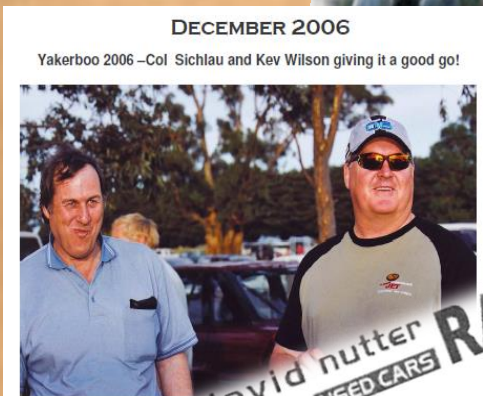


THE BLOWER

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

60th Anniversary Edition

August 2008



February 2014 - Edition 1

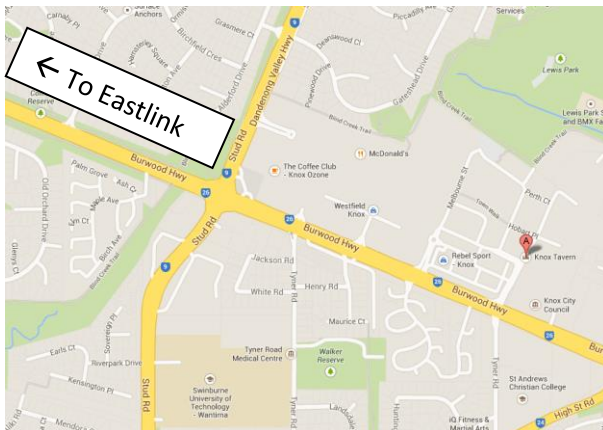
THE BLOWER

This month's cover: A collage of Blower history through the years.

Next Club Night: 13th February 2014

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

The Knox Tavern (The Red Pin on the map below – inside Knox Shopping Complex)
1 Capital City Blvd
Wantirna South VIC 3152



Deadline for next Blower Submissions: 3rd April 2014

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blower@ccrmit.com

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Incorporation Number A0049540G

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.

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General Committee	Rick Thorpe Peter Hennessy James Elliott	committee@ccrmit.com
Website	Ormie	Spy any objectionable or material in breach of copy write content? Tell ao@ormie.org

www.ccrmit.com

Your new Editors – reporting as per parole requirements!

Ladies and Gentlemen, Boys and Girls, CCRMIT Members and Friends alike – welcome to Twenty-Fourteen and the 60th Anniversary of Car Club CCRMIT Inc!

To be fair to Kev, he didn't yet know he had volunteered to co-edit the Blower when I told the committee he was behind the plan "one hundred percent". In fact he rang me a few days later when he'd finally read the minutes and left the poetic message on my voicemail – "Ormie... you prick!" That's a keeper right there.

As two club members who have been around the block a few times over the past decade, and done our fair share of keeping the bar in business trading stories at events – who would be better placed to spend this year reminiscing with you about the ten years recently gone.

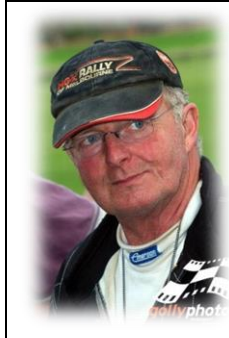
So welcome along with us for the ride – we suggest you strap in and try not to spill your cool beverage as we take off into Edition One.

We'd love to hear your stories from the past decade – why not write to us? Otherwise you may just find us plopping down next to you at the bar, pulling out the old Dictaphone and having a good old chat – who amongst us doesn't like one of those. We'll even stump up for the beer.



What's in this Edition One?

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President's Report

Jan 2014

Rod McEwen

Well, Happy New year to all, and may 2014 be a safe, healthy and prosperous year for everyone.

Looking back at 2013, which seems a long time go, I would firstly like to thank Ormie and Noodles for the third and last CCRMIT Xmas Hill Climb. The event went off smoothly and safely, I even refrained from rolling the Volvo.

All who attended enjoyed what can only be described as perfect weather for a perfect day, motor sport, good friends and a great meal after it all.

I would like to congratulate all who received awards for their sporting expertise and both club and sporting activities.

2014 is truly a big year for CCRMIT, for anyone who hasn't heard the whisper

Car Club of the RMIT – 'Proudly Rallying for 60 years'

1954 – 2014

CCRMIT has committed to two events for 2014 –

- VRC 1 - The George Derrick Memorial Rally to be run out of Heyfield, with Andrew 'Ormie' Ormesher as the C of C, on the 22nd of March
- (To get involved in assisting in the running of this event, give Ormie a call on 0402 825 131 or email ao@ormie.org, the more the merrier)

And

- VCRS 6 – The Pyrenees Rush to be run out of Avoca, with James 'Jimbo' Elliot as the C of C, on the 4th of October.

On top of this we have Ormie and Kevin Wilson working feverishly in the back grounds putting together a special treat for all members.

Lastly for the first ramblings of the year, the Rally Gala is looming rapidly on the horizon:-

- When you ask - Saturday the 15th of FEBRUARY
- Where you ask - Etihad Stadium, Docklands
- Why you ask – because rallying and the people who rally are great people who like getting together and looking at the year that was and the year that will be.

Get your tickets soon and tell them you want to be with the birthday club, 'CCRMIT – Proudly rallying for 60 years 1954 – 2014'.

Well that's enough for now, have a safe one and see you soon.

Whoo Roo,

Rod

The President needs your help

It's 2014 and the season is off and running with the Nissan Car Club running the first rally for 2014.

I have put my hand up to run a stage, and I need help.

- I need a team to run the Flying Finish and Stop Point
- I need Road Closures
- I need CCRMIT members to fly the flag
- I need CCRMIT members to have a barbecue before the event, and after the event if you are so inclined, might even be a cool drink involved
- It's an opportunity for VRC competitors to get their minimum annual duty out of the way before your season even starts
- To proudly show all that CCRMIT is a club that supports rallying and the other clubs involved.
 - What is it - The Nerrim Classic
 - When is it- Saturday the 15th March
 - Where is it- Based at Neerim
 - Why - Because it's the first rally of our 60th year in rallying

Interested? Drop me an email at president@ccrmit.com

Looking forward to a night in the forest.



