountains were never designed to cater for thousands of cars heading for the tiny village of Nurburg at the same time. One has to laugh at the "Save Albert Park" loonies in comparison! Anyway, we all know what happened don't we? Mark Webber went on to win the German Grand Prix, his first ever win.....and we were Aussies.....at the event. For the next week or more, Matt and I traded on the fact that we were Aussies and that an Aussie had won the German Grand Prix. It worked a treat!



We spent the following week completing laps at the Nurburgring Nordschleife. This was our second visit since 2006, and over many laps of the 22 kilometre long track in a race prepared VW Scirocco with DSG, we left satisfied that our 8 minute 40 second laps were at least reasonable.

There had been a lot of development at the Nurburgring since our last visit in 2006, and I'm not sure I was really impressed. The German

Government has spent a considerable amount of money upgrading the Formula One track and the surrounding facilities. There is a new five start hotel; a motor museum and 'experience' centre and one of the world's fastest roller coasters runs beside the Grand Prix track and even runs through some of the buildings !! The locals tell us that the government have spent Euro100 million over their original budget and the job still isn't finished. Regardless, if you like driving, make sure you get to the Nurburgring Nordschleife at least once in your life time. It is a remarkable experience.

As our journey continued, the following week we were attending the Eifel Rally. This is one of the biggest Group B turn outs of the year. This year, my German mate Thomas Schultz and his wife Martina were entered to run their Rothmans liveried Ford Escort RS and another mate of mine (Tim) was entered to co-drive (with Kevin) in another Escort. Kevin was debuting the ex-Hannu Mikkola 1979 Monte Carlo Escort, having recently discovered the original car and being lucky enough to negotiate its purchase.



This Escort is the sole remaining example from the three that Ford specially made to win the 1979 Monte. These three cars were probably the very first 'evolution' model rally cars ever constructed. They featured radical changes including new suspension set ups, lower and more rearward engine location, fuel injection and a number of other design changes aimed squarely at making the car competitive on tarmac. All this sat on a lowered floorpan amidst a massive set of monte-carlo wheel arches and deep front spoiler.

Thomas's Escort is a full Gartrag bodied, BDG engined, full-house Group 4 Escort and is also a fabulous bit of kit. With my two mates running in

the event, the weekend was sure to be another fantastic experience.



CAMS could learn a lot about running rallies and managing spectators if they looked at big events like the Eifel Rally. Not only are the crews well looked after, but so are the spectators. Everyone gets good access to the cars, the crews and the stages. Whilst safety is a highline concern, they don't go to extremes like CAMS do here in Australia (it won't be long here before spectators will be required to wear flame proof overalls and helmets just to spectate out in the forest if this country, and particularly Victoria, continue their 'nanny state' attitudes to everything we do these days).

Indeed, the first two stages were run through a local village.....in between the houses....on roads that were not much wider than the cars. They ran this stage twice on the first day, once in daylight, and the second time in the dark. Ahhh how I miss rally cars with massive banks of driving lights running the darkness, breaking the dark with piercing Cibie Super Oscars, threading their way between the trees, or in this case, the houses.



Access to the stage was straight forward, and we were allowed to walk through the village to find a great spot to stand. The marshals were all friendly, and even though we had to manage the ever present language problems, they were always helpful, The locals had set up some catering facilities, and Bitbuger Brewery (God bless 'em) had one of their many mobile caravan-bars at the spectator point. It's hard to beat this I'm thinking.....Group B rallycars, a tarmac stage through a village, good company, and cold beer. Heaven !



Again, as we stood at the front fence of a local house, feet from where the rally cars (Group B no less) would blast by, we pondered what CAMS would make of this. "No bloody way" would be their response I bet.



The weekend delivered many great memories. Fire breathing Group B Audi Quattro's of all types, Lancia Integrale and 037's Nissan 240RS, Ford RS200's and Escorts, Opel Manta 400 and Ascona's, Sunbeam Talbots, Renault R5 turbo's, Saab V4 and 900 Turbo's, Porsche 911's of

various vintages and a myriad of other great makes and models took centre stage. On-event servicing was like it was in the good old days too....anywhere and in any location, you could stumble across a crew making running repairs to their car.....this is rallying as it should be.



The weekend went well. Kevin finished in the ex-Hannu Mikkola Escort, whilst Thomas and Martina parked the Rothmans Escort late on the Saturday after noticing a small oil leak. A wise decision, as small oil leaks from BDG engines can quickly turn into massive and expensive terminal problems. The cars were all greeted home at the end of the rally and all went over the Finish Ramp that had been set up in the centre of the city of Daun (as had the Service Park). Following Trophy Presentations late on the last day, we loaded up both the cars and headed out to the pub. A great night of tales and fantastic German pilsner beers followed.

The next day, both cars would be trailered back to Calais for the ferry crossing back to England. And so, another highly enjoyable Eifel Rally weekend drew to a close. We've been here twice now, and just like the Nurburgring, I'd suggest it is a destination that you must visit. Many of us can remember the glory days of rallying (not the crap that passes for WRC these days) and events like the Eifel Rally are the only place that you can see these great cars, enjoy the great camaraderie, and enjoy rallying as it was meant to be.

