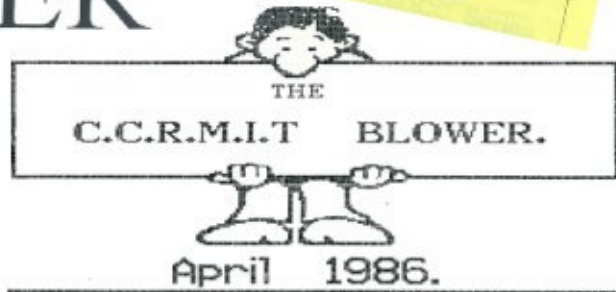




THE BLOWER

THE OFFICIAL MAGAZINE OF THE CAR CLUB OF RMIT INC. (SINCE 1960)

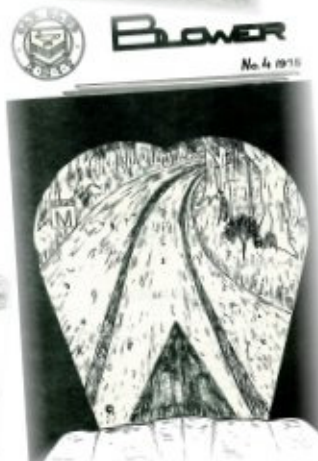
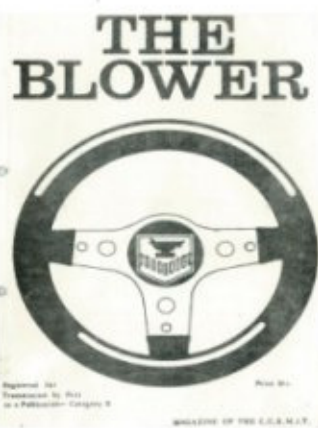
May 2010



The Blower
MAGAZINE OF THE CAR CLUB
ROYAL MELBOURNE INSTITUTE OF TECHNOLOGY
EDITION 9, DECEMBER 1977



CAR CLUB RMIT



50 Years of The Blower

THE BLOWER

This month's cover: A collage of Blower banners from the last 50 YEARS.

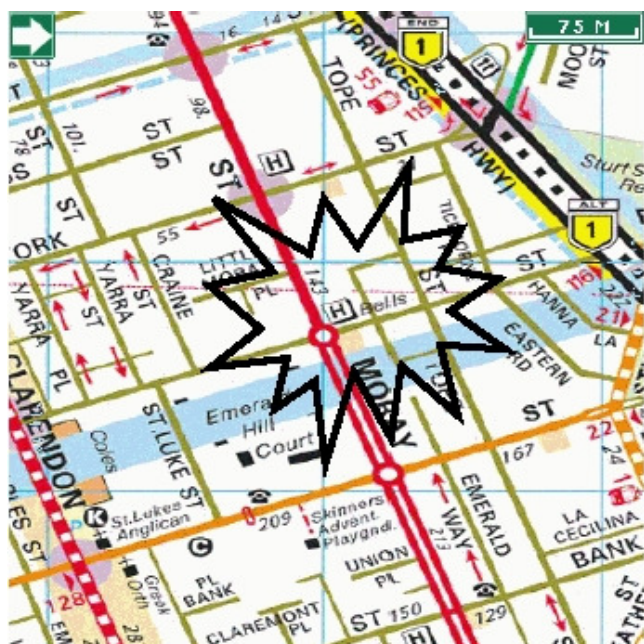
Thanks to Ash Fraser

Next Meeting: 13th May 2010

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

Bells Hotel

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



Deadline for March Blower Submissions:

2nd June 2010

Please send all magazine contributions to:

blower@ccrmit.com

All other correspondence to:

CCRMIT

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A'beckett Street

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Disclaimer: Articles and views published in 'The Blower' represent the opinions of the authors and are not necessarily those of the Editors or the Committee of the Car Club of RMIT Inc.