Arctic Rally

Jan 2014

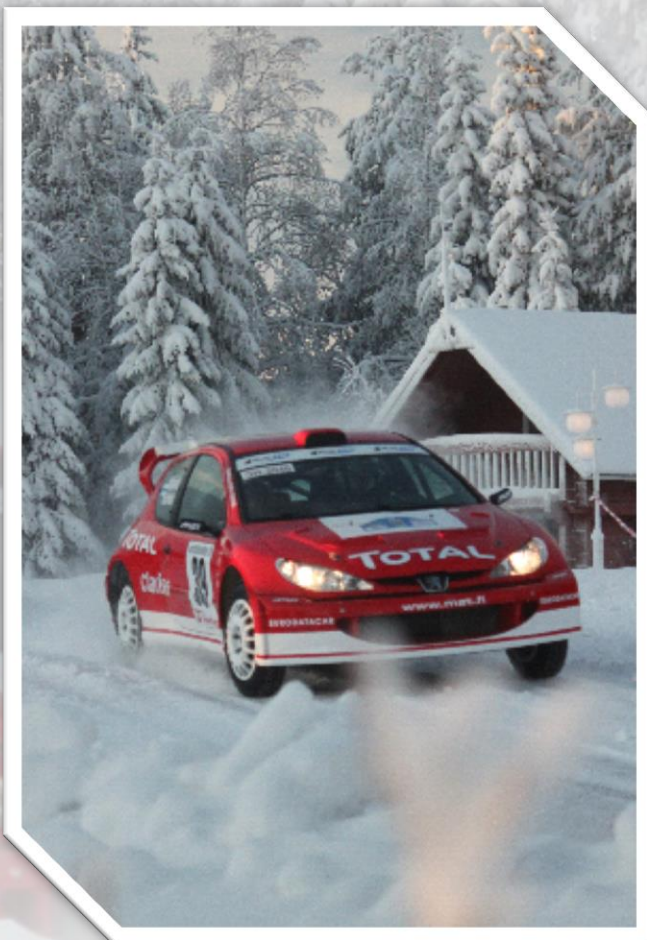
Tracey Dewhurst

My Trip to Finland required a little more research this time. Two years prior I had visited the Lapland area of Finland, and stumbled across The Arctic Lapland Rally that was in full swing in the Lapland Capital, Rovaniemi. Unfortunately, I was due to leave prior to the event start and ever since I have wanted to return to witness this event.

Eleven months to go and I was keeping a close eye on their website and their Facebook page waiting for confirmation of dates.... then finally they were set - 23-25th January 2014. I was now ready to build my itinerary to head back to this part of the world to spectate, and see how the Finnish run their event.

Arriving in plenty of time before the rally, I had also booked to stay at the rally Headquarters hotel so I would be as close to the action as possible. 124 entries, a fantastic mix of cars, Evo's, Subaru's, Citroën, Skoda's, Escorts old & new Mk1 & 2's, Celica's, Peugeot's, Saab's the list goes on and on.

On my very first night, I met two drivers who were competing in the rally.

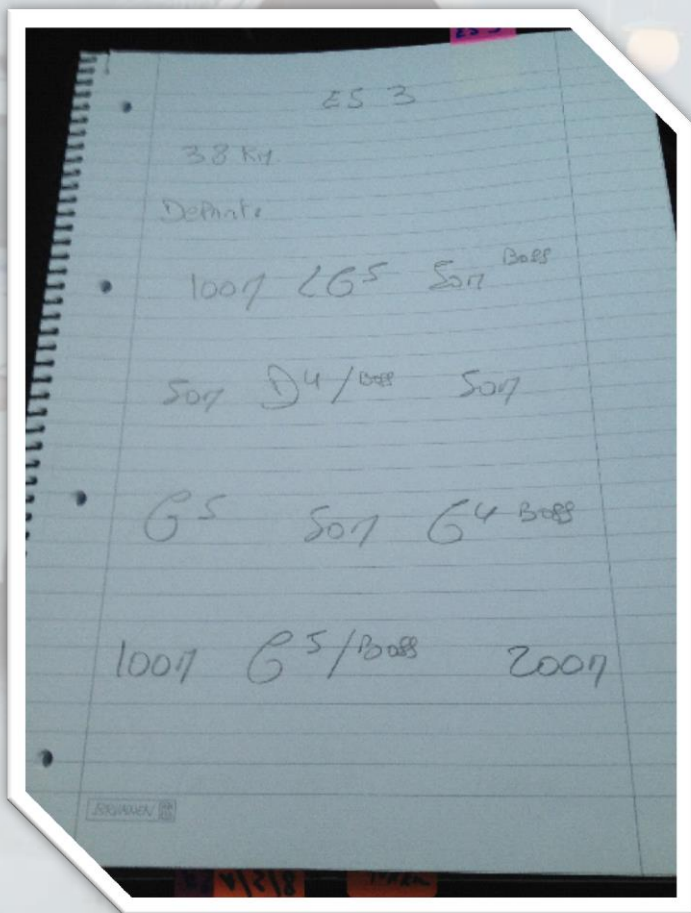
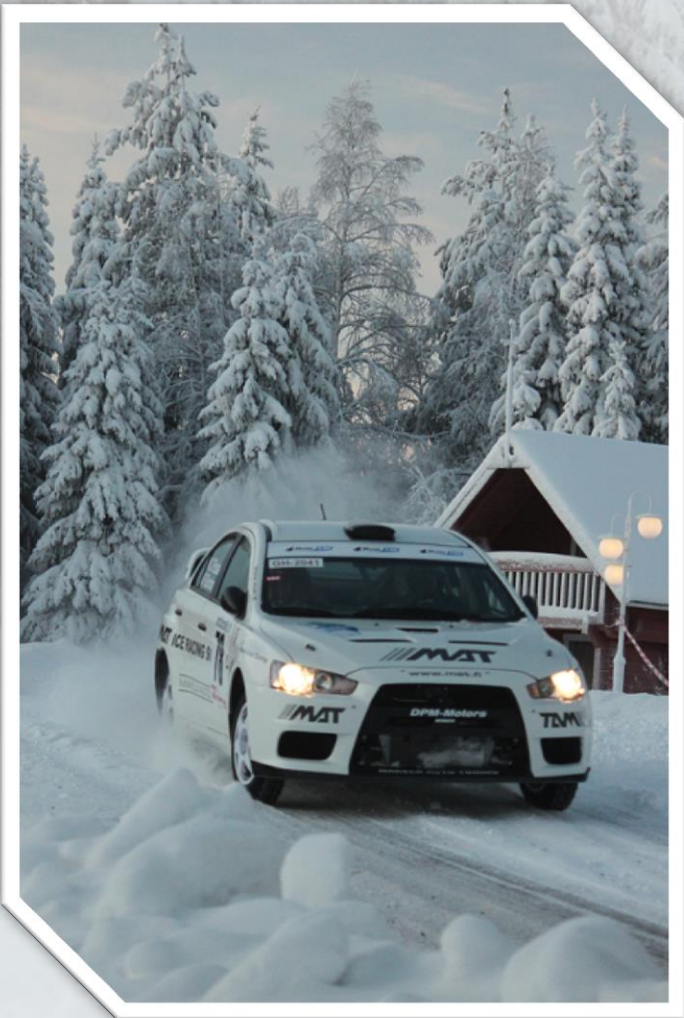


Kari Makela, A historic car specialist in Finland, who also runs driver training amongst his rally preparation and engineering business south of Oulo in Finland. This event would see him debuting his newly acquired Peugeot 206 WRC. Last year he had driven a historic Ferrari in the same event.

