



THE  
**BLOWER**

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

*April 2009*



**Newsflash  
Raymond Brothers  
Take Round Win  
Quit Forest Rally**



THE  
**BLOWER**

This month's cover:

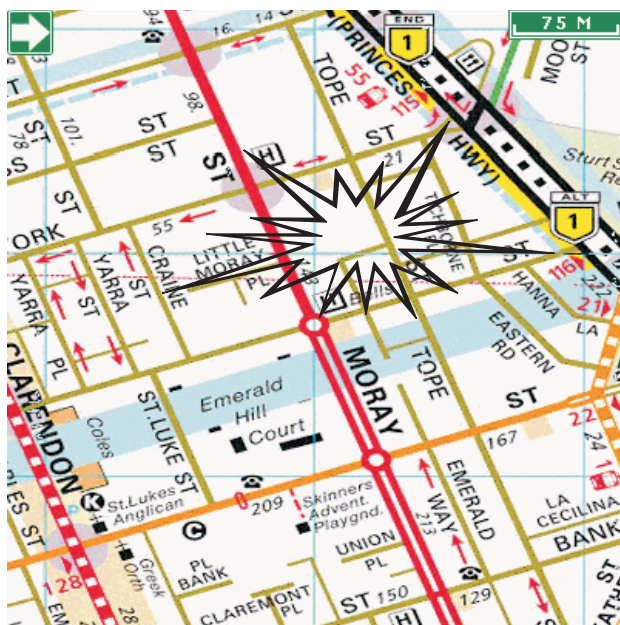
The Raymond Brothers at ROC. Photos provided by the Raymonds.

**Next Meeting: 9<sup>th</sup> April 2009**

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

**Bells Hotel**

Corner of Coventry & Moray Streets,  
South Melbourne. Melways Ref: Map 2K 1E



Deadline for May Blower Submissions:

**6<sup>th</sup> May 2009**

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Inc# A0049540G

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# ***Presidential Report***

April 2009

When Mark sent his friendly Blower reminder email on April 1, I thought he must be joking, can't be April already... Guess who the fool was..

Much to my conjecture, it turns out it is, and that the next club night out is only a few days away again! Yes it has been a bit dry in recent months in the realm of rallying, but for those that made it to the last club night, there were a few eager crews tackling the very first "Blind" rally, we were obviously lacking in the legal jargon supp reg decoding crews that night, as only one crew managed to find the loop hole, and put it into effect (after a prompt from the AOJE or was it the MOJE!?) but more on that somewhere in the blower..

As I sit here and type I'm wondering how some fellow club members are traveling in their assaults on the 2009 Australian Rally Championship. The rugged (stylishly though!) Raymond brothers in the Gp Np Corolla, seem to be setting some good times, though have had the odd issue along the way.. Hopefully the ball bearing gravel roads of WA will become sticky, and allow them to push it onto the podium in solid form!

Then there's young Matt Lee, in the Evo de'la foulla languare. For those of you that happened to catch the first round of the ARC the other week, the balance of the car in verbal terms, was uniquely contained. Matt had every note spot on, yet his driver caused a blow out to the production budget for the program, after a "beeper" was employed to hide the ecstatic and random feelings he had to vocalise. I've heard that Oliver has taken a liking to watching daddy's in-car footage, and has since learnt a few new words for use when the pants get a bit icky following in the footsteps of Uncle Justin!

Getting back on track, the next club night falls on the eve of Good Friday, and as it's apparently usual for people to go on holidays, there will be many cars zigging the zag.. I'm sure you don't need my advice, take it easy and look out for the nutters on the road! I want you all back safe and sound for the eventual start of the Victorian rally season..

For those attending club night, it will be a quite and relaxed evening (compared to the last two nights), and it looks like I won't be there due to having a car scrutineered (I'm sorry!). There were though rumors of an Easter egg hunt through Bells Hotel, but of course to find out the truth in this you'll need to head to Bells!

Have a safe time, and see you all up at Bonnie Doon, or East Gippy real soon! In the meantime, make the Editors life hard, and send him through some Blower material (Otherwise, you'll just get crap from me...)!.

