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THE  
BLOWER

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



Breaking news, keep Sunday  
July 12<sup>th</sup> Free for a CCRMIT  
Motorkhana at Lardner Park

## Next Club Night:

**11<sup>th</sup> June 2015**

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

**The Notting Hill Hotel** (On the map below)  
262 Ferntree Gully Road, Notting Hill



## Deadline for next Blower Submissions: 30<sup>TH</sup> June 2015

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

**Incorporation Number A0049540G**

## The Cover

Matt Douglas doing something questionable to a Falcon to keep it running at last years 6 hour



## The 2015 Committee & Representatives:

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<b>Website</b>	Ormie	Spy any objectionable, or material in breach of copy write content? Tell <a href="mailto:ao@ormie.org">ao@ormie.org</a>

# Presidents Rumblings

It appears that our president struggles to find the time to write a few words for us... HMMM

**Sunday, JULY 12<sup>th</sup> Motorkhana at Lardner Park.**

After much positive feedback from last years motorkhana at Lardner, we have decided to run another. This time we will be timing most tests. Entries will be open to all Cams licence holders, with Come'n'try licences available on the day for those without a licence. Scrutineering will take place from 9am to 10 am, with competition (read fun on grass with witches hats) beginning at 10am.

It will take place in the Car park, on grass and wet ground, so lots of slipping and sliding should be heaps of fun.

We expect to be finished by 4 pm so you can get mums car home and washed before she realises it was gone!

More details will be available thru the CCRMIT facebook page, or the website [ccrmit.com](http://ccrmit.com).

Please come along, bring friends and family. Children 12 and over can enter and have a go.

We will have the CCRMIT BBQ there for lunch.

# Editors Notes

A few good contributions this month, thanks guys for getting your shit together and sending me some articles!! Please feel free to bang a few words down and send them to me, can be opinion pieces, what happened (Yes Matt and Cathy that means you) and any other stuff.

On a personal front, I went up to East Gippsland Stages and ran a dual spectator point with Andrew Roseman. A fun day was had by all, with an early start and a late finish by the time we got home. Thanks Andrew for your company and the other CCRMIT bods who dropped in for a chat.

I have begun repairs to the car after the slight altercation with a bank in the night stages of the Neerim Classic and should be back out there sometime soon. I have also recently invested in a Simpson Hans device and Stilo helmet and will be keen to see how bloody annoying it is to wear at an event sometime soon. As long as I don't test it out!

Ah well see you all about...

Bernard



# Membership, Club Plates, RZR Championship

The next round of membership renewals will be in July 2015. For those with Club Plates be aware you will need to renew before the 31<sup>st</sup> to ensure your Club Plates remain valid.

Should your membership lapse so does your Permit.

36	Tom Seymour	513	Ashley Fraser
750	Sharon Fraser	757	Matthew Raymond
845	Allan Sheeran	1003	Stuart Schoof
1036	Colin Sichlau	1037	Mark Sichlau
1097	Peter Lazdins	1111	Richard Gill
1117	Andrew Ormesher	1162	Nadine Ormesher
1191	Simone Bachmann	1209	Brendan Brown
1274	Amelia Hennessy	1275	Peter Hennessy
1288	Jim Kompogiorgas	1314	Russell Hoysted
1322	Gary Carruthers	1331	Nick Ramsdale
1343	Keith Wells	1344	Jarryd Wells
1355	Geoff Ash	1357	Angus Lamin

When renewing with a family membership would you please nominate on the form all memberships being renewed.

The second round of the RZR Championship was held on May 23 in Albury. Myself, the Pres, plus VP and better half went along to have a look. What a ripper event. Pretty laid back once the competitors actually worked out who was in charge. Yep, Rod running the Start Line. They only got that far if they did what Mark and Ange told them to in the staging area. I had it easy, lining them up on the start line and then pretending to know what I was doing as a flaggy.

CCRMIT had another fantastic result with the two guys trading places from the first round.

1<sup>st</sup> - Matt Galea      3<sup>rd</sup> - Ewan McClue      Fastest Lap - Matt Galea.

Matt Leads the championship on 58 points with Ewan equal second 2 points behind.

