



THE
BLOWER

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

May 2009



THE BLOWER

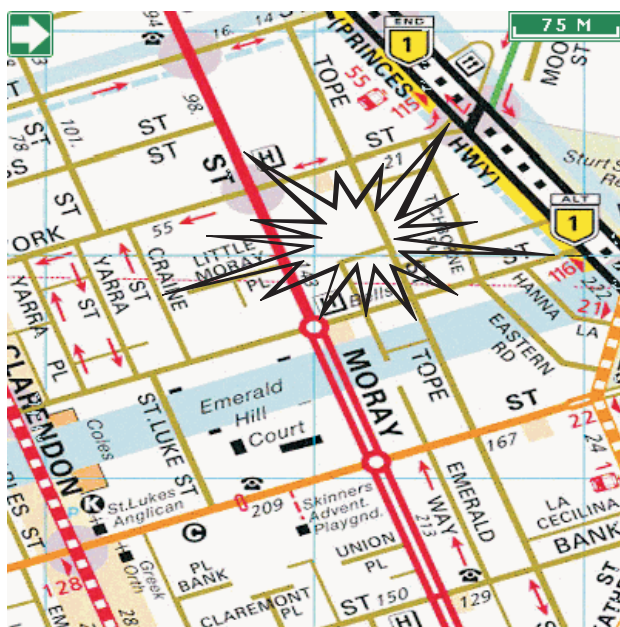
This month's cover: A collage of photos from the Bonnie Doon Rally.
Original images © Adam Griffiths, AG
Photographics and Commander Brass
Nuts!!

Next Meeting: 14th May 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 June Blower Submissions:

3rd June 2009

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Presidential Report

May 2009

Is it club night again already!

Firstly a big congratulations to the Raymond brothers, for a great result over in WA! It appears that they are backing it up again, with yet another podium (at least heat 1) up in QLD! Nice job guys!

And yes, folks, we finally got a rally underway in Victoria, with the club getting a 100% finish rate at the Rally Bonnie Doon. It was sad to see a few late withdrawals by a couple of CCRMIT crews for various reasons, but that then made way for some others to get out and compete in a overly subscribed field.

It was my first time out at the Doon, and there's an overly long bunch of words there - but for those that don't read it, I had a buckload of fun, and know why this event is so popular!

Of course, there's the East Gippsland stages next weekend, and again I hope that all CCRMIT'ers are 100% finisher, it could be our year? Good luck to all those heading easy, hope you all have a great safe time!

The George Derrick Memorial Trial, yes, I still looking for officials!! My list of stage commanders, and general official bodies is slowly growing, so don't wait for me to call you!! Call me, call me now... on 0438 277 3... 0... 5... Hmm, not sure my sexy voice is coming out that well in text?

Anyway, there's always something here I've missed (like the VCAS and more I'm sure), so the truley only way to stay up to date of the happenings, is to come to club night! It could be one of our last meetings at the Bells Hotel!!

Cheers

Pres Jimbo



Quick Note From An Editor

It's May, so I sent out a mayday for Blower articles... I got a few from the usual suspects, with some laughs and the like... But still it seems a hard slog every month whipping people until they write something down for printing.

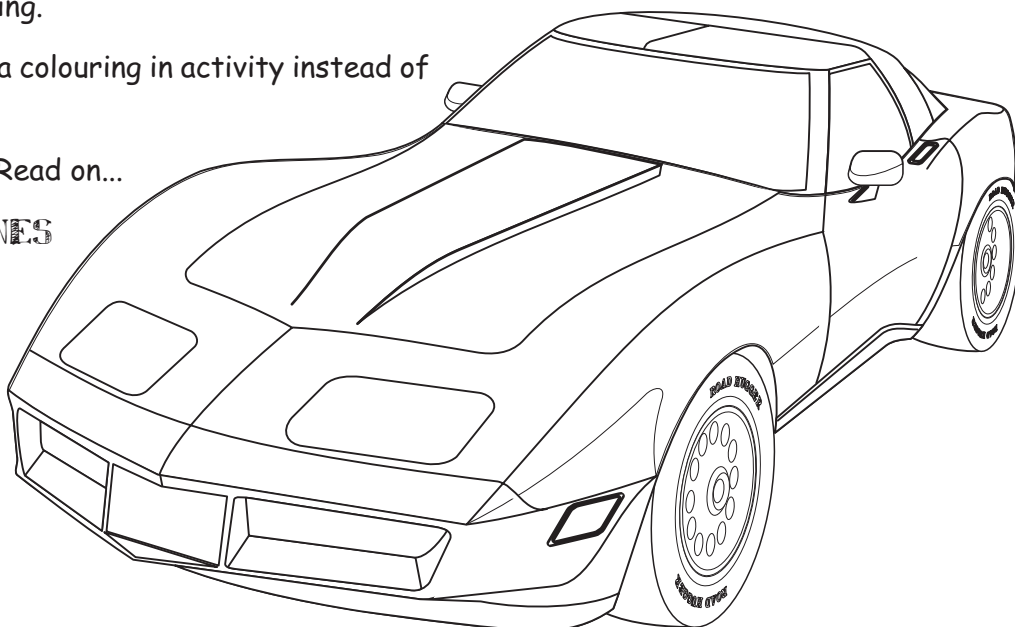
So in the spirit... here is a colouring in activity instead of Editors notes.