Cheers

*Pres Jimbo.*

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## **Quick Note From An Editor**

March has gone and most of us are itching to turn a wheel in anger. April 18th at Bonnie Doon or 19th at Bendigo will be the first opportunity for most of us (all those not contesting the ARC). Thing is though, it's got me bugged what you're all doing in the mean time. Me? Well at this stage we don't have a budget so the car is parked in the garage until further notice. The rest of you... I've heard rumors of rebuilds, resprays, retrofits and I believe one member of the club may even be preparing a Bugatti Veyron for a full on assault on the VCRS. BE PROUD AND WRITE ABOUT IT. I need content for this publication or be warned I'll be printing word puzzles. :(

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

**MARK HOWARD-JONES**

Co-Editor - The Blower

## Event Report

# 12<sup>th</sup> Australian Masters Games

## Mt Leura 21<sup>st</sup> / 22<sup>nd</sup> February 2009

With the build on the Escort reaching the stage where all of the major works are now completed, all that is left to do now is to undertake the final tuning. As we all know, this can be a never ending process. The proven way to discover what works best usually involves entering some form of competition. There is nothing like the heat of battle to highlight some shortcomings in a car, or room for development and improvement.

And so it was when my eldest brother Geoff sent me the entry details for the 12<sup>th</sup> Australian Masters Games, to be hosted by the City of Geelong, that an opportunity to run the car competitively became a reality.

I know you all think the Masters Games is about running, jumping, swimming, rowing etc, but in reality, they also include a range of motor sporting activities including Karting and also Hill Climb (after all, if they can have BMX racing in the Olympic Games, anything can go!).

Run under the CAMS umbrella and specifically by the Light Car Club of Ballarat, the 12<sup>th</sup> Masters Games - Mt Leura Hill Climb became our first event in the car. What better way to shake it down whilst minimising risk?

Mt Leura is located on the outskirts of Camperdown in the western districts of Victoria, so the event provided the basis for a great weekend away with a few mates. Geoff also entered his Datsun 610SSS and so we had the makings for some great family rivalry, regardless of who else would be competing. My mate James Foster provided the tow vehicle and trailer, whilst Matt Blanchard also drove down and acted as support crew / team manager in his Carrera RS.

We hit town late on Friday evening and after checking in to our hotel, James and I headed to the nearest public House. The local cricket team had just won the Grand Final that day and had been in the pub since late afternoon. We stood out, being the only non-locals in the bar that night. They were well watered and before long, we met most of the team and were hearing all the war stories of the day.

Saturday morning came quickly enough and it was an early start at the hill climb venue. We completed the usual CAMS licence checks and administrative tasks and then set about walking the course. We believed we would have the opportunity to complete some practice runs (that's what the Supp Regs stated anyway), however the Clerk of Course soon advised that we would not have time, but rather we would all have one parade lap of the hill and this would be our only pre-competition viewing of the track.

The day warmed up quickly and before I knew it, it was time to suit up and get ready to tackle the mountain. Wearing a full face helmet and all the gear including gloves proved challenging, as it was very hot inside the car. The officials insisted on a 'windows up' policy also and this just added to the sauna like conditions inside the car.

Rolling up to the start line for the first time saw the heart beat rise. I slotted the car in to the starting zone. Amber light turns to red. Perfect. When it turns green, you can go when you are ready to go. The car trips the timing gear and the clock starts running, only to be tripped again as you cross the finish line.

The course commentator introduced my car to the assembled spectators as I approached the start line by saying that the Escort was "something rather special". Until I advised him otherwise, there was a perception that the Escort was a genuine Works car. I corrected that belief quickly as the car commanded more attention, with many people asking about it and taking photos of it. At an event where there was a large variety of cars, mine was one of only a handful of rally cars that had been entered. I think I won the prize for having the most driving lights fitted too!



We completed two runs on the Saturday afternoon, and another four runs on the Sunday. I was in deep battle with the other competitors in my class. My main competition would come from a chap running a hot Isuzu Gemini race car, and another chap from Mt Gambier running a two door Escort RS2000 that was painted up in the Colin Bond Ford Works Rally Team colour scheme of the late 1970s. This was a perfect match for the Rothmans car and the two looked splendid together.