The Club has received the CCRMIT lanyards and plastic membership cards so after “mastering” the art of label making on a PC with Word I managed to print labels for the RZR competitors. All the guys seemed really chuffed to receive something other than the membership card, so far it is worth it.

It gave me pleasure to hand them out, especially to our first “international member”, Shane Taylor, a Polaris pilot from New Zealand who flew over to compete.

There was one competitor who was really interested in what we were doing. He kept watching and listening. He was referred to as Hori San. Real name is Tadimitsu Niihori. Look him up on the internet and you will see why he is now our second International member. He was absolutely stoked to be presented with a lanyard and membership card as an honorary member. His grin was almost as big as the one he got whilst competing and it is certainly the first time anyone has bowed to me in thanks.

Next round of the RZR Championship is in Canberra on June 13. 4<sup>th</sup> round is on July 18 at Monza Park, Bergs Lane, Mt Helen, Victoria. Good luck to all the competitors.

# Frontal Head Restraints 6 Months on

By Andrew Roseman

6 Months on after CAMS introduced the requirement for mandatory FHR devices in State Level events and above, I thought it would be good to revisit the topic for those who may be preparing to start competing again in 2016. A reminder for anybody that has a SFI only certified FHR that these will no longer be compliant at CAMS events from 31 December 2015.

This article has been sourced from [www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk) and has been modified for publishing in The Blower.

## **So what is an FHR System and what is the difference between an FHR and a HANS device?**

Well, quite simply, very little! FHR stands for 'frontal head restraint' – and from now on is the name you're probably going to see used most often when referring to the device that used to be known as a HANS (head and neck support). HANS is now a trademarked term – so only certain manufacturers are allowed to use it. It's really the same thing as asking "what's the difference between a Hoover and a vacuum cleaner?"

## **Are some FHR Systems/HANS Devices better than others?**

This is a common question that we get from customers, and the answer is that it really depends on what you mean by 'better'! All FHR Systems are designed to offer the same level of protection in the event of an incident – however, some weigh less than others (and it probably won't surprise you to hear that these tend to be the more expensive models in terms of construction)! In a professional racing environment where weight is more of an issue than budget, this means that important savings can be made – whilst clubman competitors are offered the same level of protection at a more affordable price.

## **Why do I need an FHR System?**

Despite CAMS making it mandatory, there are some incredible benefits that an FHR System can bring to you in an accident. There is a classic in-car shot of a rally car having a front on accident. Co-Driver had FHR, Driver without. The amount that the head of the driver went forward was scary even with harnesses done up tight and holding onto the steering wheel.

Whilst your body itself is arrested by your harness in an accident, without an FHR, there is nothing to stop your head from snapping forward – which can place immense strain on your neck. Add to this the fact that your head is already being made heavier than normal by the added weight of your helmet, and you have a recipe for trouble. This type of impact can cause Basilar skull fractures – a very specific type of fracture that is often associated with motorsport. Unfortunately, these types of fractures can be fatal in some cases, and have claimed the lives of many top competitors over the years.

An FHR System provides a means by which your head will be stopped from traveling forward in the event of sudden deceleration – taking the strain away from your neck and dissipating it in a controlled manner. This provides an excellent defence against the type of skull fractures that have claimed so many lives over the years.

## **FHR HANS Angles**

You may have noticed that FHR Devices are available in a number of different 'reclines'. This is important where your comfort is concerned. You can get fixed angles, but if you compete in multiple formulae, then there are adjustable rake devices. This model allows the recline to be adjusted between 10 and 40 degrees in increments of 5 degrees – meaning that you can get the perfect adjustment every time – no matter what type of car you are in.

FHR Systems with a ten degree recline are the most upright on the market. Whilst some circuit racing competitors may find that this very upright seating position suits them, more often than not, ten degree FHRs are purchased by rally competitors – where an upright position is very common – especially amongst co-drivers.

Twenty degree FHR Systems suit the majority of people who are competing in saloon, sports car, or historic racing. If you drive a single-seater race car, then the likelihood is that you will be best suited by a thirty degree FHR System, due to its slightly shallower angle.