Now.....time to start saving for the next visit...2012 sounds great!

CheeRS,

*Frank York*

# 2009 CCRMIT CHRISTMAS BREAKUP

## *We're off to the World Series Sprintcars!*



(C) Baron Media 07

What is it: A **sprintcar** is a purpose built open wheel race car designed to for dirt oval race tracks. The car is powered by a 410 c.i. engine running on methanol fuel that produced in excess of 850 horsepower. Features of a Sprintcar include a larger right rear wheel to encourage the car to venture into the corners as well as large aluminium top wing to provide greater down force to help get the power to the ground.

**Where: Avalon Raceway**

**When: 30<sup>th</sup> December 2009**

**Who: Members, family, and friends**



The program of events on a given night of Wanless World Series Sprintcars includes the following :

1. **Qualifying** - each car takes 2 laps of the track and is ranked from fastest to slowest.
2. **Heats** - each car runs two heats and the heats are lined up according to their qualifying
3. **Dashes** - the top 12 cars after qualifying and heats run the dashes to structure the best starting spots for the A-Main race.
4. **Features** - feature races are run to find the eventual winner on the night. The lowest scoring cars after qualifying and heats start in the lower Mains and must progress up and through to a B-Main and onto the main event called the A-Main. The A-Main is made up of the cars from the dashes plus those who transfer from the B-main. The A-Main is generally run over 25 to 30 laps.



### **MORE DETAILS TO COME IN COMING BLOWER EDITIONS!!!**

There is talk of organising a CCRMIT bus for transporting attendees to and from town and a major regional centre or two. For this to happen we will require a rough idea of how many members plan to attend and how many would take advantage of such a service. Come along to club night to talk it over and stay tuned for further details.

# October Club Night

Thursday 8th October @ 8pm

## Bells Hotel

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

Arrive early and grab some pub-grub before hand

### This month:

Spring 200 Survival Stories!  
Mountain Stages (Tas) Rally Reports  
CCRMIT VCAS Wrap-up  
Twenty Ten Talk  
Video Feature: 1979 Castrol International Rally

### Also....

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

## CCRMIT Club Trials Scores 2009

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total	Standing
	Rally Bonnie Doon	Nissan Nightmoves	George Derrick	Begonia	Spring 200	Yakkerboo		
Colin Sichlau	9	0	8		9		26	1
Michael Bansagi		10	9	7	6		25	2
Stuart Schoof		7	7	0	7		21	3
Leeham Bansagi		10	9	7			19	4
Brett Williams		9			10		19	=
Mark Sichlau	9				8		17	5
Dave Gates	8	8	0	8	0		16	6
Bree Tapper	8	8	0	8	0		16	=
Richard Gill		7		0	7		14	7
Andrew Ryan			7		6		13	8
Cathy Rainer	10						10	9
Matt Lee			10	10			10	=
Andrew Gell			10	10			10	=
James Elliott	10						10	=
Andrew Ormesher					10		10	=
Terry Trewern		9		9			9	10
Luke Vieceli					8		8	11
Andrew Roseman	7			9			7	12
Deb Howard-Jones	7						7	=
Brendan Brown	6						6	13
Peter Lazdins		6					6	=
John Lazdins		6					6	=
Dale Twycross	5		0	6	0		5	14
Kevin Wilson	5				0		5	=
Duncan Elliott			0				0	15
<b>Novice</b>								
Dave Gates (N)	10	10	0	10	0		20	1
Brendan Brown (N)	9						9	2
Dale Twycross (N)	8		0	9	0		8	3

## CCRMIT Inc. Club calendar 2009

### October

<b>8th Oct</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
10th Oct	Bagshot Rallysprint	HRA	Bagshot
18th Oct	Akademios (VRC Rnd 6)	MUCC	Blue Range
18th Oct	VCAS Round 9	CCC	Melton
31st Oct	Yakkerboo (VCRS Rnd 6)	PAC	Noojee

### November

8th Nov	VCAS Round 10	BCC	Bagshot (flat hillclimb)
<b>12th Nov</b>	<b>CCRMIT ANNUAL GENERAL MEETING</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
14-15th Nov	Alpine Rally	HRA	East Gippsland

### December

6th Dec	VCAS Round 11	NCCA / SDCC	Shepparton
<b>10th Dec</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>TBA</b>
<b>30th Dec</b>	<b>CCRMIT Christmas Break-up (Social)</b>	<b>CCRMIT</b>	<b>Avalon Raceway</b>

Please note that events and dates listed (particularly social outings) here are subject to change. Please regularly check the latest calendar in the Blower, on the CCRMIT or series websites, or come along to club nights for all the updated information.

Please email any additions or corrections to [mark\\_hj@dairally.com](mailto:mark_hj@dairally.com)

## CCRMIT Membership Report

It is ultimately YOUR responsibility to ensure your membership is current. This membership report is only a guide. If you expired at the end of last year for instance, you will not find your name here. Check your cards now for your expiry date. Ensure you are current for up coming events. Check it now and not the night before documentation. I 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.

