

THE BLOWER

March 2013

1st Classic Keith and Alex Morling in the nicest
ESCORT I've seen



THE BLOWER

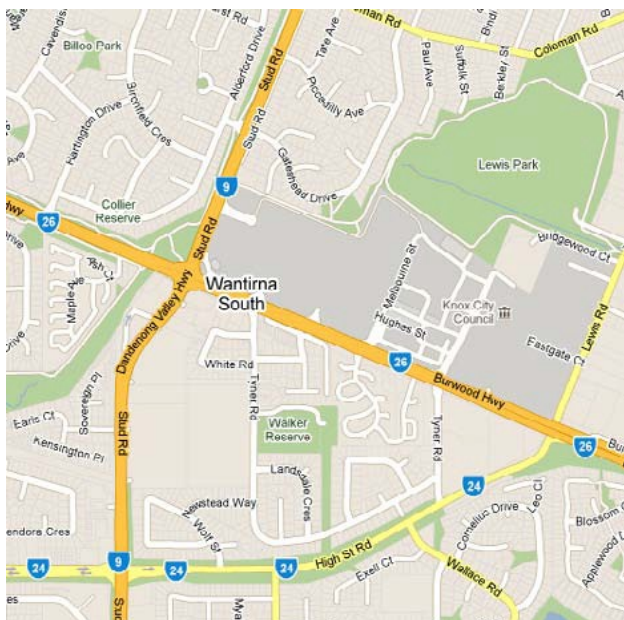
This month's cover: Matt Lee Testing

Next Meeting: 13th June 2013

General Club Nights are held at 8pm on the Second Thursday of each month at :

The Knox Tavern
1 Capital City Blvd
Wantirna South VIC 3152

Deadline for next Blower Submissions:



30th June 2013

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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Note from the Editor

Hi all

Well I cant believe that we are nearly at the half way of the year and we are in June. There are a few exciting events coming up and will look forward to seeing you all soon.

If you wish to have anything of yours be published in the Blower please send it in as we do enjoy reading all articles and viewing all photos of what you have been up to. Well enough from me for now... Signing off...

Marie Divers

Editor - The Blower

blower@ccrmit.com

CCRMIT Club Night

Thursday 13th June 2013 @ 8pm

The Knox Tavern
1 Capital City Blvd
Wantirna South VIC 3152

June Club Night
Guest Speaker – Rod McEwen



So... you've been asked to service for a rally crew – what's involved?

How prepared are you?

What gear do you need to take?

What planning do you need to do?

Come along and have a listen to Rod explain the answers to these questions and more, reciting experience from years of practice, and his recent experiences running the team for Neil Cuthbert at the 2013 BP Rally.

PRESIDENTS BITS

Did somebody say it's June already?

So after a slow start to the year, the season is now well under way, 3 VCRS rounds now completed, including the recent Cooper Memorial Rally out in the Wombat Forest. For me personally, that was my first full night time rally as a driver, and I have to say that whilst I was a little nervous heading into it (I am getting older after all, and my eye sight isn't what it once was!), I did really enjoy it - Even if we did miss a stage with broken gear selection!! Might have to get a few more night time events under my belt whilst I can still sort of see!!

Congratulations though to all those crews who started and finished! A special "shout out" goes to the young crew of Colin Sichlau & Rick Thorpe in their Evo, who unfortunately were forced to retire whilst performing the Halda check due to a clutch issue. The only other CCRMIT retirement was in the Stanza navigated by Mr Carby Starter himself, Tony Robinson.

Of course when you read this, the 40th Jubilee Bega Valley Rally will have been run & won! With the nature of deadlines this month, you'll have to come to Club night in person and hear off all the post event news!

Speaking of news, those that have befriended Car Club RMIT on "social media" will have recently seen a sprouting of photos from yesteryear! A couple of pics have hopefully made their way into the blower for a bit of guessing who's who! Whilst it's not everyone's cup of tea, if you have any pictures that you'd like to share to fellow club members from nearly 60 years ago, through to recent events, feel free to add them, and share with us all!

That's about it for now, but check out the rest of the Blower for what's happening club night, and other interesting antics in the rallying scene.