Forty degree FHR Devices are the shallowest angle on the market. These models tend to be ideal for use in single-seater racers such as F1 and GP2 cars – where the seating position is extremely reclined.

## Simpson Hybrid FHR System

Rather than using the established over-the-shoulder harness method of securing the head, a new breed of FHR Systems from Simpson Motorsport uses an innovative series of straps around the torso to provide protection not only in the fore and aft directions, but also against side impacts – where the head is most likely to be forced left or right. This is of particular interest to drivers of saloon and rally cars – where side impact protection for the head is often limited when compared to a single-seater formula car.



My advice is to do research into what FHR will suit you. If possible try it on at a shop or even ask nicely and borrow one from a fellow club member so you can try it in your car. Some people have found that they needed to change seat positions to make it comfortable to rally with the FHR.

The final word. Where these safety initiatives become mandatory, certainly CAMS copped some criticism, there is no doubt that it does add cost to motorsport.

I know that before I get back into a rally car for VRCs, I will need to invest in a new helmet and a FHR. Now whilst there is a once-off inconvenience to my wallet, I truly believe that there is no price tag on giving yourself the best chance to minimise injury in an accident. I also believe any competitor who has experienced the FHR working in an accident would strongly advocate their use.



# The Calendar

<b>June</b>				
07	SEAC Park	SEAC	Mt Gambier	VCAS-5
11	<i>CCRMIT Club Night</i>			
19-21	International Rally of Qld		Queensland	ARC-3
20	Nissan Nightmoves	NCCA	Heathcote, Rushworth	VCRS-4
20	Boisdale Hillclimb Track	PAC	Maffra	VCAS-6
<b>July</b>				
09	<i>CCRMIT Club Night</i>			
12	<i>CCRMIT Motorkhana</i>	<i>CCRMIT</i>	<i>Lardner Park, Lardner</i>	
18	Goldfields Intro Trial	CCC	Bealilba, Harvest Home	
25	Boisdale Hillclimb Track	MADCC	Maffra	VCAS-7
<b>August</b>				
1&2	Philip Island 6hr Relay	PIARC	Philip Island Circuit	
13	<i>CCRMIT Club Night</i>			
16	Kyneton Autocross	KCC	Rollinson Reserve	VCAS-8
23	George Derrick Pyreness Rush	CCRMIT	Pyrenees, Mt Cole	VRC-4
<b>September</b>				
05	Moonlight Meander	MMSC	Wombat	
10	<i>CCRMIT Club Night</i>			
10-13	Rally Australia		Coffs Coast	ARC-4
12	NECC Sprint Rally	NECC	Ovens	
12	Daryl Tunbridge Novice Trial	BLCC	Avoca, Mt Cole	
19	Spring 200	FFCC	Black & Blue Range	VCRS-5
19	Swan Hill Twin Track	SWSCC	Swan Hill	VCAS-9
<b>October</b>				
03	Ivans Folly	PCCV	Heathcote, Rushworth	
08	<i>CCRMIT Club Night</i>			
17	Boisdale Hillclimb Track	CCRMIT	Maffra	VCAS-10
18	Akademos	MUCC	Blue Range, Rubicon	VRC-5
23-25	Scouts Rally SA		South Australia	ARC-5
24	Blue Rock Stages	PAC	Heyfield	VCRS-6
31	Bagshot Rallysprint	HRA	Private Property	
<b>November</b>				
01	Swan Hill Twin Track	CCC	Swan Hill	VCAS-11
14	Begonia Rally	BLCC	Pyrenees, Mt Cole	VRC-6
28	Alpine Rally	HRA	East Gippsland	

# The Scorer

With no VCRS events this month, the scores for Steve Poore and Noel Kelly Awards remain unchanged. However, with a few other events happening in May, the David Lambie All-Round-Club-Champion has seen Wal and Shermo hit the lead after their solid result in East Gippsland Stages. Also we have had our first VCAS competitors representing the club at the Ballarat Round, Well Done!

Great to see some action from the EGS Spectator Point at SS1. Notable mentions go to Darren Windus who managed to rip his rear bumper off in the first 2kms of the event, Wayne Stewart for over cooking the corner, and then dropping the rear wheels into a culvert, blocking the exhaust with dirt, resulting in 20seconds of pressure build-up and then ka-boom! A great day was had.