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

MARK HOWARD-JONES

Co-Editor - The Blower

***Colour
Me!***



Tarmac Talk

In a breakaway from the tradition of gravel rally, 2009 sees CCRMIT vying for 2 team places on the start line of the Phillip Island 6 Hour Regularity Relay, to be held in August this year.

Having had a crack last year, I can say from experience this is a fantastic event. For those who are not familiar with the 6 hour relay, the basic premise is to get a team of 6 drivers and cars together (minimal sharing of vehicles is allowed), and front up to the Island on the 8th and 9th of August for two days of roundy-roundy excitement.

Saturday - 'Qualifying' - head out in the practice sessions and complete a minimum number of laps. At the end of practice, you must nominate a lap time you are comfortable achieving.

Sunday - 'Relay Day' - Your team has 6 hours to score as many points as possible. How do you score points? By achieving lap times as close to your nominated time as possible - you are not racing the other cars on the track - only yourself - the winners at the end of the day are the most consistent drivers across the 6 hour period.

So what's the cost? Last year was around \$250-\$300 per competitor

What does that buy me? About 3 hours of lap time at Phillip Island, plenty of frivolity and camaraderie in the garages between practice sessions, and generally a great weekend.

What are the minimum requirements? L2S license (if you hold either an CR, NR, or IR you are fine), neck-wrist-ankle clothing, approved helmet, and a car that has a fire extinguisher and a 5 point harness. Mum's road car is fine provided you can put a harness in it!

What other sort of cars are there? Last year, there were about 3 teams of Porsche something-or-other's, 2 teams of MX-5's, 3 teams of Mini Coopers, a team of rally Hyundai Excels, a team of Skyline's etc etc.

But it's in August - why the urgency to prepare now? This event is VERY popular - the field is usually full within 3 or 4 days of entries opening - and we expect them to open any day now.

SO, if you are interested in being a part of one of our teams for this year, contact me sharpish to register your interest!

andrew_o@optusnet.com.au

Cheers,
Andrew Ormesher



VCAS News

Round 4 of the VCAS Series is going ahead at Melton on May 17th despite earlier reports that it had been canceled.

Thanks to the hard work of some VCAS diehards this event will run as planned. Now show your support for this hard work and enter.

The event will be held at the Melton Motor Sports Car Club Complex in Falkner Road, Mount Cottrell on Sunday 17th May 2009.

Scrutiny will commence at 8am. Drivers briefing will be at 9:45am followed by a parade lap. Official runs will commence at 10am we expected to finish around 4pm.

Entries are now filling and close at 9am on

17th May 2009.

The entry fee for entries submitted **before 5.00PM Wednesday 13th May 2009** shall be **\$55.00** for drivers aged 18 years or over, and **\$35.00** for drivers under 18 years.

Note: Entries after 13th May will incur an additional fee of \$30.00.

You can expect to get 6 or 7 runs and by all reports the track is in great condition so it should be a good, quick day.

To get all the latest VCAS information including Supp Regs for this event go to the VCAS Website

www.vicclubautocrossseries.com

Blame it on the Gut Shift!!

The Commander

There have been many occasions when I have been granted the pleasure of sitting along side some true... masters of the wheel! Those instances rarely pass me by, let alone, allowing me to work with those who have the instinctive generous of legends many years their age. I have recently had the unrivalled pleasure of learning a thing or two from the team of DTR! I was initially contacted on a chancy whim, that my services may be available for the forth coming, Bonnie Doon Rally. Held within the beautiful confines of the choking dustbowl surrounding the once picturesque escarpments of Lake Eildon!