See you in the forests,

Jimbo
President CCRMIT

CCRMIT Inc. Club Calendar 2013

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

Saturday & Sunday 8-9/06/13

Saturday 09/06/13

Thursday 13/06/13

Saturday 15/06/13

Saturday 22/06/13

Saturday 29/06/13

Swan Hill Twilight (VCAS Rd 5)

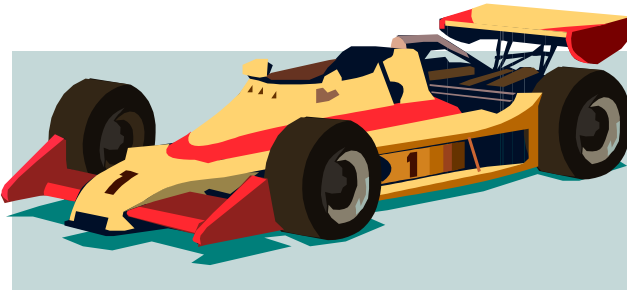
Bega Valley Rally (VRC Rd 4)

Club Night at Knox

Acheron Rally Sprint

Maffra Twilight (VCAS Rd 6)

Nissan Nightmoves (VCRS Round 4)



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	LastName	FirstName	Expiry
<i>30 Days</i>			
	Bansagi	Leeham	30-Jun-13
	Davis	Peter	30-Jun-13
	Davis	Val	30-Jun-13
	Elliot	Duncan	23-Jun-13
	Rankin	Joel	30-Jun-13
	Tran	Zarny	23-Jun-13
<i>60 Days</i>			
	Ernst	John	30-Jul-13
	Fraser	Ashley	31-Jul-13
	Fraser	Sharon	31-Jul-13
	Rainer	Philip	31-Jul-13
<i>90 Days</i>			
	Berrie	Gary	31-Aug-13
	Egan	Ange	30-Aug-13
	Egan	Mark	30-Aug-13
	Grdovic	Christiana	31-Aug-13
	McIntyre	Glen	31-Aug-13
	Price	Megan	31-Aug-13
	Price	Murray	31-Aug-13
	Roffey	Brett	30-Aug-13
	Ryan	Andrew	30-Aug-13
	WILLS	STUART	31-Aug-13

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.

WHEN RENEWING YOUR MEMBERSHIP PLEASE USE THE CURRENT FORM

Nadine can be contacted at secretary@ccrmit.com



CCRMIT entered three teams into the 2013 6 Hour Relay, to be held at Phillip Island on the 3rd and 4th of August.

Thanks to the hard work of Rod McEwen for organising all the paperwork behind the scenes, and to Kev Wilson and Russell Hoysted who have stepped up to be Team Managers.

Congratulations and best of luck to those named below who will line up on the starting grid to represent your Club.

Drivers – please note – the organisers have provided feedback that they will be paying close attention to the presentation of vehicles this year – please make sure you spend some time making your chariot “look it’s best” before coming down for the weekend.

Team: Swedish Ninjas. Team Manager :- Nadine Ormesher

James Elliott.	Hyundai.
Andrew Ormesher.	Mazda.
Nick Jacobs.	Subaru.
Brett Williams.	Mazda.
Rod McEwen.	Volvo.

Team: Shake N Bake. Team Manager:- Kevin Wilson

Viv Dilkes-Frayne.	Subaru.
Alan Wilson.	Subaru.
Gary Berrie.	Commodore.
Steve Allen.	Commodore.
John Wilson.	Subaru.

Wreckins Racing. Team Manager:- Russell Hoysted

David Gates.	Mazda.
Matt Douglas.	Toyota.
Junny Hetheron.	Mitsubishi.
Nicholas Ramsdale.	Mazda.
Brenton Simpson.	Ford.

The Journey of the VL Part 2 and Nicholls Racing

I did not know how lazy I had been I haven't written a report since last year. We ended the last report with no gear box at Swan Hill.

As usual prep on the VL was done early (not). The Thursday night before Bagshot the gear box was removed then on Friday night off to a mates house for a rebuild by 10.00pm gearbox fixed and refitted.

As it turns out the centre bearing did not exist the only problem we had was no input shaft seal.

Saturday morning bought new seal and box was back in the car quick prep and then the VL was put on the trailer.

Then off to Bendigo to our accommodation at the Royal Golden Nugget. It must be third time lucky the VL finished an event it was great to have the final sweeper (corner) back at Bagshot. The next and final VCAS round again no problems with the VL. The boy could not come but I had a great time anyway. The track is great fun.