In total, one hundred and ten competitors were entered in the event, driving everything from Subaru STI's, Evolution Lancers, to vintage roadsters. It was a great turn out and every competitor was friendly. The atmosphere was excellent and most enjoyable.

My objective was to improve my times on each run, and without exception, that is how the weekend turned out. I also wanted to beat the other Escorts and also finish the event without any panel damage. These three objectives were met, although as you can see in the photo below, on one run I nearly came to grief on a tight left hand uphill corner.....having entered the corner too fast, braked too late, turned in even later. Smoke from all four tyres as I tried to pull her up, but to my surprise, when I returned back to the paddock, my crew advised me that I had set another fastest time !!

As the weekend came to a close, I found an added bonus. I managed to secure second place in my class and won the Silver Medal. Standing on the winner's dais was something that I hadn't considered possible at the start of the weekend.

So what did the event show up as areas for potential development? Well, I need more power (although I do have enough to scare myself now, more would be nice). I need a better selection of diff ratios too, although I must say the set up I ran on the day was OK. I also would like to drop the ride height a bit too, but again this isn't a make or break issue. I've had comments from the photos that were taken on the day that the car looks well sorted suspension wise, so it's difficult to know. More power. That's the number one requirement (and I've been alerted to a BDA that may be for sale, so that's on the short list now)..



So what's next? Hopefully some circuit work, and some rallying. We built the car to have some fun, so that's what we will do.

All in all, a great experience and I am now looking forward to the next event.

Cheers, Frank York

## CCRMIT Membership Report

As the off season draws to a close and events are finally going ahead it's time to make sure your membership is up to date. Remember it is ultimately your responsibility and 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.

Due	LastName	FirstName	Expiry	60 Days		
<i>Expired</i>				Austin	Alix	31/05/09
				Austin	Johanna	31/05/09
	Bansagi	Michael	31/03/09	Douglas	Matthew	08/05/09
	McInnes	Travis	31/03/09	Gill	David	31/05/09
	O'Halloran	Aidan	31/03/09	Gill	Jerzy	31/05/09
	Woods	Kimberly	31/03/09	Lazdins	John	21/05/09
<i>30 Days</i>				Lazdins	Peter	21/05/09
	Brown	Brendan	30/04/09	<i>90 Days</i>		
	Kaitler	Loretta	30/04/09	Gill	Richard	30/06/09

# CCRMIT MERCHANDISE

New Club clothing Full zip jacket  
with Current CCRMIT logo

Just what you need for the coming Winter rallies!!

**Polar Fleece Full Zip Jacket \$40 each**

Embroidered with the CCRMIT logo as previous 100% Poly

Sizes: S to 3XL - will even fit Kev W !!!

(sorry Kev great to hear you've lost 5 kg)



Jacket has full front zip and 2 pockets (see picture above)

This year we are using JB clothing - many members may be familiar with their good quality gear. The advantage is we can order smaller lots and its off the shelf, so deliver is weeks not months as in the past. A sample will be at next club night for people to try on to get their size.

If you cant get to the Club night - we are offering a postal order, \$50 including postage

See us at April club night or send your order to CCRMIT Merchandise

5 Donday Crt

Pakenham Vic 3810

How can this be happening??... its not summer!

CCRMIT merchandise is always 6 months out of season !! - Not any more.



## **DON'T FORGET THE CLUB'S REGULAR RANGE**

Jumpers \$50

Hats \$12

Beanies \$10

(old style - New Style \$12)

Stubby Holders \$5 (various styles)

Stickers just \$2

(You'll need them after that respray)

Polos (not pictured) \$25

Postal Delivery can be arranged.

# Rally of Canberra

## Raymond Brothers Getting Used To Podium Finishes

The podium finishes that once seemed something of a pipe dream for Glen and Matt Raymond are now looking to become a regular occurrence for the Victorian brothers, who currently sit third in the 2009 Australian rally Championship standings following round two of the national series.

Last week's Rally of Canberra saw the pair once again steer their Raymond Partners Accountants Toyota Corolla to the pointy end of the field, taking third place overall for the event.

After being severely hampered with a bad case of bronchitis during February's season-opening Rally Tasmania, Glen Raymond again had to overcome major disruptions prior to last week's rally. However this time the problems were of a more mechanical nature.