The second driver, Claude Picasso, was the first to start the conversation after he noticed my Rally Australia jacket. I had no idea who Claude was at this point, but after all three of us chatting and they had learned I had travelled from Australia to watch the event, it was offered for me to join them at recce the next day. Of course, I jumped at the chance of getting a closer look at the stages and the crew writing their notes.

At breakfast the next morning, Kari approached me and asked again if I was still interested in coming out for recce. It was settled and I was really looking forward to it - but little did I know that his next statement would make it even more of an experience; Kari (who was basically also managing Claude's rally, had explained that Claude's CoPilot was ill and they were hoping I could step in to read and write notes for Claude. It didn't take long for me to say I'd give it a go! I then joined them for breakfast to meet the rest of the team.

We had a few things to discuss prior to me jumping in, the first being that his notes (prepared the year prior) were in French! Sure, no problem, I'll give it a go....



After taking a look at the notes, I decided it would be a good idea to make a reference on my hand so I could quickly look up if I experienced mind-blank during the stage. So G= Left and D= Right.

The rest I decided I'd wing it....
Kari thought it would be a good warm up if I directed us to the start of stage three from the hotel - just to give me some bearings.

Having never driven here, I was skeptical that I would send us off in the right direction so out came the road book, and after about two minutes of looking at maps etc., I directed Claude off in the direction of stage three.

This was the first round of the Finnish Rally Championship, and their longest event, being two days. Because it is a two day rally, crews are able to conduct recce over four days prior!!!! A little different to our two day maximum recce's.

Successfully arriving at the start of stage three, I was quietly jumping up and down - I didn't get us lost! YAY.

We headed into the stage and it was hard to take this all in - how did I go from just coming to spectate to helping out on recce. I knew what I had to do... I needed to get this on film! Whilst reading his French pace notes to him, I managed to use my iPhone to also record some of the stages; quite bumpy but it was good enough footage for me to look back on and study the roads a little more.

The French notes didn't appear to cause too many issues. The lefts and rights were spot on and using a 1-6 system, they seemed pretty good. My calls were fine, with the occasional French word popping up that I couldn't figure out its context. By the end of this stage I had worked them all out as well as Fabrice's (CoPilot's) symbols and their meanings.

It is quite relaxed with four days of recce, or maybe it was just with these crews, I'm not sure. After this stage we headed off to rendezvous with Kari at a central cafe near us.

Kari was happy to hear that Claude and I went fine through our first stage. After a kuksa (Coffee), we headed off to stage four, being a 36km stage.

Again, the notes worked well and very few changes needed to be made. As mentioned, they were all pretty relaxed. Kari decided after stage four that I needed to be taken to Rally Snow Rings - a rally training and testing facility about fifteen minutes away from our current location. As if they didn't have anything better to do than show the Aussie the sights!!



Once we arrived, Kari took me to meet the owner and arranged for me to head out to have a look at what the facility had to offer. I was pretty restrained but WOW what a place. The stages range from soft rally tracks for the initial beginners, and so many to choose from, to the forest stages with boom gates etc. for the more experienced. There were a lot of teams here that were testing their cars in preparation for the weekend.

Some more serious teams testing have use of the garage. I was allowed to go in there where a Russian team were making some changes to their cars away from the prying eyes of the others.

There are many of these testing stations for rally cars in Finland, But Snow Rally Rings is undoubtedly one of the best suited for all.

We decided to call it a day and head back to Rovaniemi to check in with the service crews and the prep of the cars. The next morning, It was beginning to look like a bit of an issue was arising with Claude's CoPilot - he was still ill. It was decided that I should also do today's recce with them, as there was the possibility I may need to step in for him.

The director was informed of the situation and had asked only to see my Australian CAMS Licence, if the need arose, they would provide me with a temporary Finnish licence so I could compete.

Okay so it's turning out to be a little more again than what I expected - so off I went to email the appropriate people to get a hold of my licence so I was ready in case I needed to step in; still wondering how had I managed to be in this situation I was currently in - but I was going for it! The best way to learn is be thrown in the deep end!

After recce, Fabrice had decided he will continue with the event, so my short lived experience of rallying in Finland was over... so I thought!

It appears the course cars in Finland believe they may be timed or something. After determining that I was now back to spectating, with the bonus of having done recce, I managed to find a non-spectator point to head out to. I sat down in the hotel with all the maps, all the schedules etc. and worked out that I could be dropped out at this point, and picked up by sweep... now to get the director to say yes! And of course he did.

It was settled- I would meet in the morning and head out with time keeping - 1 hour & 50 minutes before the first car and then Sweep would collect me. I had worked it all out perfectly. The service was straight after this stage so I would be taken there in time for their next run through the special stage. Winning!!!!

My trip out to the farmhouse position I requested was an experience. I sent John Douth a text message, mentioning that I believe this driver thinks he's actually competing. We were doing 140km down the stage. I tried to get footage but in a ROADCAR doing this speed, we were bouncing all over the place. I got out at the farmhouse and felt fulfilled that I've now done one stage at speed at least - but next time, a rally car please. Much much safer!!

So after doing a little math, I would be out in the forest in -23 degree temps for approx. four and a half hours. All I can say, I am so thankful I chose the farm house spot over the jump, I don't know how I would of lasted otherwise!

The family that live here arrange for all of their family to come prior to their road being closed and they sit in their house and watch the rally run through their property from the comfort of their couch.

I approached immediately and was ushered inside the farmhouse to be greeted by what seemed like about 50 people. For the next hour, I chatted to them all as best we could. I really got used to broken English or talking to someone, turning to have someone else who spoke English translate.

I met some very lovely people that day at the farmhouse. I had the opportunity to go out, watch the action until my feet froze again, then head in and watch a couple through the window so my feet could thaw out. Aside from the rally I took a few moments to look around me and take in this amazing landscape and light against it. It is a truly magical place.

Heading out after all of the cars had made their way through with minimal moments, I was promptly collected by sweep and driven to the service park, this time heading out of the stage at 150km.

Servicing requires some added items, for both cars and service crew. All crew are wearing overalls specifically for the conditions, they would only leave the trucks at the time crews are due. Full heating is in their Pantecs for them to keep warm, and for the wandering Aussies who also get to hang out as well. Crews also must carry full snow gear in the cars with them including a knife in case they come into contact with the wildlife - Reindeer. It is law that if you hit one, you must kill it so it does not suffer - these items are part of scrutiny.