I guess you have probably worked out that I love all tracks for different reasons. The season over time to rest the VL and give the Mighty HQ some love. The car, Me and the boy had heaps of fun at the Christmas party at Haunted Hill went and saw a mate and grabbed some Touring Car Masters wet weather tyres that heat up and get sticky quick but in 1.6km did not go off. By the end of the day the rear tyres had turned Blue maybe got a little too hot.

Now 2013 and the first round of VCAS was at Deni and we decided to take the HQ as it still had the wet tyres on it now at Deni after a couple of runs it gets swept and the track is like concrete so we ran the wets on the rear and worn Rally tyres on the front after 3 runs we put the wets on the front with 3 more runs to come we surprised a few people with how quick we were and the boy got a practice run of 2 laps after the event. Another great track flat smooth and very fast. It's worth the trip and I recon whoever hasn't been there are missing out.

Round 2 was at Kyneton and with the VL not feeling loved it was taken out to play with a slight misunderstanding meant the keys to the VL were left at home so removal of the ignition switch was in order and was done with the VL still on the trailer not fun but the rest of the day was great fun.

Did I mention you guys are missing out on another great track!

[The Journey of the VL Part 2 and Nicholls Racing cont..](#)

Round 3 was at Ballarat, the first time there what a fantastic track Google it and you will see why. The VL ran perfect all day except for having to borrow fuel from a mate or the boss whatever way you want to look at it.

Round 4 was at Melton and it is opposite to Ballarat it was the last time to ever use the track. A track that looks simple but at speed is very tricky also very rough took the HQ to give it the love. The HQ handles the rough very well and the boy came second in Class E only beaten by Adam Bloomfield great effort.

This weekend (Queens Birthday) is Swan Hill the boy is taking the HQ and just found out how rough Melton was with putting the car in the garage the tail pipe feel off. Oh well must go do some work and weld the tailpipe back on.
P.S hope it won't be 6 months till the next report.

Cheers for now
Lenny



Lake Mountain Rally Sprint May 24 – 25 May 2013

We had a very enjoyable weekend in Marysville for Round 2 of the Australian Tarmac Rally Championship.

Our adventure started on Friday night when left Cranbourne at 8.00pm to drive to Marysville. We arrived up there at our accommodation at Marysville Caravan Park and it was freezing cold. We unpacked the car and enjoyed the warmth of our Cabin with the heater (defrost a little). We retired for the evening at about 11.00pm as we had an early rise on Saturday morning.

On Saturday morning we woke up at 6.30am had some breakfast and got ready to set off to our SOS point. We were about 7km from the bottom of the Mountain at SOS D, we had a real good possie and we set up and had the Gazebo to shelter us from the drizzle. The sun came out at lunch time and the rain disappeared.

The Saturday section of the event consisted of 11 Stages which we only seen 5 due to the new event layout but it wasn't too long of a wait till we seen action. The day finished up at about 4.30pm and we packed up and headed back to the Caravan Park.

Lenny and I went to ELEVATION 423 BAR & CAFE for dinner and it was good to sit with a few of the competitors and hear their stories and strategies. Went back to our accommodation and retired at 10.30pm.

On Sunday morning we got up at 6.30am and got organised to go back to our post. Set up and it was bloody freezing so out can the BBQ and we made coffee to keep the insides warm. Event started and we had a ball the competitors were out to prove a point. With the conditions were slippery that didn't seem to stop a lot of them. The weather seemed to be kind as the rain stayed away but it did stay overcast for most of the day. Competition ended at 1.00pm and we went to the presentation down at the Elevation 423 Bar & Cafe.

After the Presentation we went back the Caravan Park and packed the car to hit the road and head home. Arrived back in Cranbourne at 4.00pm and unpacked the car and fell in a heap. Home Sweet Home. On the next few pages are some photos of the cars in action.

Well that's it from us until our next adventure **DONT FOOL YOURSELF SPEED THRILLS.**

Cheers
Marie & Lenny





Blinded by the Night - A story of one mans dark secret..

It was the time of year, when I get to jump out and do a few events had finally come, and the stars had aligned to not only allow a few dollars to be spent on rallying, but have a few weekends clear from work, to actually get out and enjoy the dust in alternative forms!

As a pre-emptive measure prior to the Bega pilgrimage, I thought I'd shake a bit of dust of the driver, and check that the car would be all sorted, with a bit of a "Shakedown" rally. I also had a decent set of driving lights, that I'd never had the pleasure of using at night, so when a cheap n cheerful event close to home showed up two weeks prior to Bega, I couldn't help myself but put an entry in.