"We blew a head gasket in midweek testing" said Raymond. "A lot of thanks have to go to my brother Steve for his work getting the car ready for the weekend. Being a privateer team means we rely pretty heavily on him at times".

While the repairs allowed the Warragul-based team to come home in third place for Saturday's Heat One, the problems didn't end there.

"We blew two intercooler hoses (which runs between the turbo and engine) today after too much boost was being produced due to the boost controller tube failing" said a frustrated Raymond. "The car loses nearly all of its power, which resulted us in losing 90 seconds to the leaders."

"It was like 'bush mechanics' out there. We were only 2.9 seconds ahead of Dowel going into the last 3.5km stage, so we used race tape and a hose clamp to try and hold the hose together", said Raymond.

Albeit with only three quarters of turbo boost available and no anti-lag, which increases throttle response, the Raymond's pushed their Corolla to an amazing second-fastest time, 0.1 seconds behind current ARC Champion Neal Bates, but more importantly cemented their third place for heat one.

"There were definitely some hairy moments during that tight and twisting last stage; I think Matt was a little pale as we flew along the top of the ridge", said Glen Raymond.

Sunday's Heat Two did not go to plan, the team once again faced more mechanical gremlins.

"We lost over a minute and half to the leaders on Sunday during SS8 after suffering a broken drive shaft, leaving the car in three wheel drive. Luckily the service guys fixed it shortly after in service", said Raymond.

"That left us 30 seconds behind Justin Dowel, meaning that we had to recover at least 18 of those seconds in the final two stages to reclaim our spot on the podium".



The repairs allowed the brothers to make a final assault for a podium finish. Not only did they make up the deficit, but yet again clocked the second-fastest stage time on both stages, only behind current ARC Champion Neal Bates.

Raymond was extremely pleased after using his new Pirelli tyres on gravel for the first time, and while admitting that both he and Matt are becoming much more used to the car, he acknowledged the significant increase in the vehicle's performance after the great job Melbourne Performance Centre had done tuning the car recently.

"We're matching times with Simon (Evans) and Neal (Bates), and heading into our favourite event at Forest Rally next month we have to be confident of pushing for a podium finish yet again", said Raymond.

With no manufacturer entries in the ARC this season, the battle amongst a host of leading privateers is making the series as competitive as ever before. Another podium finish in Western Australia will put the Raymond Partners Accountants team right in the mix for a top three and possibly better finish come season's end.

The team would like to thank its supporters who make it possible to compete at national level: Raymond Partners Accountants, JNJ Electrical Contractors, Bendigo Bank, Premium Electrical Services, Global Energy Solutions, Mammi Motors, Pirelli Tyres, Quality Site Welding, Melbourne Performance Centre, Legible Signs, Moe Engines, Jen's Dinkum Discounts and VicParts.



## CCRMIT Inc. Club calendar 2009

### April

<b>9th Apr</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
18th Apr	Rally Bonnie Doon (VCRS Rnd 1)	NECC	Strathogie
19th Apr	VCAS Round 3	BCC	Bendigo
25th Apr	Forest Classic Rally	RallySportProm	North East Vic

### May

2th May	George Woods Introductory Trial	PCCV	Noojee
2th May	Gil Davis Memorial	HRA	Noojee
<b>14th May</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
16th May	East Gippsland Stages (VRC Rnd 2)	MUCC	East Gippsland
17th May	VCAS Round 4	MMSC	Melton
30th May	The Number 9 Trial	HRA	Maryborough/Bendigo

### June

7th Jun	Bega Valley Rally (VRC Rnd 3)	Marmelang P/L	Bega/Eden
6/7th Jun	VCAS Practice Event (TBC)	SHSCC	Swan Hill
<b>11th Jun</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
13th Jun	VCAS Round 5 (Twilight)	PAC	Maffra
20th Jun	Nissan Nightmoves Trial (VCRS Rnd 2)	NCCA	Rushworth

### July

4th Jul	Ivans Folly	PCCV	Heathcote
<b>9th Jul</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
<b>18th Jul</b>	<b>George Derrick Memorial Rally (VCRS Rnd 3, VRC Rnd 4)</b>	<b>CCRMIT</b>	<b>Beaufort/Maryborough</b>
25th Jul	VCAS Round 6 (Twilight)	MADCC	Maffra