My privilege started after an early morning run, followed by a two hour drive in the truly magnificent Eveready Partitions chauffeured Toyota Hi-Ace, driven by myself! Stimulating conversation too! A truly magnificent experience if you get the chance to talk with the driver. Evening darkness, slowly transformed into a disconcerting fog that graces the area... probably every morning! My driver, hunched over the steering wheel squinting like a Chinese taxi driver in a four hour rain deluge, slipped nonchalantly through town after town, until finally reaching the long straight bridge. Highlighting him to the fact he had just past the public convenience two kilometers previous. A six point turn on the bridge isn't recommended, due to the bank up of traffic and honking impatiently. Back in the old siding of a once highly industrious town, Bonnie Doon revealed it's illustrious and

yet proud containment of General Store, Bowser and Public Convenience, many obviously awaiting my impending arrival, hence was the crowd. Alighting my vehicle of transport, I waved encouraging to the throng, gathered for my arrival and I heartily waved in response, which turned out to be a local mistaking the van for the Hearld-Sun delivery van I found out later. Soon on my way again, after instruction from the buxom wench guarding the dim sim, egg & bacon burger, bemire , I find the Rally Headquarters.

Once again alighting the Starship Eveready , I was again immersed in the fine and friendly qualities of our Rally Brethren. When instructed to park my 'shitheap', outside the formal start and marshalling area. Again feeling the warmth dealt out to me, I was soon to be encouraged over, to their shielded arms obscuring their identity and other cowering members of the club, anticipating my morning appreciation and welcoming wit! In which a few

served me a dose of 'wit', in return! After wandering aimlessly about, I mean elegantly in my crisp car club blue knee high socks, shorts and apparel, I was hurriedly whisked into the establishment, before the closure of documentation !

A friendly greeting from DaleNathanDale.....I mean Nathan, got me acquainted immediately with my driver and an old favorite, Poofy Pants! God knows what he was doing here!!! Anyway Dale....NathanI mean NathanDale, combining in a pairing of vocals, by instructing me to where the bookin was! Didn't quite get the 'pinhead', comment I think ,whatever.

Strategies and physicing out of ones adversaries is common practice before high level and pressure events as we were about to engage. Strolling through the mustering crowd, I caught the eye of Simon Evans! A true gent and gratified combatant of the sport , I acknowledged his unassuming glance and nod, I acted similar in return accompanied by 'Piss off Dickhead'. A playful stouch, encountered, resulting with me and my blue socks on my, arse! Ahhh those guys are funny lads.

In no time we found ourselves rolling up to the bookout table, ready to liaison to the first competitive stage of the day! Our Blue (matching my socks) and White Escort , burred and spluttered under the young ladies instructions at the control. In a burp and a fart, we were on the road and in the right direction, I hoped and for a stroke of luck!



A short distance saw us just overshoot the Donaldson Rd. turn right, where I let the young whipper snapper be acknowledged with a rye smile. Thinking to myself , this lad has his head screwed on in an anticlockwise direction, good!

At the Control, I sauntered... to finally, struggling, I reached the Control Table and out of breathe, discovering a 'Legend' of Rallying, was in 'The House'. Rossco Runnalls, the 'Ol Rossco', was, I mean is the man. The Ol Rossco, checkin numbers, times, those tidy chicky babes and all sorts of official stuff! Gave him the ol touch of the nose in a confidence salute, only to slip on some fairly new laid cow sh!te Yehh, we all laughed but not as much as those around us.

Four, Five, Two, Three, One, Now! I called and the Works Replica Escort dug trenches only John Brumby and the Pipeline could emulate! I was quickly into stride, telling Dale ...Nathan... Dale... Nath, "There are 56 pages in these notes, please count them carefully", so I did and bugger me dead, I was chatting with Matt Lee before I got to page 30!



Nathan ...Dale..., young Twycross was ready with steely gaze at the end of Stage 1. "Now that wasn't too bad for your first stage young lad", so I continued to shuffle the Road Book!

Yeh, um, to um, there, straight ahead! Yeh, off you go, to Stage 2!

Difficult book to read as I was confronted, simple distances and lefts and rights and 'Whoa', stop, we're here!