A little negotiating took place, massaging the multiple co-driver egos that were keen to jump in a ride with the mad Jimbo in what was now known as a noisy orange Hyundai Lantra. Richard Gill, of Milk sculling fame was the eventual "winner" by an intense game of "spin the bottle".. It's rumoured that the deal was struck as a personal driving lesson, however the flip side of that rumour was that Richard was sussing out the Lantra, after words of a beer bet with the Excels at Bega rose to the surface...

Fast forward past some car prep, a quick tune (Thanks to R-Tech Enhanced), and scrutineering, the Team of Elliott & Gill, were ready to awaken the dark secrets of the Wombat forest. Whilst attending the Drivers briefing, fellow Hyundai driver, and opportunist, Viv Dilkes-Frayne, started installing an array of cameras, to record those skilful moments of shame... Or spy on technique, in preparation of obtaining the case that was on offer in two weeks time.

It had been close to 12 months since I had driven on dirt in a rally car, so the rusty driving technique showed greatly on the first stage of the night. For the first time ever, after being told repeatedly that "the road goes right", I decided to turn left instead. Whilst it didn't do much to inspire confidence for my navigator, and time on the stage, it did invoke a great deal of laughter when we saw the road closure officials scramble, like a flock of pigeons at the G. After what felt like a perfect flick of the handbrake, in a style inspired by Loeb on the icy roads of Monaco, we were back on our way (Story has been dramatised for good effect..).

By the end of the 2nd stage, I was starting to settle down a bit more, taking rumoured advice from the co-driver, and beginning to remember this whole, rally driving thing! A quick "check-in" with the Fiancé and a man who mysteriously wandered the forest with a child & jerry cans full of fuel, we elegantly reported to the start of the 3rd stage.

With not a great deal to report on this modernist version of a long stage, we must have done reasonably ok, as we pulled into the finish control closely behind a fellow competitor, before making our way to the 4th stage.

Blinded by the Night - A story of one mans dark secret.. Cont...

By this time, I was really enjoying myself, and my rumoured instructor was also possibly enjoying the ride (though he may have been faking it out of sheer terror also..). As we pulled in the end of the 4th stage, I recall a young lad inspired by the evening howl of rally cars in the forest, commenting on our "bumper that's a little loose" - "Ah, no worries young man, I'm sure it'll be fine", thinking it was a slightly loose mount, gently flapping in the breeze. Little did we know that the odd looks we received at that time, were all validated during SS5, when we were to discover the bumper was being held on by one bolt, and a length of electrical loom, ensuring that the number plate continued to stay illuminated..

Ahh, how did we discover this in SS5 you ask.. Well during a nice fast (Hyundai fast) section of road, I went to pull 4th, and the car freely revved. Hmm, that's a bit odd, so back to 3rd I went, yep, 3rds there, lets try this again, nope, no 4th.. And now 3rd. or 2nd. Or any other useful combinations of gearing.. We eventually rolled to a stop in a nice bit of clearing, where my esteemed rumoured instructor set about establishing a safety perimeter of triangles, whilst I continued the hunt for the small gem of a device that turns night time into daytime!

After a quick check into "Social Media", and an update progress to those keeping an eye out for us, we set to finding out what was wrong. Eventually we resolved our problem with the aid of a simple round pin device, that would perfectly slide into the gear linkage/selector connection, the first time, but not the 2nd time, after it vibrated out once we were back on the road and at the end of the stage - Not before though a quick slide through the spectator point, and a drive by of mysterious night time forest walkers (who later turned out to be our "chase car crew")..

By this time, it was deemed suitable to "cut and run" to the finish, allowing a relaxed drive onto a trailer, rather than risk a cold night with Mr Gill - Had Cathy been in the car, I would have gone on in an attempt to complete the full event, but Richard just doesn't have the same, well, I'll leave that to your imaginations..

Once the results were out, the old "we could off finished" games began, with what appeared to be a possible 9th or 10th outright result, something I would have been stoked about given the lack of time in the car, and the lack of energy & light from the sun. In the end, it was a good test & shakedown prior to Bega, and was happy with how everything went!

Thanks to Mr Gill, for jumping in the navigators seat, and supplying any rumoured "Advice" through out the event. To Matt & Oliver Lee, who kept the conversations flowing & fuel flowing (but not necessary in that order..), and of course the event organisers from WDCC, & the many officials braving a chilli night in the forest.