## Steve Poore Trials Champion

	Neerim Classic	Marysville Marathon	Nissan Nightmoves	Spring 200	Blue Rock Stages	TOTAL
Cathy Elliott	19	18				37
Colin Sichlau		20				20
Richard Gill	20					20
Rick Thorpe		20				20

## Noel Kelly Novice Award

	Neerim Classic	Marysville Marathon	Nissan Nightmoves	Spring 200	Blue Rock Stages	TOTAL
Richard Gill	20					20

## David Lambie All-Round-Club-Champion

	Neerim Classic	Eildon Stages	QUIT Forest Rally	Marysville Stages (VRC)	Marysville Stages (VCRS)	Blue Ribbon TRE	VCAS Round 4	National Capital Rally	East Gippsland Stages	TOTAL
Warren Lee		20		20					20	60
David Lethlean		20		20					20	60
Matt Lee		19	20					20		59
Cathy Elliott	19	19			20					58
Matt Raymond		18		18						36
Richard Gill	20									20
Colin Sichlau					20					20
Rick Thorpe					20					20
Mark Sichlau						20				20
Brett Williams						20				20
Jason Lake							20			20
Viv Dilkes-Frayne				19						19
Don Lake							19			19
Philip Dobson							19			19
Glen Raymond		18								18

# VCRS NEWS

## Marysville stages

The second round of the 2015 series was run on a very foggy and raining night in the hills surrounding Marysville

4 ccrmit crews where entered to tackle the event but in an eye opening event CCRMIT member Tony Robinson had a phoenix like epiphany during the VRC section of the event with the RX7 he was navigating in bursting a Fuel hose as the left the finish control off SS1. Our very own CCRMIT members Andrew and Sherry Roseman were the control personnel who were quoted as saying "well it did brighten up our day for just a brief time not quite long enough to break out the marshmallows but certainly not what you expect". The car and crew are all ok and you can watch the in car footage at

[https://www.youtube.com/watch?v=l\\_3We-C8MHA](https://www.youtube.com/watch?v=l_3We-C8MHA)

The best of the rest of the crews was Colin Sichlau and Rick Thorpe who completed the three stages to come in 8<sup>th</sup> outright with Cathy Elliott catching a ride with Joel Wald in the stanza to complete her days adventures just behind them in 10<sup>th</sup> outright.

With the third round of the VCRS series having to be cancelled the next event is Nissan Nightmoves on June 20 so with a couple of months off there is no excuse not to get your entries in they will be opening soon and the event offers 180km of competitive rallying with just 62 transport in the stump and dam ridden Rushworth forest.

In VCRS committee news it has been brought to the committee from the HRA representative to include a proposal that in the 2016 series that Club and classic rally cars be eligible for series awards

This is to increase competition and interest in the series I would like to ask the ccrmit membership on their thoughts and opinions as we will be voting on this issue in the coming months.

Your vcrs rep Brett Williams

# Maryborough Toyota Pyrenees Rush

Planning continues for the 2015 Maryborough Toyota George Derrick Pyrenees Rush - aka MTGDPR or Pyrenees Rush..

Richard, Cathy & I have been quietly slaving away in the background, with Andrew Roseman also performing some key help smoothing out our process! As many may be aware, we have been working very hard and closely with Hancock Victorian Plantations, to secure the use of their roads for our event. It's definitely been a bit of a roller coaster ride, but we are at a point where we have in principle support & permission to conduct competitive motorsport on their land! A rare opportunity to show case our sport!

Being a large organisation, with stringent OH&S protocols, managing their concerns, at depot, Head Office & board level has certainly created some unique challenges, but we are confident that we will overcome those. It has actually been, and continues to be a positive experience, and I consider myself very fortunate to have a great working relationship with this company. We still have hurdles to jump, but with a once in a lifetime opportunity to show HVP how we as a sport have improved our risk management and safety protocols. Re-educating such a business is a mammoth task! But we will get there!