A couple of distinguished gents in their 'far-gone' years greeted us at the control, quite feisty actually, accusing us of over shooting the control line. "Bugger Off, you ol galahs", soon put em in their place!

Again the down counting thing got me a tad stuffed, but I watched his fingers and when they gave me the bird!, we buggered off, I mean sped away!

We were communicating as one with a power source dictating terms from the mighty two litre donk, when I had a sudden and uncomfortable feeling, before an all mighty "Gut Shift", swerved

onto the scene, when Nath...Dale...

Nath threw the car into an perfectly executed, Scandinavian Sausage swivel, only to be over compensated by said 'Gut Swing'. This leaving the Escort in an uncontrollable pirouette, that gracefully landed us on the inside of the next right hander!



Well what could he say! "Fat Bastard!" We alighted the stallion as quickly possible, when I finally noticed him standing atop the opposite bank with 'arms a crossed'. While I was still searching for the \$2.15 that fell out of my pocket from my lunch change..., somewhere.

Outside the vehicle, I assessed the gravels artistic impressions on the road surface to understand our true predicament. I studied these carefully, glanced over to Nath ...Dale ...Nath ...Dale, to hear, "Fat Bastard". At that stage I received a message on my phone ..., I think! To add salt into the wound, who should eventually arrive... bloody Evans!



I don't know who had the bigger smile on their face, Sue or Simon!

Yeh, brother thing, skateboard fiasco, inappropriate balloons, I don't know which one, Nath...Dale...Nath, thought funnier!

Anyway, after Sue got us back on the road, we were able to rejoin the rally! I challenged my young charger through the following stages, obviously, my words of wisdom playing comfortably on his mind and abilities! We may have now been, 'Tail end Charlie', of the field but had all our competitors exactly where we could anticipate their every movement, and strategy!

This amazing wisdom only comes with the dedicated vigilance of our recognized service crew, The challenges revealed, instances of rallyings brilliance, Vartinan, Swan, Watson and Hooligan, predicting our plan to counteract in the forthcoming stages.

The amazement weld upon my face as we surged forward, faster and oh, oh so gracefully through the remaining stages. Stage times were only compared with acronyms, legends of rallyings icons. Gregory, Canoe, Lee, Gill, Douglas and Fraser!

The final tally board showed the true hero's of the day and this was only fortified by the passionate kisses of admiration by a, 'good', pair of young Misses, Samantha and Joanne Robison, who both bestowed joyous commemorative passion, on young, Dale...Nath... Dale...I mean Twycross. It was actually quite humbling, to finally take a step back and let the true hero of the day, grab all the accolades!



Stimulating Stuff

By now most of you would have received your Economic Stimulus Payment. To help you understand the concept of the Economic Stimulus Payment I will explain using the Q and A format:

Q. What is an Economic Stimulus Payment?

A. It is money that the federal government will send to taxpayers.

Q. Where will the government get this money?

A. From taxpayers.

Q. So the government is giving me back my own money?

A. Only a smidgin.

Q. What is the purpose of this payment?

A. The plan is that you will use the money to purchase a high-definition TV set or some such thing, thus stimulating the economy.

Q. But isn't that stimulating the economy of China question

A. Shut up.

Below is some helpful advice on how to best help the Australian economy by spending your stimulus cheque wisely

If you spend that money at Kmart, all the money will go to China.

If you spend it on petrol it will go to the Arabs.

If you buy a car it will go to Japan.

If you purchase a computer or a Slurpy it will go to India.

If you purchase useless crap it will go to Taiwan.

And none of it will help the Australian economy.

We need to keep that money here in Australia spending it on Australian made and owned products. You can keep the money in Australia by spending it at garage sales, going to a cricket match or footy game, or spend it on prostitutes, domestic beer and wine, or tattoos, since those are the only businesses that may still be owned by Aussies

(Thanks AO and Thanks Kev!!)

A Bonza Time at Bonnie Doon

By J Elliott (Pres Jimbo)

I reckon I've just had the best event ever! It is truly amazing what a "few" changes can do to a car to make it much more fun to drive.

As reported earlier in a previous edition of the Blower, there had been numerous changes/improvements to the car during the "off season". These included a bit of body strengthening & reinforcement, with some added roll cage for that important safety factor, a fresh coat of paint inside the cabin & engine bay to spruce it up a little, and some braking improvements along the lines of a dual master cylinder pedal box, hydraulic handbrake, and running all those line internal to the cabin.