### August

<b>13th Aug</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
15th Aug	Begonia (VCRS Rnd 4, VRC Rnd 5)	BLCC	Wombat State Forest
22nd Aug	VCAS Round 7 (Daylight)	CCC	Bendigo

### September

<b>10th Sep</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
12th Sep	Porpunkah Rally Sprint	NECC	Mt Porpunkah
19th Sep	Spring 200 (VCRS Rnd 5) & Camcrusher Intro	FFCC	Toolangi
27th Sep	VCAS Round 8 (TBC)	SDCC	Shepparton

### 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 TCB	FFCC	Melton (or spare date)
31st Oct	Yakkerboo (VCRS Rnd 6)	PAC	Noojee

### November

8th Nov	VCAS Round 10	NCCA	Melton
<b>12th Nov</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>Bells Hotel - Sth Melb</b>
14-15th Nov	Alpine Rally	HRA	East Gippsland

### December

6th Dec	VCAS Spare	TBC	TBC
<b>10th Dec</b>	<b>CCRMIT CLUB NIGHT</b>	<b>CCRMIT</b>	<b>TBA</b>

Please note that events and dates listed (particularly social outings) in this calendar 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 as it happens.

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



**BENDIGO CAR CLUB**  
**Round 3 VICTORIAN CLUB AUTOCROSS SERIES**  
**Round 3 Bendigo Car Club Championship**  
**DATE 19<sup>th</sup> April 2009**  
**SUPPLEMENTARY REGULATIONS**



### 1. THE EVENT

The event, a Multi-Club Autocross, shall be known as the BCC Autocross and will hereafter be called the Event. The event will be a timed autocross for holders of current membership of a club affiliated with CAMS in Victoria. This Event will be a round of the 2009 NGK Junior Pentathlon Series.

### 2. PROMOTERS

Bendigo Car Club Inc. C/o 68 Edwards Rd Eaglehawk, 3556.  
The CAMS permit number is: 309/1904/08

### 3. ORGANISING COMMITTEE

Event secretary: Tony Moore  
C/o 68 Edwards Rd, Eaglehawk, 3556.  
Clerk of Course: Craig Button Ph. 0427 511158.

### 4. STEWARDS: Roger Hall, Kevin Symons

### 5. AUTHORITY

The event will be held under the International Sporting Code of the FIA, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport (CAMS) Ltd, The CAMS Speed Event and the Autocross standing regulations, 2009 VCAS Standing Regulations, these Supplementary Regulations and any further regulations, which may be issued by the BCC. The event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at [www.cams.com.au](http://www.cams.com.au)

### 6. PLACE AND DATE

The event will be held at the "Bagshot Motorsports Complex" during daylight on Sunday 19<sup>th</sup> April 2009. Scrutiny will commence at 8.00am and close at 9:30am sharp. Current club membership, CAMS licence and vehicle logbook (if issued) must be presented at scrutiny. Drivers briefing will be at 9.45 am. Official runs will commence at 10.00 AM.

Food and drinks will be available at the venue.

### 7. ENTRIES

(a) Entries will open on the 22<sup>nd</sup> March 2009 and close at 6.00pm 17<sup>th</sup> April 2008. Entries are to be sent to the Event Secretary, with the correct entry fee. Cheques or money orders should be made to the "Bendigo Car Club Inc."

(b) The entry fee for entries submitted at or before 6.00PM Monday 13<sup>th</sup> April 2008 shall be **\$55.00** for drivers aged 18 years or over, and **\$35.00** for drivers aged under 18 years.

(c) For entries after 6:00pm Monday 13<sup>th</sup>, an additional fee of \$30.00 will apply. An entry will only be deemed valid when payments received with a signed entry fee.

(d) There will be a maximum of four drivers per vehicle

(e) A maximum of 80 entries will be accepted, in order of receipt

(f) The promoter reserves the right to refuse entries in accordance with NCR83.

### 8. INSURANCE

(a) The Promoters have affected public risk insurance.

(b) All drivers and officials are covered by the motorsport personal accident policy.