The rest of the event is rather "simple" really, with great support flowing from the Pyrenees Shire & it's local communities. The Amphitheatre Recreation Reserve has opened up their grounds, where we will have a big open spaces to service from during the event. With the new building on site, facilities will be fantastic, offering infield results, and catering supplied throughout the day by the community, benefiting the community. The only down side to this area, was the limited access to & from the grounds - but with a couple of conversations taking place, we are well on the way to increasing the accessibility of the oval with an additional gate, which by current progress will be funded 100% by the Pyrenees Shire Council. Once the various approvals come through from DELWP, the additional gate will be on the way. The great thing is whilst it will increase the events vehicle movement, it will also be beneficial when the site is next used by the CFA as a staging ground, or for other local events & festivals.

With 10 special stages (5 repeated) scheduled, two brand new shire stages requiring a lot less man power, and 3 potential spectator points, the Maryborough Toyota GD Pyrenees Rush is set to be a ripper event! We have great support from Maryborough Toyota, along with key support from Fulton Hogan, Matronics, The Maryborough District Advertiser, Kaiser Baas & Rapid Tune Hallam, we as a club, should be getting exciting about August 23!

Over the coming weeks you'll be hearing a bit more about the event, as the hunt for our officials continue. Please, make my life & Cathys life just that little bit easier, with getting in contact with us sooner than later with your offer of support! Saturday 22nd August is recce, Sunday August 23 is showtime!

Jimbo





Another face of CCRMIT in Motorsport.

On the 23<sup>rd</sup> of May a group of CCRMIT members volunteered to assist with the running of the **rZr Polaris Championship** at the Albury-Wadonga Motorcycle Complex in Wodonga.

Little known fact, CCRMIT have had approximately 17 new members join our club ( all new motor sport competitors ) all 17 are competing in the **rZr Polaris Championship**.

Justin Hunt ( well known to many CCRMIT members ) Clerk of Course for the event was very pleased that we put our hands up to assist. Our illustrious leader (Rod ) led his team into what was a quite confused group of competitors.

Team CCRMIT had sorted out the competitors in no time and brought order to the program and had the day running like a Swiss watch.

The Team CCRMIT was made of Rod, Murray, Mark and Ange and between us all we were given set jobs, Ange was in the pits sorting out the competitors into their races, Mark was arranging them onto the dummy grid, Murray was assisting in placing each buggy into its correct gate and doing some flag marshalling, and Rod was the chief starter.

It was a crisp cool morning but as the sun rose it became obvious that it was going to be a beautiful day.



All the teams competing were busy preparing for the day ahead and Murray made his way around the pits to hand out the new CCRMIT Membership cards



Murray and Tim Dewhurst (36)



The day started with the drivers getting use to an organised starting format. A whiteboard with the competitors' number and what race they were running in, this had immediate results, in that drivers were getting into their groups and lining up without having to be chased.

At drivers briefing the drivers were told that there would be 2 shakedown sessions followed by Heat 1, Race 1.

Shake down for the first group of 10 ended after 2 laps with several buggies rolling and causing the session to be stopped, recovery was performed on more than 1 occasion during the day. The second group went out and had a much better session.

The format for the day was 6 Heats with 4 races per heat, Race 1 started and it was only a short time later that the race was under caution as someone had rolled, not hard to do with adrenalin, mud, jumps and burns.

A quick recovery and back racing and no further disruptions occurred. All the races in heat 1 went along with minimal disruptions.

Heat 2 was a different story because as the day was going along the track had several wet boggy sections and caused all the buggies behind the first 2 places issues with mud covering the radiator and causing the buggies to go into limp home which meant reduced power.

A wash area was quickly arranged and as the day went on the mud dried out and dust was now being seen.

Heats 3, 4, and 5 went off with little disruption apart from a large number of broken drive shafts, an outcome of landing from great heights under full throttle, but Polaris Australia had a container onsite with plenty of spare parts and a team of mechanics to assist with repairs if required.

Polaris also had a new buggy sitting there and this too was raided for parts that they did not have in the container.





Ange sending the first group out for shakedown, they didn't stay this clean for long.