Some preventive work was also done, resulting in a timing belt replacement, replacement tie rod ends, steering rack, power steering pump along with belts, and a general replacement of anything that looked a bit suss..

The biggest upgrade was the addition of some Davis suspension. More on that one later, and a Monit for Cathy..

Because I am yet to win lotto, the majority of the work was done by Cathy & I, with some specialist help & work done by Mr Mark Howard-Jones, and a couple of others along the way! I might add that Mark is worth his weight in gold, to the power of 999999!

"Steam", was one word used by an un-named helper during the first session of actually having the engine run again.. To the rest of us it looked and smelt more like smoke, but from that lesson though, I can recommend that a braided clutch line does not make a very useful earth line for the engine..

So on to Bonnie Doon and as you can hopefully imagine, I was pretty nervous considering I'd spent more \$\$\$ on the car in that 2 months, than I had ever spent rallying...

The car passed it's scrutineering, with just a couple of minor things needing attention. At the first service, as that's when Mark would first be able to work his magic on the car..

After a frustrating time of getting the car off the trailer, the nervousness and concern about having the car come home in one bit was starting to take over.. We had entered Bonnie Doon to shake the car down and find the problems, but there's always a hit of red mist floating around, and knowing that I didn't want to damage the car either.. Particularly seeing as we really didn't have any pros check the car before hand..

So off to do a quick calibration of the trip meter, and the confidence in the car started to build a little.. I did have a noisy squealing power steering belt (which is strangely embarrassing in a small space), but on the return of a successful trip calibration, I kindly informed Mark of his first duties to perform at the service!

SS1

"A fast one for the guys with big balls" I was told.. Thanks.. Um, no way I was going to wreck the car on the first stage, so we took it rather smoothly..

"Wow, this suspension is F**kin fantastic!" I think were some of my first words.. It didn't take long and there car was doing high revs in 3rd (with a standard box) and best of all, the car was sitting flat, and tracking in straight line! So THIS is what rallying is all about! Only other thing to happen in this stage was a down change from 3rd to 2nd with the revs a little high something around 9000rpm.. Engine did it, just, but then was running on 3 cylinders.. Drove the last k or so thinking I'd bugged the engine and that it was shortly going to be the end of it.. Got out of the stop control lifted the bonnet.. Checked a few plugs & found an inject plug that was quite seated (Don't tell Mark!!). All good, let's do the next one..

[I distinctly remember Mark telling James to replace the missing clips on said injector plugs during the rebuild - ED]

SS2

I was beginning to feel a little more comfortable with the car now, though there was a developing vibration in the steering that was getting me thinking.. And that belt was starting to make a bit more noise drawing more of that unwanted attention every time I started the car.. Towards the end of the stage the water temp was creeping up a little, and I suspected that the water pump wasn't turning around much..

SS3

Cruised through this stage, being wearier of a worsening steering vibration and the engine temp sitting smack on just over 100..

First Service

Mark of many Talents, got working onto the belts, and retention them, whilst I went looking for that vibration..

Took a guess as to where it was, and found that the bolt holding the uni joint to the steering column was not correctly seated (and actually cross threaded!), so got a spare bolt and it went in much better... Rally car 0, service crew 2.

SS4

Don't remember a whole lot about this stage, expect in either this stage or the next, Cathy mentioned that the trip meter did around 150kms, in a 10km stage.. Hmm, she was raving about the Monit before, wondered how it could offhappened..

SS5

Went to start the car, and nothing happened.. Dead as a door knob? Hmm, "that's right..", I got out of the car, and re attached the earth lead to the battery.. Car starts a treat! Another thing for Mark to fix in service...

Service 2

Pulled somewhere into the tight little service park, and found Mark looking a little worried As he couldn't find Andrews service crew/parents, who had his fuel.. So volunteered to find them, whilst he worked his magic again.. 30 seconds later, his compatriots were found a whole 10 meters away, quietly waiting for Andrew & Deb to arrive...

SS6

Hehe, this time the car was running the best it had all day (guess that's why we were "testing"), and decided to drive the car a little faster. Mr Evans gave me a pep talk, and told me to hold it flat on the first corner Much to Cathy's disgust! "Don't listen to him" were the words.. So being the sook I am, I lifted on that first corner, but didn't touch the brake.. Found some more grip that the car had, and kept going. Was having a blast until a left hander where I tried to move the car around a little more in the attempt to hold more corner speed.. Didn't get it right, and the next thing I know the back end has gotten on the loose stuff and was rudely sliding down the hill, whilst trying to take the rest of the car with it.. Kept it flat up the front, and some how it eventually pulled itself back onto terra ferma, no stumps either in the ground, so got away with it! I was told to calm down a little then.. Still hit a few crest flat, best feeling in the world!