Inc# A0049540G

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Presidential Report

May 2010

Hi all,

Wow, another month gone past, and the season is now well and truly underway. Congrats to all those who have had success so far at one of the three Autocross rounds, or at Rally Bonnie Doon. Only a week to go until the first VRC of the season, and that's looking healthy with nearly 50 entries! You'll find some interesting stuff packed into this month's Blower – progressive scores on the David Lambie trophy, club night stuff, hopefully an event report or two, the announcement of our PI teams for this year, and a final ad for the Winter Weekend.

Go Karting was last week out at Sunshine – thanks to those who came and helped make it a good night. Being the last session of the day (8:45pm), the track was starting to get slightly damp and it was much easier to slide the karts through the corners rather than drive them like a tarmac car – my times suffered as a result, but I had a lot more fun out there! Personal thanks to Rick Thorpe for staying with me and consistently swapping places and times throughout the race, making it a good fun challenge rather than simply racing with no-one around you.

Go Karts # 2 is in November. We realise that Go Karts is an expensive activity (as one quoted on Thursday night, "I remember when it was a dollar a minute"). We are happy to organise the go karts, but only if people want it and are prepared to come – so Go karts #2 will be a "if you want in, you must pay in full by the August club night". We just had the minimum number at Sunshine, and that was bulked up by non-CCRMIT friends and family. Enough said.

The Winter Weekend at Mt Hotham has been advertised in the Blower for a few months now, and we were hoping to book this at the start of April. So far only 4 individuals have shown interest, and it won't run at that rate. If you ARE interested, please contact me asap to get your name on the list. PLEASE NOTE THE CHANGE OF DATE IN THIS MONTH'S AD – we have moved it a week later, into shoulder season, to make it cheaper. Expressions of Interest will close at the commencement of this week's Club Night.

So good luck to all those going to the East Gippsland Stages next weekend, and we hope to see you at Club Night this week – see the ad elsewhere in this mag for guest speaker details!

Cheers,

Pres Ormie Andrew Ormesher

president@ccrmit.com
0402 825 131.

Quick Note from the Editor

May marks the 50th Birthday of this Pulitzer Prize worthy, informative, progressive, at times controversial, frequently outrageous publication. I am proud to be included on the honour roll of editors over the ages, and I hope that they (and you) view my current works as worthy of carrying on the proud 50 year tradition that is The Blower.

As always a publication can only be as good as it's contributors. Blower history is filled with memorable characters and articles such as Mergatroyd's Advice Column, the amusing but poignant commentaries of the likes of Ken Cusack, Noel Kelly and David C Lambie. It's often been the resting place of waffles and rants (who can forget Patrina Lucas' 2002 visit to CAMS - what a \$h!t\$t0rm that stirred up).

In more recent times we've been entertained by Brett Williams and the Team AFRICA antics, we've drooled over Frank York's international adventures and we've laughed with Mon & Mel.

Keep your articles of interest flowing and do your bit to keep the fine tradition of The Blower alive.

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

MARK HOWARD-JONES

Proud Editor - The Blower
blower@ccrmit.com

VCRS SOAPBOX

Andrew Ormesher

As a result of some people missing out on a run at the ever-popular Bonnie Doon rally, the VCRS committee is considering a change to the series rules, to allow for *series registration*. This is supposed to provide a guaranteed place in the field at any VCRS event for a competitor that can't be bothered to get their entry in early. The proposal is :-

- A non-compulsory series registration with a fee of \$400
- Reduced entry for these competitors that will then be subsidised by the VCRS committee to the event from registration funds
- Registered competitors are guaranteed a position in the field up until 2 weeks from the close of entries - beyond this time entries will be accepted in a first-come first-served format
- Abolish the current k/n rule, that provides 5 guaranteed places per car club at each VCRS round

The CCRMIT committee will not support the proposal without more information - for example there is no information on how events will have to interact with the VCRS committee, or how events go about being reimbursed by the committee within a timely fashion.