And no I didn't forget, thanks to my super duper Fiancé' Cathy, who with out her organisational & navigational skills, I'd be doing loops of both the garage & the West Gate Bridge!

I had a great time doing my first night event, and as a bonus, it was great to hear from the wife of the rumoured Co-driver, when she gives you the thumbs up to go do it all again sometime!

Jimbo - Looking forward to Bega!

PS I have a couple of used bumpers for sale, genuine rally heritage, best offer..

Jokes



It was later reported that his wife got out safely, and that he did indeed par the hole...

Jokes

NO WONDER SO MANY OLDER GUYS RECKON THEY HAVE
PROSTRATE PROBLEMS!!!

**An old guy goes to his doctor for his physical and gets sent to the
Urologist as a precaution.**

**When he gets there, he discovers the Urologist is a very pretty fe-
male doctor.**

**The female doctor says, "I'm going to check your prostate today, but
this new procedure is a little different from what you are probably
used to.**

**I want you to lie on your right side, bend your knees, then while I
check your prostate, take a deep breath and say,
'99'.**

**The old guy obeys and says,
"99".**

**The doctor says, "Great", now turn over on your left side and again,
while I repeat the check, take a deep breath and say,
'99".**

**Again, the old guy says,
'99'."**

The doctor said, "Very good".

**Now then, I want you to lie on your back with your knees raised
slightly.**

**I'm going to check your prostate with this hand, and with the other
hand I'm going to hold on to your penis**

To keep it out of the way.

**Now take a deep breath and say,
'99'.**

The old guy begins,

"One....

Two...

Three..."

You don't stop laughing because you grow old.

You grow old because you stop laughing!

Jokes

A bloke, in sunny Queensland, fell asleep on the beach for several hours and got a horrible sunburn, specifically to his upper legs. He went to the hospital, and was promptly admitted after being diagnosed with second-degree burns.

With his skin already starting to blister, and the severe pain he was in, the doctor prescribed continuous intravenous feeding with saline, electrolytes, a sedative, and a Viagra pill every four hours.

The nurse, who was rather astounded, asked, 'What good will Viagra do for him, Doctor?? The doctor replied, 'It won't do anything for his condition, but it'll keep the sheets off his legs..'

The Haircut

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son, "You bring your grades up from a C to a B average, study your Bible a little, and get your hair cut. Then we'll talk about the car."

The boy thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, "Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut."

The boy said, "You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that:- Samson had long hair, John the Baptist had long hair,

Moses had long hair, and there's even strong evidence that Jesus had long hair."

(You're going to love the Dad's reply!)

"Did you also notice they all walked everywhere they went?"



MEMBERSHIP APPLICATION FORM

Renewal

New Membership

Name: _____

Address

No. Street: _____

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

Contact Details

Preferred contact number/s: _____

Email: _____

Blower format

Postal, email or both: _____

Officials licence

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

Membership types

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

<u>Club use only</u>	
Member #	_____
Payment	_____
Entered into DB	_____
Card prepared	_____
Card Sent	_____
Expiry	__/__/____

Membership type requested: _____ Amount paid: _____

Payment

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

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

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

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

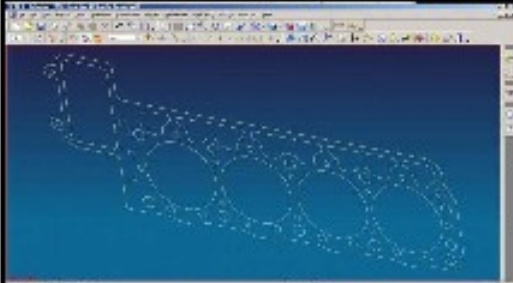
SPEEDWAY

Weber/Delorto/Mikuni
MoTec
Magneti Marelli
Autronic

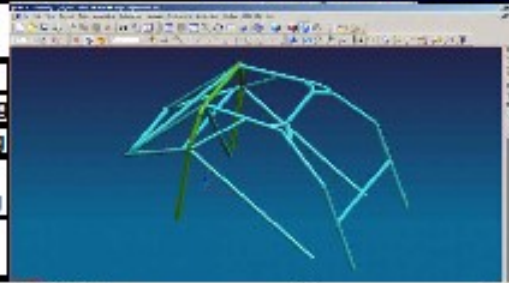
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CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



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



Suspension Rebuilding and Tuning



This has been R-tech Enhanced