<i>Due</i>	<i>LastName</i>	<i>FirstName</i>	<i>Expiry</i>			
<i>Expired</i>						
	Hale	Rachel	17/09/2009	Moulden	Greg	31/10/2009
	Hubble	Nathan	30/09/2009	Wilson	Alan	11/10/2009
				Wilson	John	11/10/2009
<i>30 Days</i>				<i>60 Days</i>		
	Ernst	John	1/10/2009	Allen	Steve	30/11/2009
	Lisle	Damian	16/10/2009	Rainer	Catherine	30/11/2009

**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.**



***One of the less recognised serious side effects of the phenomenon of global warming is the car parking problems it causes in Scandinavian countries.***

***The AA repair guys are also run off their feet answering calls: I came out from the shops, and I can't start my engine... I think it's flooded.***

**Notice Convening the**  
**Annual General Meeting of Car Club of RMIT Inc.**

The **Annual General Meeting** of Car Club of RMIT will be held on **Thursday 12th November 2009** at Bells Hotel, cnr of Coventry & Moray Streets, South Melbourne (Melways Ref: Map 2K 1E) commencing at **8pm**.

Nominations are invited for the positions of officers and ordinary committee members.

RULES OF THE ASSOCIATION CCRMIT (Car Club of RMIT) are available on the club's website [www.ccrmit.com](http://www.ccrmit.com) or contact a current committee member



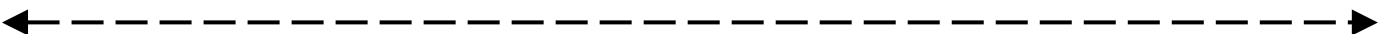
**Extract from "RULES OF THE ASSOCIATION CCRMIT (Car Club of RMIT)"**

**21. Office holders**

- (1) The officers of the Association shall be-
- (a) a President;
  - (b) a Vice-President;
  - (c) a Treasurer; and
  - (d) a Secretary.

**23. Election of officers and ordinary committee members**

- (1) Nominations of candidates for election as officers of the Association or as ordinary members of the committee must be-
- (a) made in writing, signed by two members of the Association and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and
  - (b) delivered to the Secretary of the Association by the commencement of the date fixed for the holding of the annual general meeting.
- (2) A candidate may only be nominated for one office, or as an ordinary member of the committee, prior to the annual general meeting.
- (3) If insufficient nominations are received to fill all vacancies on the committee, the candidates nominated shall be deemed to be elected and further nominations may be received at the annual general meeting.
- (4) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.
- (5) If the number of nominations exceeds the number of vacancies to be filled, a ballot must be held.
- (6) The ballot for the election of officers and ordinary members of the committee must be conducted at the annual general meeting in such manner as the committee may direct.



**Nomination for the position of officer or ordinary committee member  
of Car Club of RMIT Inc. #A0049540G**

I, ..... of .....  
( full name ) ( full address )

being a current member of Car Club of RMIT, hereby nominate .....  
( full name )

for the position of ..... with his/her consent.

Nomination seconded by ..... being a current member of Car Club of RMIT.  
( full name )

Signed .....  
( 1st Nominator ) ( 2nd Nominator ) ( Nominated )

Date .....  
.....

Received by the Secretary of the Association on ...../...../..... at .....am/pm. Signed .....  
( dd / mm / yyyy ) ( Secretary )

# **Minutes of the 2nd Annual General Meeting of Car Club of RMIT (CCRMIT) Inc. # A0049540G**

**October 9 2008**

Meeting opened at 8:42pm with sufficient financial members present to constitute a quorum. No nominations for the office bearers or committee of management had been received prior to the meeting.

Correction to the previous minutes: At the time of the 2007 AGM the club had eight Life Members. (Moved Mike Twycross / 2nd Barry Collins)

## **REPORTS:**

### **Treasurer**

Terry Trewern presented the audited financial report, disclosing that the club was in a healthy financial position (detailed report available on request)

### **Membership**

Mark Howard-Jones gave a verbal report of membership.  
As at October 9 2008 the club has 95 members including 8 life members.

### **President**

James Elliott gave a verbal report on the years activities prepared by Andrew Ormesher on behalf of the secretary and president.

All committee positions were declared vacant and Bernard Miron (Life Member) was asked to chair the meeting. Nominations were called for from the floor.

Nominations received

Andrew Ormesher – Vice President

Nominated: James Elliott  
Second: Mike Twycross

Terry Trewern – Treasurer

Nominated: Mike Twycross  
Second: James Elliott

Mark Howard-Jones – Secretary

Nominated: Ross Fraser  
Second: Nadine Groves

James Elliott – President

Nominated: Mark Howard-Jones  
Second: Barry Collins

For the position of general committee members:-  
Rick Thorpe, Mike Twycross, Andrew Roseman

No ballot was required as with no multiple nominations received for any office post, all positions were filled unchallenged.

There being no further business the chairman declared the meeting closed at 9:07pm

Renewal

New Membership



## 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 1<sup>st</sup> 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](http://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  
 5 Donday Crt  
 Pakenham 3810  
 Phone 0412 510 057

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.