The Super Special Stage is also at the same location and is impressive. They use part of the horse racetrack, but the stage actually starts in a forest close by which we are able to watch from the comfort of the VIP enclosed grandstand.

I didn't stay in here of course, you can't hear the cars in there, so I would stay and watch until the last car before catching Kari & Claude as they headed into Parc Ferme.

The Next day's event started early, unfortunately Claude had a small issue and was forced to retire before the start of the first stage - so headed back and came out spectating with Kari's wife, work friend, and I for the day. We would again make it back to Kari's service and watch him and the remaining competitors finish the event in the centre of Rovaneimi.

And what else is there left to do other than to head to the after party?

I have so many more stories to tell from this rally - the cars, the other rallies that competitors compete in, the rally girl contest, the weather implications and requirements for cars, the people I met, the event organization. *(Ed - Perhaps for a Club Night presentation Trace?)*



I am so thankful to Heikki (Clerk of Course) and his team for the amount of help they gave to me during such a busy week. He should be very proud of such a professional event, to Kari & Claude and their teams. Claude & Kari especially, without doubt they showed me as much as they could to give me all I need to know if us Aussies ever want to come rallying here.

Besides, from the temperature difference, the changes that are required to run in temperature this low and the added extras to make the event comfortable for crews, the rallies are run exactly the same, just a different surface. whilst tyres aren't controlled, most use Michelin or Pirelli and you do have tyre limits and they must be scanned in.

I will leave it there and continue all the stories in person, there was just so much to experience at this rally & I for one will return, hopefully to compete.

Next year is the 50th Anniversary of the Arctic Lapland rally. Insiders say that most winners past and present will attend if not, compete..... Let's just say, I'm starting my research again ☺

Kiitos

Tracey Dewhurst

Foreign Correspondent :-)



60th Anniversary – Club Book Update!

Folks, behind the scenes over the break, our Club Historian Ashley Fraser has been busy updating the book that was produced for our 50th Anniversary – “Dusty Tracks, Mates & Maps” with the official records of the past decade.

For the first time, it has been made available electronically, so all the new members who don't have a printed copy can read it for the first time.

If you are reading a printed copy of the Blower, the CD shipped with your copy has a PDF of the book on it. If you are reading this as an eBlower – get your copy right here -

<http://www.ccrmit.com/index.cfm/about-us/club-history/>

Throughout the rest of the 2014 editions, Kev and Ormie will bring you stories from the past decade to embellish the book – if you would like to contribute to these, be sure to get in touch!



Dusty Tracks, Mates & Maps

Commemorating 60 years of Car Club RMIT



ARC Chairman Ben Rainsford Discusses 2014 Sporting & Technical Changes

Jan 2014

Last week the ARC released a summary of changes to the 2014 ARC Sporting and Technical Regulations with the 'pending' full version due for release shortly following ARCom approval. Rally.com.au spoke with ARC Chairman Ben Rainsford on some of the reasons behind the changes and what they will mean for competitors, partners and fans ahead of the opening Round.

Tyres - Kumho Tyre Australia will again be the official control tyre of the ARC. All competitors in the ARC, 4WD National Series and, for the first time, the Classic Rally Challenge must run the control tyre.

"We were very pleased to announce that Kumho had recommitted to the East Coast Bullbars Australian Rally Championship following the final Round in Victoria last year," said Rainsford.

"As part of their renewed involvement the Classic category now adopts the use of Kumho's rally tyres, and following a very positive test with 2013 Australian Classic Rally Challenge winner Neal Bates prior to the end of last year we're all very excited to see the fan favourite Classics even more closely matched on identical tyres."

"I think it's easy to overlook the massive benefits a single tyre supplier like Kumho, brings to our sport, from brand awareness and marketing to increased levels of funding that drives back into rallying to ensure we can all keep enjoying the sport we love."

"It is crucial to the ongoing viability of the ARC and the features of it that competitors and other partners enjoy, such as television coverage, that we maintain strong relationships with loyal commercial partners such as Kumho."

"An incident that occurred late last year cemented this decision to include all ARC categories under the single tyre arrangement to preserve this relationship in the best interests of the ARC, its competitors and partners as well as the sport at large," Rainsford added.

Power Stage - Only registered ARC Outright crews will attend Qualifying & the ARC Power Stage. Recce of stage to be completed during normal event recce. There will be only one qualifying run.

"The amount of time for pre-event activities is always extremely tight, and we wanted to maximize the time for the ARC and event organisers to dedicate to VIP and sponsor rides following the Power Stage. I appreciate that may sound an odd statement, however we need to keep creating methods to provide commercial partners with a wow factor."

"In addition rallying is a 'one chance' sport, and we wanted to create some additional excitement by giving drivers only one shot at setting a competitive Power Stage qualifying time," continued Rainsford.

Changes to Categories - 4WD National Rally Series – now best 3 events, no limit on the number events which can be contested. SUV Rally Challenge – Will be advised within the release of the 2014 Sporting and Technical Regulations.

“We are acutely aware of the cost to go rallying, and we’re always mindful of ways to try to reduce this cost for competitors, particularly those looking to make the move up from Club and State level rallying to the ARC,” explained Rainsford.

“By reducing the 4WD National Rally Series to the best of 3 events we’re hopeful that State crews will do their home rally and their next two closest events, or two events and Rally Australia, and in doing so keep competitors costs down.”

Promotion & Advertising - Introduced a requirement that competitors in the 4WD National Rally Series, SUV Rally Challenge and the Classic Rally Challenge must refer their participation by the correct name for their section. These categories will remain an integral and well promoted part of the ARC and this requirement simply acts to lessen the confusion of the ARC categories and also to increase the marketability of each category.

“I think this particular change has caused an element of confusion so to explain in the simplest terms we want the 4WD National Rally Series, the SUV Rally Challenge and the Classic Rally Challenge to be recognized in their own right.”

“We want competitors in the 4WD National Rally Series, the SUV Rally Challenge and the Classic Rally Challenge to be out promoting those series, helping to establish those brands in their own right.”

“Again, aside from the benefits in promotion of these categories, this change has come about somewhat because of the confusion caused last year with someone not referring to the correct competition in promotional releases,” Rainsford added.