If you, as a club member, have an opinion you would like us to put in our response to the VCRS committee on their proposal, please seek out myself or Brett Williams (your club delegate) at this month's club night.

The general feeling from the VCRS Committee meeting was that CCRMIT are at present, the only club not willing to vote in the proposal as it stands.

<Begin RANT>

People, if you are chasing series points and awards – how hard is it to get your entry in early to avoid disappointment? These rules simply make life for event organisers harder than it needs to be. We shouldn't need them at all.

<End Rant>

2010 George Derrick Memorial Rally



CCRMIT's showcase event, the George Derrick Memorial Rally, is a little over two months away. The event is again being run out of Avoca this year and the event organization is progressing well. As it has been in the past this event is a round of both the VRC and VCRS and so the pool of officials is stretched thin.

If you are able to help out as an official on the 17th of July, please let us know now. It saves a lot of chasing around. We need people to fill roles big and small, but all critical to making the event run smoothly and safely.

OFFICIALS CO-ORDINATOR
James Elliott
vicepres@ccrmit.com
0438 277 305

To be a part of this great event, please contact our officials co-ordinator Jimbo asap.

We've been to Bonnie Doon!

Team AFRICA feels the serenity!

Brett Williams

The first round of the VCRS for 2010 was the Bonnie Doon rally and it started for us on the Friday night when the team met up at my house, loaded up all the service gear into truckasauras, hitched the little Datto to the back and drove off destined for the serenity.

We arrived at book-in and ticked all the boxes so we could pick up the road book that night making for an easier morning. Not that we had to rush as we had been balloted car 52 on the road and that meant a late starting time but by booking in Friday night this gave us more time to eat a late breakfast and sip on lattes before the action got underway.

After we all arrived at our accommodation we unloaded the car and went out on the halda check just another thing to check off the list as done giving more even more latté time for the morning. Ormie and I drove up and down a few times trying to get the halda to read right with the new sized tires but eventually come in right on the money and I had a happy navigator..... phew. Now it was off to bed for a good nights rest before the fun started tomorrow.

In the morning the day started out with a disappointing event, when I went to get into the car I had the door handle break so I couldn't open up my door with the outside handle. Bummer, it's like brand new 40 years ago, Damm Datsuns! Oh well if that's all that goes wrong today I can't complain to much.

Andrew and I drove off to the Boonie Doon hotel to put the car in the staging area and grab some breakfast. We had Jimbo and Terry servicing for us aided by Noodles, Mel and Donna with the young apprentice service crew of Cameron to help us out for the day. So we were relaxed and calm. As the time to start neared we did the usual check the tire pressure, wipe the windows, fit in the anti crash sandwiches and stand around and talk

with all the other rally heads, then it was time to go.

The drive out to the first stage was just a quick transport and in a few minutes we were sitting on the start line ready for our assault on the 2010 VCRS. Must say I was a bit nervous and in 5..4..3..2..1.. we were off on the first stage a quick blast down some open country roads. Coming up to the first real corner, a 90 degree left hander I threw the car into a Scandinavian flick and suddenly felt just how little grip we had off line as the car snapped sideways to the right then back to the left, great for all the photographers that were on the corner but a bit slow for our time.



We had wanted to get straight into this stage without the usual couple of warm up stages and pull some time out of everyone who was just warming up. The time at the end of the stage wasn't all that great but it wasn't too bad either so we had to pick it up and go harder on the next ones. The car felt ok except for the gearbox which was grinding gears into second due to the synchros being rooted. Bummer, it was like brand new 40 years ago!!!

The second stage was more to my liking tight and twisty then opening out for a fast run near the end. Ormie had an inkling that I was trying when, during the stage at a double caution wooden bridge with no sides then road goes left up hill, I changed up to 3rd gear and

launched off the bridge sideways. We came in to the finish with a good time taking 16 seconds off the car in front of us. That's better. Starting to feel like we can do this.