SS7 & 8

Can't remember a great deal from these stages, except that I was having the best time rallying ever! Being able to step on the brakes and get feedback from the pedal is a great feeling, (Thanks for the advice Ross!) even

towards the end of the stage, instead of getting a really soggy pedal, you could feel that the poor bendix heavy duties were giving up, yet the rear still wanted to play (note to self; need to play with the biasing a little more!).

Service 3

Nothing to do! Yay!

SS9

More fun had, and I think we continued to improve our stage times, whilst enjoying ourselves to the max!



© Adam Griffiths. AG Photographics.

SS10

Got to say a final hello to the CCRMIT gang on control, and even got a little visit from Terry's better girth & length. With a quickie in the car, he was safely ejected on the final countdown via the opening that on occasions gets nice and moist. We headed into this stage so relaxed and happy that had we dnf somewhere in there, I would have been happy either way, as when that little yump & rough patch came through again, I heard the voice of the suspension creator go "you can keep it flat on double cautions with this stuff...", so no guessing what I did! F**k yeah! This is good! Heading down the hill, over the rough stuff it just felt like a certain person bottom... smooth as silk! The truth is exposed yet again, decent suspension is well worth the dollars!

So, there we have it. I felt a massive sigh of relief as we had just done a massive job to the car, and it got home in one bit, with no major issues to deal with.. The biggest post event was that the springs in the car had now settled a little, and were 2-3mm lower, making the opening & closing of the doors whilst on the trailer a difficult job to do..

No major changes for East Gippsland in just over a week's time. Though I'm hoping to have the new hubs, rotors & pads installed & bedded in.. Hmm, race pads, how exciting. Bring it on I say!!

Rally Bonnie Doon

A not so testing day

Unlike our previous years rallying the start of the 09 rally season had us a little nervous. The summer was spent rebuilding an ailing car, extra cage, new suspension,

hydraulic handbrake, new brakes with balance bar, new interior paint job with flocked dash and a new monit. The nerves were not helped by the last minute decision to run even though we would return from a weeks holiday in the Barossa the day before. We needed to test the car though before the VRC season began, we had only heard good things about the rally so couldn't pass up the opportunity.

The tension was tested early Saturday morning when the car wouldn't come off the trailer as easy as it should thanks to the fact the new suspension had the car sitting a little lower than it used to so the doors wouldn't open. Coupled with the fact that the rear wheel tie down had tightened on the trip up and the ratchet now wouldn't open to release the strap. Car unloaded and we were ready, both still nervous about how the car would behave and whether our home mechanics good enough.

SS1 was a bit of a contradiction to the advise of the control official booking us out of the start "nothing for the co-driver to do in the first stage just sit back and enjoy the ride". He didn't mention the rather steep hill that needed to be concurred by the co-driver to get to the control. Once in the stage James experienced the shear delight of 4th gear and then the moment of 9000rpm horror and the car dropping to three cylinders. Upon finishing the stage and stopping he found that an injector plug had come off.

SS2 All good except the calls which read something along the lines of "I rock on left before RGL water temp 90... 900m ! large rock in centre of road, 500, 400, 300 water temp 100, 200, 100....750 ! long wooden bridge no sides RGL uphill, 500, 400 water temp 105, 300, 200, 100...730m KR, 500, 400, 300 water temp 110, 200, 100.

SS3 consisted of a worsening steering vibration and increasingly hot water temps. Still the car felt great and stopped even better.

Service 1 had us at Lake Nillahcootie with mark waiting to get his hands on the problems.



SS4 was an uphill start with lots of left handers. Predictably the Lantra didn't have the best of starts. It also had some gremlins in it which had me working opposed to sitting along for the ride and occasionally call some corners. Throughout the morning stages I was the monits biggest fan, intuitive, easy to see, easy to program, small (James doesn't like me calling it cute) and what I thought was accurate. However mid way

through this stage it started jumping 10km at a time, then 5km then large random numbers to the point that at the end of the stage our cumulative distance was 150km, wheel spin doesn't account for 140.22km. This stage turned out to be one of our favourites with the tight and narrow end.