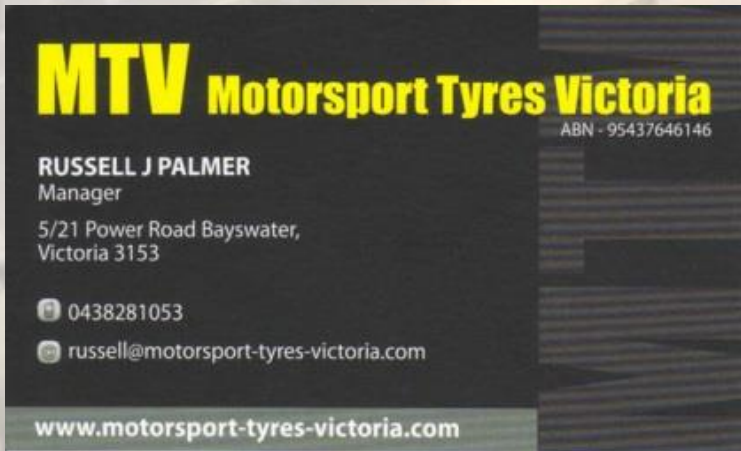
Australian Junior Challenge & Side-by-Side Rally Challenge - The Australian Junior Challenge & Side-by-Side Rally Challenge will again be contested in 2014 and will have it’s own set of regulations as per 2013.

“We’re excited that both the Junior’s and SxS will return in 2014, having proven popular with drivers and spectators again in 2013. Both give new drivers a chance to experience our sport in very different ways, and that’s what makes rallying so special.”

“Regulations and eligible events are being finalized and announcements on both Championship’s will be made in due course,” added Rainsford.

For further enquiries about this or any other part of the 2014 East Coast Bullbars Australian Rally Championship please contact admin@rally.com.au

Club Night this Thursday!



Folks, come along to the first Club Night of the year and have a listen to Russell Palmer talk tyres – with a history in Asia Pacific in rally tyres Russell is going to have a chat about the structure of rally tyres, the manufacturing process etc. Come along and feel educated!

CLUB NIGHTS 2014

- 13th February 2014
- 13th March 2014
- 10th April 2014
- 8th May 2014
- 12th June 2014
- 10th July 2014
- 14th August 2014
- 11th September 2014
- 9th October 2014 (Formal Annual General Meeting)
- 20th November 2014



VRC 2014 – Unrestricted Cars

It has already been announced that in principle approval has been given by the State Executive of CAMS for unrestricted supercharged (which includes turbocharged) 4WD cars to be eligible for series points in the 2014 VRC.

The use of the words “in principle” seems to have caused some confusion and doubt. However, the use of those words merely reflects that the rule change is not confirmed until the VRC Standing Regulations have been approved by the State Executive and published.

It is expected those regulations will be published by early February 2014.

Competitors should note that the CAMS Manual (National Rally Code: Group 3C – Production Rally Cars paragraph 3.1.2(b)) mandates that an unrestricted vehicle shall use pump fuel (refer Schedule G, Article 2.1).

Online Entries CAMS new system

The VRCMG recently had the opportunity to test the CAMS Online Entry System to see how it handles rally data.

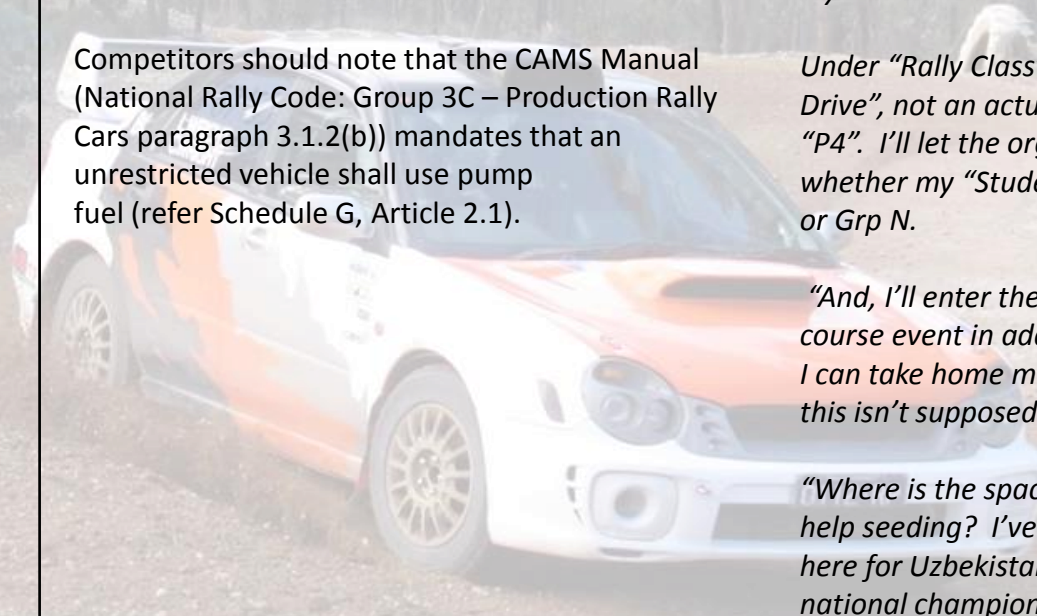
Leave it to one infamous member of the Management Group to come up with some confusing scenarios for it – below are some of the amusing excerpts from the Test Summary Report:

“Capacity field: Do they mean actual engine capacity, or capacity after including the turbo and supercharger on my Studebaker?”

Under “Rally Class” I chose “2 Wheel Drive”, not an actual useful category like “P4”. I’ll let the organisers work out whether my “Studebaker Cross-4” is PRC or Grp N.

“And, I’ll enter the Rubicon Ramble short course event in addition to the full VRC so I can take home more trophies, although this isn’t supposed to be possible.”

“Where is the space to provide Info to help seeding? I’ve only recently moved here for Uzbekistan, where I was the national champion.”



2013 Alpine Rally...

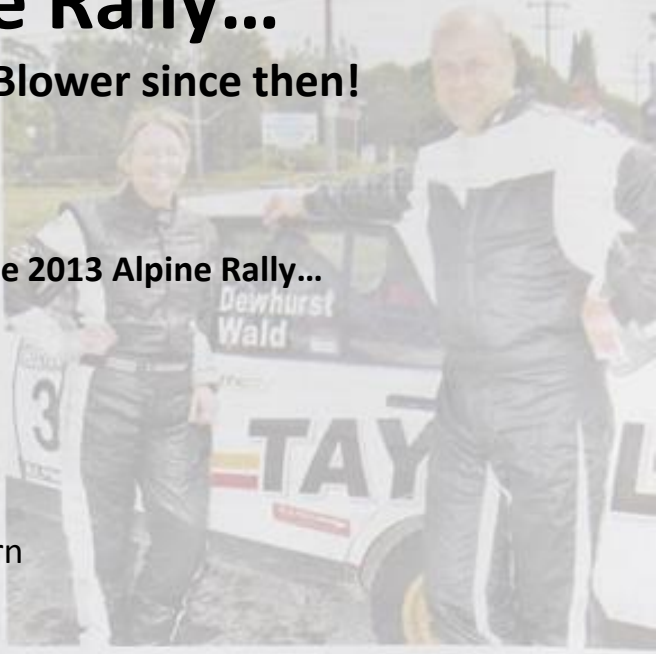
Well, we haven't had a Blower since then!