Stage three was one that we had picked out to be a turning point in the rally it was going to be a make or break stage, so we set out with maximum attack in mind. This stage has quite a rough section down through a quarry then tight and twisty downhill through the trees near the end, a road for the brave. After the recent rains there was quite a large wash out next to the bank on the inside of the road on the downhill. It was just the sort of thing that would grab you, suck you in spitting you out the other side with no respect at all.

I had one close call but with my foot buried to the floor, the little Datto pulled out of the drain. "Whew, that was close!" Mental note stay away from the bank! The only other problem was on the down hill section Ormie had called a single caution road goes left, then right through trees, and I saw it coming up but about 100m before the board we hit a rut in the road and bottomed out the car launching us into the air. Wow, that was a hard hit but every thing seemed ok and we blasted through the spectator area on our way to a great time.

It was time for the 1st service at Lake Nillahcootie and we met up with Terry, Jimbo and the rest of the team who had everything laid out. On pulling in I said that you had better have a look under the car due to the massive bottom out in the last stage, when Terry said "Hey dude, your sump guard is hanging off". I had sheared off two of the bolts holding the sump guard on at the back but Jimbo and Terry soon had them replaced with a couple from the service box that would hold till the next longer service. Terry went on the scrounge around the service park to find some replacement bolts and come back with some from the Mammi boys. Thanks lads.

The next stage was held up for a while due to some D@#khead from the public driving the wrong way down the stage (we had seen him drive in past the finish control while we were

sitting at the start of stage 3) and there was a long line up of cars waiting. Sitting at the start control I heard Ormie start to laugh out loud as he had just noticed what was written in the side mirror of the car, to laugh like him you will have to check it out. The stage was fast and we didn't do a great time but also didn't lose anything much either, on to the next one. It was a quick squirt down the stage that we had been the start control officials for the past two years so it was nice to book in and be the one getting counted down this time.



This stage was good and I thought I had driving it ok but there was just seconds in it. The rally was turning out to be really close it was hard to gain a lot of time in any stage but I knew that we could loose time if there was any problems and it would plummet you down the field, we had to press on.

The lunch time service was next and we came in with no problems. The boys just replaced the sump guard bolts with two hi tensile bolts while we ate lunch.

The afternoon was a repeat of the mornings 5 stages and we took 4 seconds off the time we did on the first stage in the morning so perhaps it wasn't such a bad time after all. Stage seven was a similar story the only drama we had was when we hit some deep ruts early in the stage and had the steering wheel get ripped out of my hands (so glad that I drive with my thumbs out!) and we nearly drove off the road into a bank with a big hole in front of it. I manage to get the car back under control before we were stuck, whew that was close.

The time was only 4 seconds slower than the morning run so I guess that we were even then.

Onto stage eight it was the one that we had picked out to go hard on, and we set off with this in mind and the knowledge to keep an eye out for those Datsun sucking ruts on the downhill. Just after we passed through the quarry section I was in 4th gear flying down the hill when a loud banging noise came from under the car. Ormie's comment was, "Um, dude what's that??". We had broken one of the drive shafts uni joints and it was flapping around. All sorts of bad things went through my head. Oh shit we will have to stop. There is important things getting beaten to a pulp under there like um let me think...the rear brake lines!!. The broken shaft must have done a couple of revolutions then parted company from the car as the banging stopped. I put my foot on the brake to see if I still had any and what do you know they still worked. That's great cause we were still in 4th gear! It's times like these that I am glad to have a locked diff as we were able to make it out of the stage with one wheel drive only losing 46 seconds to our time on the morning pass.

Ormie rang Jimbo on the way to service to make sure that they were ready to get in to action when we got there as we had a short service and a possibly a lot of work to do. On the drive there I was thinking how we could fix the shaft. I had a spare in the service box but I didn't know what was left under the car and what sort of damage it had done as it let go.