(c) For further details, refer to Appendix I of the 2009 CAMS Manual of Motor Sport.

### 9. CLASSES

Drivers will be graded into classes (A, B, C, D, E, J, L, S & W) depending on vehicle capacity. Refer to the Series Rules capacity classes

### 10. STARTING ORDER

The starting order will be in numerical order and in class groups starting with class C as per VCAS rules. Starting order within the class will be determined by the order of receipt of entries. In the case of shared vehicles, drivers will be spaced several vehicles apart to allow changeovers with minimal disruption to the event.

### 11. DRIVERS

Must hold a minimum of a CAMS level 2S/ 2SJ Licence or superior.

### 12. VEHICLE ELIGIBILITY

Vehicles must conform to the general requirements of automobiles in competition, Section 6, Schedules A and B of the 2009 CAMS Manual. It is suggested that all vehicles be fitted with a suitable front towing hook.

### 13. SPECIAL NOTES.

(1) All vehicles must utilize two separate fastening systems on any front opening panel

(2) Fire extinguishers to a standard listed in Schedule H of the 2009 CAMS Manual must be securely fitted to the vehicle.

(3) Safety helmets must conform to CAMS requirements (eg AS 1698) and be worn whilst competing.

(4) All competitors are required to wear snug fitting clothes covering the body from neck to wrist to ankles and suitable footwear. Clothing should be of a **fire resistant nature**.

(5) Any breach of these Supplementary Regulations will be dealt with in the same manner as a breach of all other regulations pertaining to the Event.

(6) Any vehicles competing in Class S must be fitted with rollover protection as outlined in Schedule J. Rollover protection is highly recommended in all other cases

(7) All vehicles (except road-registered vehicles in class A Or B) must be fitted with mudflaps on all driven wheels and both rear wheels. All vehicles must have mudguards covering all road wheels.

(8) All vehicles must be adequately muffled. Noise limit is 95dB.

(9) Fuel must be in accordance with Schedule G of the CAMS Manual.

### 14. COURSE

The event will be run over 1.3km (approx) of gravel defined by witches hats, bunting and tyres. The direction of competition shall be anti-clockwise. All runs will be timed from a flying start/finish over 1 lap.

### 15. RUNNING DETAIL

Results will be determined by the competitors fastest 3 of however many runs. The clerk of course dependent on the condition of the track will determine the number of runs. Timing will be conducted with hand held stopwatches. Timekeeper is deemed to be Judge of Fact.

### 16. STARTING PROCEDURE

Competitors will line up in numerical order and will be moved onto the starting pad immediately after the previous competitor has departed. The starter will indicate to the driver when to proceed onto the course.

### 17. FINISH PROCEDURE

At the end of each run the driver is to immediately decelerate the vehicle and proceed to the pit area. At all times when moving within the pit area and leaving the autocross area, the maximum speed limit is to be **walking pace**.

### 18. TERMINATION

The organisers reserve the right to stop the event at any time if they consider it necessary, in the interests of safety or for any other reason.

### 19. POSTPONEMENT OR ABANDONMENT

The organisers reserve the right to postpone, abandon, or cancel the event under NCR 59, and if the event is cancelled or postponed for more than 24 hours, the entry fees shall be refunded in full.

### 20. AWARDS

1st, 2nd, and 3rd Outright - Trophies

1st in each class - Trophies

2nd in each class (>5 entries) - Trophies

3rd in each class (>10 entries) - Trophies

### 21. ANTI-DOPING POLICY

During any event, consumption of alcoholic beverages is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Procedure for Alcohol Testing and CAMS Drugs in Sport Policy. Competitors, crews or officials may be tested for alcohol or other drugs at any time during the event(s)

### 22. NOISE

Vehicles must not exceed a noise limit of 95dB(A).

### 23. PENALTIES

Shortening the course - 10 seconds per instance

Dislodging penalty markers - 5 seconds per instance

### 24. PROTESTS

Protests must be lodged in accordance with part XII of the NCR's and accompanied by the appropriate fee

### 25. NGK Junior Pentathlon

This event in part of the 2009 NGK Junior Pentathlon. Refer to the CAMS website for eligibility requirements.



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

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.