CONGRATS

To those CCRMIT members who placed at the 2013 Alpine Rally...

- 5th Outright - / Glen Raymond
- 21st Outright - Matt Lee / Cathy Rainer
- 28th Outright - Joel Wald / Tracey Dewhurst
- 29th Outright - / Kevin Wilson
- 31st Outright - Terry Trewern / Donna Trewern
- 49th outright - Stuart Lawless /

Credit and Thanks to **Craig O'Brien** for the images



Tracey Dewhurst and Joel Wald, of Melbourne, at the Saturday fuel stop.



Running repairs meant new...



Brodie Clark, of Falls Creek, on a car at Lochiel Park.





ALPINE STORIES

Editorial

To simply choose I think the best story I heard from across the weekend, it comes from our own Terry Trewern, who had an interesting discussion with David Lambie, the CRO for the event.

Terry and Donna run a Bluetooth Wireless intercom in the car. These are generally great – I have run with them in the past. The thing with Bluetooth technology though – it has a nasty habit of wanting to pair with other Bluetooth devices – that’s just what they do.

Terry’s Bluetooth headset happily searched for other devices to talk to – and found his mobile phone. And Paired. And then Terry’s phone rang – and it was the CRO wanting a chat.

Terry would have been happy to talk to Dave – the problem being he was 200m into the tarmac town show stage – and far more interested in listening to Donna tell him where to go at that point!

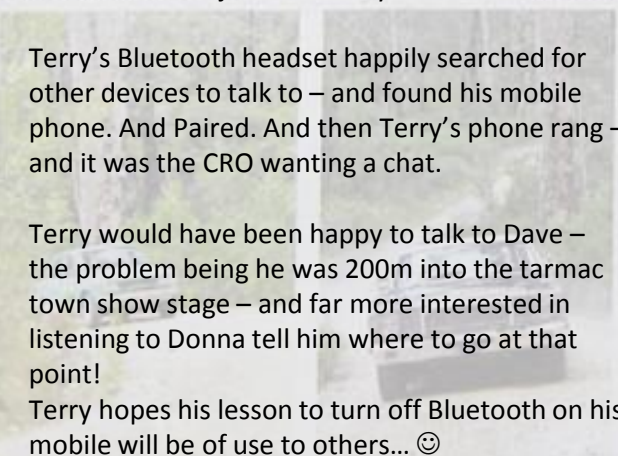
Terry hopes his lesson to turn off Bluetooth on his mobile will be of use to others... 😊



Russell Stuckey was the go-to man for replacement tyres. [www.abc.com.au](#)



Scoutneers Shayne Williams and Drew Williams. [www.abc.com.au](#)



CONGRATULATIONS TO OUR RALLY VICTORIAN COMPETITORS!

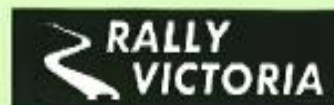
Final Classification:



2013 Rally Victoria - VRC

Classifications Outright

Heat 2



Listed By Classification

Veh No	Crew	Vehicle	Cat/Class	Total Time	O/All Pos	O/All Margin
34	PENHALL - MIDDLETON	Subaru Impreza WRX Sti	P5	01:38:26.7	1	00:00.0
40	LIUCCI - GAVIN	Mitsubishi Lancer Evo VI RS	P6	01:41:48.6	2	03:21.9
38	SEMMENS - PARRY	Nissan 200 SX RV S12	P4	01:44:45.5	3	06:18.8
36	MORRIS - COLE	Mitsubishi Lancer EVO VIII	P5	01:45:59.4	4	07:32.7
43	KAVANAGH - RUESSMAN	Nissan 200 SX	P4	01:46:56.6	5	08:29.9
51	CALDER - DUPLESSIS	Ford Escort	CRC	01:47:24.0	6	08:57.3
50	WRIGHT - WRIGHT	Nissan Skyline	P4	01:47:53.4	7	09:26.7
42	LEE - RAINER	Holden Commodore	P4	01:48:19.7	8	09:53.0
37	REGISTER - HUMM	Subaru Impreza WRX	P5	01:48:49.3	9	10:22.6
53	MURDOCH Jnr - PILEPICH	Hyundai Excel	P2	01:48:55.8	10	10:29.1
47	DILKES-FRAYNE - FERNIE	Hyundai Excel	P2	01:49:13.5	11	10:46.8
49	SIMPSON - DOBSON	Hyundai FX Coupe	P3	01:49:20.3	12	10:53.6
52	MOORE - MOORE	Ford Fiesta R1	P2	01:50:01.5	13	11:34.8
44	JAY - RICHARDS	Ford Escort	P3	01:51:15.1	14	12:48.4
48	ANDERSON - ANDERSON	Hyundai Excel	P2	01:51:22.7	15	12:56.0
54	MCKERLIE - SEYMOUR	Hyundai Excel	P2	01:51:41.9	16	13:15.2
61	TILL - TILL	Subaru Impreza WRX	P6	01:51:48.6	17	13:21.9
15	STEWART - ZINSSTAG	Hyundai Excel	P2	01:53:40.9	18	15:14.2
26	KING - CUTTLE	Subaru Impreza RX	P3	01:54:54.8	19	16:28.1
56	BERRIE - MCEWEN	Holden Commodore VG V8 Utility	P4	01:56:08.7	20	17:42.0
59	LEONCINI - LEONCINI	Hyundai Excel	P2	01:56:50.2	21	18:23.5
63	HUBBERT - HUBBERT	Ford Laser	P4	01:59:33.8	22	21:07.1
57	MACKIESON - DOUGHTY	Daihatsu Charade De Tomaso	P2	02:00:20.2	23	21:53.5
62	ERNST - METHA	Hyundai Excel	P2	02:01:03.0	24	22:36.3
55	NORTH - MURDOCH	Hyundai Excel	P2	02:37:02.7	25	58:36.0
46	BLUM - GILL	Hyundai Excel	P2	(-1) 01:53:41.3	26	00:00.0
39	WALKER - LOWE	Ford Escort Mk2	P3	DNF	DNF	
35	KENWAY - PALMER	Subaru Impreza WRX Sti	P6	DNF	DNF	
16	GILLESPIE - SHERIDAN	Ford Fiesta XL4	P3	DNF	DNF	
45	THOMPSON - BARTON-ANCLIFFE	BMW 318ti	P3	DNF	DNF	
60	HURLE - HURLE	Ford Escort	P3	DNF	DNF	

Pharmacists

[Signature]

[Signature]

2100 16/11/13

CCRMIT :: Haunted Hills Christmas Break Up 2013



Gripshiftslide.com
photo: Grant Salter

Grant Salter

www.GripShiftSlide.com

It's that time of year again when I find myself at my favorite track watching a group of true racing enthusiasts. Track time is hard to get and what better Christmas present than to push your car to its limits around a killer track. I arrived early to find only a couple of cars in attendance. This worried me and to pass the time I decided to take a few pics on the track before the cars got out there.