At the end of Heat 5 a radio call was made by the Clerk of Course to Rod asking if we were going to be able to get Heat 6 run, a question also being asked by all the drivers, Rods reply was that we were now ahead of the running schedule and we had plenty of time to finish.

A great week end was had by all the members of Team CCRMIT and we would like to thank Justin and Sam Beck for their hospitality.

The next event for the Polaris challenge is in Canberra followed by Ballarat then Mooroopna, check the website and Facebook for more details.

[WWW.RZR-RACING.COM](http://WWW.RZR-RACING.COM)

**JUL** **ROUND #4 - Polaris RZR Australian Championship**  
18 Monza Park in Ballarat, Victoria

**AUG** **ROUND #5 - Polaris RZR Australian Championship**  
15 Goulburn Valley Junior Motocross Track

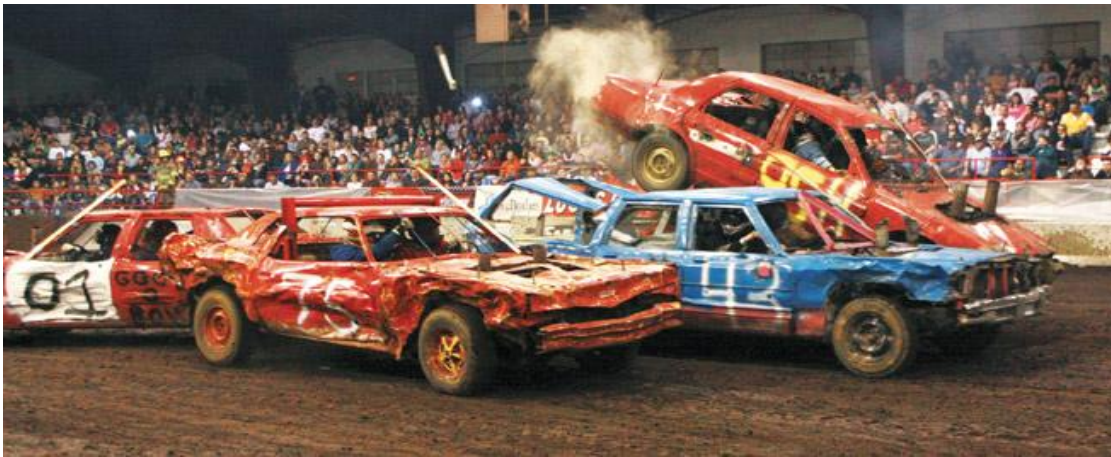




AUGUST 1<sup>st</sup> & 2<sup>nd</sup> 2015

The entries are in and CCRMIT have three teams competing in this year's event

Team 25 – Wreckin's Racing



Team 26 – Shake'n'Bake



Team27 – Captain Risky





For those competing this year the entry fee for the 6 Hour is \$345 per driver for those that have paid a deposit and \$395 for those that have not yet paid their deposit.

This payment can be paid directly to CCRMIT via

Direct deposit: BSB 063262; Acct 10069719; Reference "Member-surname"  
please email your receipt to David Gates [gatesmotorsport@gmail.com](mailto:gatesmotorsport@gmail.com)

A dorion timer fee of \$15 is also applicable but is payable directly on the Saturday morning, please make sure you have this with you on the day.

The catering fee is \$40 per driver which also covers your team/crew that are helping 'YOU' on pit wall and in the garage. This payment can also be made on the Saturday morning to your team manager.

David Gates is organising car numbers/alphas, there will be a cost associated with these also and will be advised closer to the event. This payment can be made on the Saturday morning directly to David Gates.



This month's club meeting will include a catch up for the Phillip Island 6 hour.

Can all drivers and managers please make an effort to attend

This is a perfect environment for any questions to be answered in relation to the event.

# TEAM CCRMIT NEEDS YOU



Helpers are also required over the weekend to keep the teams running smoothly if you want to come down to the island for a fun action packed weekend please contact

David Gates [gatesmotorsport@gmail.com](mailto:gatesmotorsport@gmail.com) 0429300642

OR

Kevin Wilson [kevinwilson5@bigpond.com](mailto:kevinwilson5@bigpond.com) 0417370756