SS5 Arrive and turn the car off, doesn't start, hmm. James gets out and checks the battery unbeknown to us the battery earth cable had come off during the last stage. Hence why the monit was on steroids, it had started running off the alternator and was reading its pulses. Problem solved. Tallangalook was our favourite stage, a tricky off camber corner a few yumps and one in particular just before the flying finish which had the control official grinning from ear to ear as we braked heavily and slid into the control. James to I might add.

Service 2 sore mark flat out unloading the service ute after also servicing Andrew & Deb and struggling to make it back to bonnie doon in time.

SS6 started a repeat of the first 5 stages. It also sore James scare the daylight out of me on a left hand corner where the outside steeply dropped away. On exiting the back of the car came around and pulled us half on half off the road, heading for a row of large pines. Instead of backing off and ending up in the trees he put the power down and drove along the cusp of road and drop till it evened out. My response being #*\$% slow down you scared the &*\$% out of me. Luckily he ignored my advice.

SS7 and the car was settling down all problems resolved and hairy moments out of the system.

SS8 and we were really enjoying ourselves apart from some brake knock off.

Service 3 was a good chat session as only checks were required.

SS9 and we were felling pretty proud of ourselves, the confidence in the car was up and James was testing some driving techniques.

SS10 was the CCRMIT stage, Andrew and Nadine at time control, Terry, Mel and friends at start control. A bit of banter and frivolity, no repeat of a stage with a certain toy clasped between the legs. A sad moment was had as we flew over that favourite crest into the time control as we realised all we could now do was head back to the bonnie doon hotel for a beer.

A big thanks to the organising team, officials, parents, friends and especially Mark HJ for helping us build the car and fix it during the rally.

Cathy Rainer

(As viewed from the other side of the Lantra)

May Club Night

Thursday 14th May 8pm

Bells Hotel

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

Arrive early and grab a meal.

This month:

Bonnie Doon Reports
East Gippsland Previews
VCAS Update
New Merchandise

Also....

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

For Sale

Subaru Forester GT 1998

2L turbo, manual, sunroof,
leather seats, towbar, cruise control
PHV043 195000km
Drives well
\$11000 ono

Call Terry 0408581930



CCRMIT Membership Report

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 pllleeeaaassee print clearly.

Due **LastName** **FirstName** **Expiry**

Expired

Brown	Brendan	30/04/09
Kaitler	Loretta	30/04/09

30 Days

Austin	Alix	31/05/09
Austin	Johanna	31/05/09
Douglas	Matthew	08/05/09
Gill	David	31/05/09
Gill	Jerzy	31/05/09
Lazdins	John	21/05/09
Lazdins	Peter	21/05/09

60 Days

Gill	Richard	30/06/09
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90 Days

d'Auvergne	Philip	10/07/09
Davis	Peter	31/07/09
Davis	Val	31/07/09
Fraser	Ashley	31/07/09
Fraser	Fletcher	31/07/09
Fraser	Michelle	31/07/09
Fraser	Myles	31/07/09
Fraser	Ross	31/07/09
Fraser	Sharon	31/07/09
Jones	Craig	31/07/09
McLean	Janah	08/07/09
Sichlau	Colin	31/07/09
Sichlau	Mark	31/07/09
Wilson	Kevin	31/07/09

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 May 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.

CCRMIT Inc. Club calendar 2009

May

14th May	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
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
11th Jun	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
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
9th Jul	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
18th Jul	George Derrick Memorial Rally (VCRS Rnd 3, VRC Rnd 4)	CCRMIT	Beaufort/Maryborough
25th Jul	VCAS Round 6 (Twilight)	MADCC	Maffra

August

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

September

10th Sep	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
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

8th Oct	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
10th Oct	Bagshot Rallysprint	HRA	Bagshot
18th Oct	Akademos (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
12th Nov	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
14-15th Nov	Alpine Rally	HRA	East Gippsland

December

6th Dec	VCAS Spare	TBC	TBC
10th Dec	CCRMIT CLUB NIGHT	CCRMIT	TBA

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

CCRMIT is always on the lookout for events and fun and exciting activities to fill our calendar and get our members and their families involved in the club. If you know of an activity or event that CCRMIT and it's members may enjoy, speak to any one of the committee members (contact details inside front cover) to have it included in the club calendar.

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 1st 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

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.