Gripshiftslide.com
photo: Grant Salter

CCRMIT is primarily a gravel rally discipline based club but every once in a while they hit the bitumen track. Haunted Hills is just the track to end the year with. Both amateurs and pros love this track because it has so much variety.



The cars soon arrived and the excitement started to build. There was a good selection of front wheel drive and rear wheel drive cars which meant the competition would be good.

Gripshifslide.com
photo: Grant Salter



From the old four cylinder banger to the current one; all of the cars were getting ready to hit the track! Tyre changes, oil changes, suspension adjustments and many other setup changes were happening before the drivers got their chance to get their cars on the track.

Gripshifslide.com
photo: Grant Salter



Thankfully there were no early crashes, although many competitors first runs on the track were massively aggressive! Lots of wheel spin and brake lock ups represented each competitors excitement to be navigating this awesome track.

Gripshifslide.com
photo: Grant Salter



One of the most modern cars on the track was this Toyota 86. Not everyone has the confidence to push a brand new car around a track at silly speeds but true drivers do.

Gripshifslide.com
photo: Grant Salter



This Impreza rally car was lucky to only just clip the orange cone on the inside of the corner and not take out the lot of them. Taking that inside line with enough power to get up the hill is a tricky one. Often people would take too much speed into this corner and occasionally drop a wheel on the exit.

Gripshifslide.com
photo: Grant Salter



That infamous Hyundai Lantra! "Yeah its three wheeling" aggressive in style and like a bull in a china shop James smashes times on the track.

Gripshifslide.com
photo: Grant Salter



Exactly one year ago this Levin was at the very same event and in 2013 the car does not look any different. Although this is a front wheel drive Levin it was getting around the track very smoothly with little under steer.



There are some people on the track that are not afraid to use their handbrake on the tarmac and James is one of them. Keeping up momentum on this track can be hard especially when your pushing a small four cylinder up lots of hills.



Upon arrival this Escort had a 4 wheel swap over from rally dirt tyres to a smaller diameter set of slicks. I couldn't believe how small these wheels were; they looked like go kart wheels!



With smaller wheels on John's Escort he had some extra pep in the acceleration department. This combined with soft suspension makes for some wicked corner speed and wheel stands!



Launching out of corners like a ballistic missile this Escort was making light work of this track. With a talented rally driver behind the wheel it was easy to see that this car was putting down some fast lap times.



This Celica hit the track later in the day and with its GT4 castrol WRC livery everyone was watching it go round.



Haunted Hills has many interesting corners. This downhill section can often catch people out because it's easy to carry too much speed into it and run off.

Gripshifslide.com
photo: Grant Salter



Another car that was at last year's Christmas break up was Celica. It's always a joy to see this car pumping around the track. I would like to see more of these on the track but sadly this is the only one I have ever seen on a track.

Gripshifslide.com
photo: Grant Salter



This VH Commodore was very unpredictable. Every third or fourth lap it would bust out a full noise drift style lap. With smoke and wild throws into corners I'm surprised this old girl didn't flip.

Gripshifslide.com
photo: Grant Salter



Talk about a smile! It's not what you drive it's how you drive it! This little ke20 had plenty of battle scars and by the looks of things had also done some serious kilometres.

Gripshiftslide.com
photo: Grant Salter



The Chrysler Lancer is not your everyday Lancer. Although this looks similar to the 2000 gt lift back Celica it was made two years after the Celica and had considerably less styling than the Celica of the time.



It's great to see more women on the track these days even if they are scaring the shit out of their mothers.

Gripshiftslide.com
photo: Grant Salter



Gripshiftslide.com
photo: Grant Salter

Surprisingly there were two ford escorts at the track and both were pushing it all day long.



Gripshiftslide.com
photo: Grant Salter

It was great to see the CCRMIT club again they definitely have not lost their passion for racing. Apparently this will be the last time the CCRMIT Christmas break up will be held at the haunted hills race track and that makes me sad because it is one of those events I look forward to every year.

Thanks for reading,
Grant

Want more photos?
Didn't see your car?
Buy and view all the photos here!
gripshiftslide.photoshelter.com

Clickable link:
www.gripshiftslide.photoshelter.com

CHRISTMAS WRAPUP

It was a quiet and uneventful day at our third Christmas Breakup at the Haunted Hills track. For those that were there, it meant fantastic amounts of track time. The weather was glorious all day – overcast making perfect conditions for photographers and drivers alike.

Style points for the day must be awarded to the at-times 'one-wheeling-Jimbo' – thanks to Craig O'Brien for the pool room quality shots. (Hopefully these make up for my poor showing with the AV at the dinner afterwards – again unreserved apologies to all who struggled to see it).

Positivity points for the day go to Junny, who on driving - AndrewO

out of the venue at lunchtime with a sad looking car on the trailer was heard to quote with a grin "It'll buff out"!

CONGRATULATIONS to our annual award winners who were announced at the dinner held afterwards:

- Barry Collins as our Club Member of the Year
- Murray Price as our Official of the Year

As a final comment, after three attempts I never did get the formula for the day right from start to finish – so thanks to everyone for sticking with it whilst I had a crack.



2014 Club Calendar

Saturday, 8 February 2014	VCAS #1 - Deniliquin
Thursday, 13 February 2014	Club Night - Knox Tavern
Saturday, 15 February 2014	Rally Gala - Etihad
Saturday, 22 February 2014	Australian Rally Hall of Fame (Canberra - special guest Ari Vatanen)
Friday, 28 February 2014	ARC #1 - National Capital Rally (ACT)
Saturday, 1 March 2014	VCRS #1 - Neerim Classic Rally (ACT) ARC #1 - National Capital Rally (ACT)
Sunday, 2 March 2014	ARC #1 - National Capital Rally (ACT)
Sunday, 9 March 2014	VCAS #2 - Swan Hill
Monday, 10 March 2014	Public Holiday - Labour Day
Thursday, 13 March 2014	Club Night - Knox Tavern
Saturday, 15 March 2014	Seemore Stages
Saturday, 22 March 2014	VRC #1 - George Derrick Memorial Rally
Friday, 4 April 2014	ARC #2 - QUIT Forest Rally (WA)
Saturday, 5 April 2014	George Woods Introductory Trial ARC #2 - QUIT Forest Rally (WA)
Sunday, 6 April 2014	ARC #2 - QUIT Forest Rally (WA)
Thursday, 10 April 2014	Club Night - Knox Tavern
Saturday, 12 April 2014	VRC #2 & VCRS #2 - Marysville Marathon
Sunday, 13 April 2014	VCAS #3 - Bagshot
Friday, 18 April 2014	Public Holiday - Good Friday (Easter)
Saturday, 19 April 2014	Easter

Sunday, 20 April 2014	Easter
Monday, 21 April 2014	Public Holiday - Easter Monday
Friday, 25 April 2014	Public Holiday - Anzac Day
Saturday, 3 May 2014	VRC #3 - East Gippsland Stages
Thursday, 8 May 2014	Club Night - Knox Tavern
Saturday, 10 May 2014	VCAS #4 - Ballarat Airport
Saturday, 17 May 2014	VCRS #3 - Cooper Memorial Sprint Rally
Saturday, 7 June 2014	VCAS #5 - Swan Hill
Monday, 9 June 2014	Public Holiday - Queens Birthday
Thursday, 12 June 2014	Club Night - Knox Tavern
Friday, 20 June 2014	ARC #3 - International Rally of Queensland
Saturday, 21 June 2014	VCRS #4 - Nissan Nightmoves ARC #3 - International Rally of Queensland
Sunday, 22 June 2014	ARC #3 - International Rally of Queensland
Saturday, 28 June 2014	VCAS #6 - Boisdale Hill Climb Track
Thursday, 10 July 2014	Club Night - Knox Tavern
Saturday, 12 July 2014	Goldfields Introductory Trial
Saturday, 26 July 2014	VCAS #7 - Boisdale Hill Climb Track
Friday, 1 August 2014	ARC #4 - Rally South Australia
Saturday, 2 August 2014	ARC #4 - Rally South Australia
Sunday, 3 August 2014	ARC #4 - Rally South Australia
Thursday, 14 August 2014	Club Night - Knox Tavern
Sunday, 17 August 2014	VCAS #8 - Kyneton Car Club Track

Saturday, 6 September 2014	Mt Porepukah Rallysprint
Thursday, 11 September 2014	ARC #5 - Rally Australia (NSW) Club Night - Knox Tavern
Friday, 12 September 2014	ARC #5 - Rally Australia (NSW)
Saturday, 13 September 2014	VCAS #9 - Boisdale Hillclimb Track (CCRMIT Round) ARC #5 - Rally Australia (NSW)
Sunday, 14 September 2014	ARC #5 - Rally Australia (NSW)
Saturday, 20 September 2014	VCRS #5 - Spring 200
Saturday, 4 October 2014	VCRS #6 - Pyrenees Rush
Thursday, 9 October 2014	Club Night - Knox Tavern
Saturday, 11 October 2014	VCAS #10 - Mafeking Rover Park
Sunday, 19 October 2014	VRC #4 - Akademos

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

Memberships Due

Past Due:

Matt Douglas
Andrew Roseman
Joel Wald
Nick Jacob
James Elliott
Cathy Rainer
Jeff Lee

<30 days left:

Jarryd Wells
Keith Wells
Stuart Schoof
Sarah Love
Terry Trewern
Donna Trewern
Andrew Pannam
Matthew Raymond
Geoff York

<60 days left:

Peter Cullis
Stephen Raymond
Andrew Ormesher
Nadine Groves
David Gates
Bree Tapper
Graham Redcliffe
Andrew Humphreys
Brendan Brown
Adam O'Brien

What and Who 10 years ago?



February 2004
A Magazine of the Car Club of the Royal Melbourne Institute of Technology

COMMITTEE MEMBERS	
<u>President</u> Teague Cullis (AH) 9886 4772	<u>President's Sprint Rally</u> CofC: Chris Diffey Secretary: Patrina Lucas
<u>Secretary</u> Mike Twycross	<u>George Derrick Memorial Trial</u> CofC: Mike Twycross
<u>Treasurer</u> David Knabe	<u>Autumn Midnight Trial</u> CofC: Andrew Roseman Secretary: Mark Sichlau
<u>Blower Editor & VCRS Rep & Website</u> AJ Dyka (ah) 9881 5456 (mob) 0418 310 677 aj.dyka@warpax.com	<u>Senior Consultant</u> Rick Thorpe (AH) 9848 8422
<u>Membership</u> Patrina Lucas patrinaau@yahoo.com.au	<u>Merchandise & Club Historian</u> Ash Fraser (AH) 9459 8761 (BH) 8862 8813
<u>Campus Representative</u> City: Bundoora:	<u>Rally Panel Rep & VRC Rep</u> Chris Diffey
<u>Club Scorer/Social</u> Leeham Bansagi	<u>State Council Rep</u> Kevin Wilson

Autumn Midnight Trial Update

VCRS Round 2 - Saturday 8th May 2004

The following is the team at the moment

Clerk of Course	Andrew Roseman
Asst. Clerk of Course	Bryce Steele
Road Director	Ian Crook
Checker	Chris Diffey
Secretary	Mark Sichlau
Officials Co-ordinator	AJ Dyka
Course Cars	00 Alan Mackay/Chris Diffey
	0 Ross Fraser
Sweep	Troy Bennett

MUMBLINGS FROM A GREEN AND GRASSY BOURKE ST.

Article: David C. Lennie
Photographs: Adam Douglas

My first experience of bitumen rallying and I'm impressed. Lots of waiting around, but the potential there. Been thinking lately that the future of single day gravel rallies is limited. May be this is the future?

Ed - Do you still think that Dave?

'Rocco: rode to premature finish'

The start to the 04 season from a rookie team perspective

James Ford & Andrew Ormesher - new to CCRMIT

Ed - Well... guess this puts the line in the sand as to when I joined the Club...

Membership types:

- \$15.00 Full time RMIT Students
- \$20.00 Part time RMIT Students
- \$20.00 Full time student (other university)
- \$30.00 Full CCRMIT member
- \$40.00 Couple/family living at one address
- \$10.00 * per additional family member at same address

Ed - CCRMIT - no increase to the membership Fees for 10 years now!



MEMBERSHIP APPLICATION FORM

Renewal

New Membership

Name: _____

Address

No. Street: _____

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

Contact Details

Preferred contact number/s: _____

Email: _____

Blower format

Postal, email or both: _____

Officials licence

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

Membership types

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

Club use only

Member # _____

Payment _____

Entered into DB _____

Card prepared _____

Card Sent _____

Expiry ___/___/___

Membership type requested: _____ Amount paid: _____

Payment

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

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