We pulled in and Terry jumped under the rear of the car and told me the best news, no problems mate both the ends of the old broken drive shaft were still bolted on, it was just missing the middle bit. The uni joints had sheared through and there was a large hole that the shaft had punched into the spare wheel well as it left, (that explains the loud bang) but the new shaft would just bolt straight back in. I was so relived our rally wasn't over just yet! Because we had such a late car number we also fitted the driving lights and some new rear rubber for the last

two stages. We left thanking Terry and Jimbo for a great job, we will see you at the finish we promise.



Stage nine and ten were ok but everyone was going so quick that it was hard to pull time we were within seconds of our first passes so just held onto our positions but most importantly we had completed the stages and just had the longest and most boring transport in VCRS history back to Boonie Doon hotel for the final book-in.

When we got there the whole team that had been supporting us throughout the day were there waiting for us and all clapped and cheered when we arrived we had made it through Rally Boonie Doon. As I pulled the car in and turned off the engine, Andrew and I shook hands saying one down just 5 more to go.

When all the final results had come out we hadn't done too bad coming in 18th outright and 6th in grade but all the times were closer than I had ever thought. The same time last year would have got us 2nd novice and 15th O/R. It is going to be a very interesting year in the VCRS with a battle right to the end. Bring on round two.

I would like to thank everyone who helped us out at the rally Bonnie Doon. First of all our service crew Uncle Jimbo and Terry, Noodles Mel and Donna for the food and support and of course our sponsors Smell oils Dollop tires and NFI spark plugs. To everyone who helped us out, you all know who you are, and we can't do this without your help so from Andrew and I thank you and see you and the Nightmares.

Phillip Island 6 Hours 2010

Team CCRMIT



Wow, weren't we lucky we spoke about the Phillip Island 6 Hour Relay at the last club night, and took expressions of interest. At 10am the very next day, entries opened. True to form, by the following Wednesday, entries (spots for 50 teams, and 300 competitors) were full. I spent the rest of Friday on

the phone to people confirming their interest, and then spent Saturday doing a 370km round trip collecting signatures on entry forms. The entry forms had to be delivered to a Post Office Box at the Braeside Business Post Centre, so 9am Monday morning, the entries were 'posted' in an Express Post envelope - at the Braeside Business Post Centre. As a result, our two teams have been accepted, and are:-

TEAM QUICKIE

Manager: Andrew Roseman
(will look after timing operations)

Steve Allen – 6300cc VK Commodore
Terry Trewern – 5044cc VB Commodore
Chris Clarke – 3300cc VH Commodore
Rod McEwen – 3800cc VS Commodore
Garry Berrie – 3800cc VS Commodore
Matt Douglas – 4000cc Toyota Cressida

THE ASPHALT PRETENDERS

Manager: Nadine Groves
(will look after the pits)

James Elliot – 1800cc Hyundai Lantra
Steve Callahan – 1800cc Toyota Corolla
Deb Howard-Jones – 1589cc Daihatsu Charade
Mark Howard-Jones – 1295cc Daihatsu Charade
Andrew Ormesher – 1600cc Mazda MX-5
Shane Mathews – 1600cc Mazda MX-5

Keep your eyes on The Blower for updates of how the team is going. At least two of the cars listed in the roll call above hasn't even been built yet so there is much work yet to go before what should be a great weekend.

CCRMIT FAMILY WINTER SOCIAL WEEKEND AWAY!

Sep 11th / 12th

NOTE REVISED DATE

- bookings required NOW! -

- Get in contact with Pres Ormesher ASAP so we don't miss out -



KONGOOLA SKI CLUB Inc.
A0024725K
Mount Hotham



CCRMIT is off to the slopes of Mt Hotham this year! This is a social FAMILY ORIENTATED activity, in which the only motoring will be getting up to Hotham and getting back again!

Come away for a pleasant weekend amongst friends, whether you want to ski, board, toboggan (perfect for the young-uns), visit the day spa or simply relax in the lodge! We have been assured that there will still be plenty of snow in early September.

Prices will be around **\$70** per night per person for adults.

We need confirm numbers to make sure this CCRMIT social event goes ahead. **ENTRIES CLOSE 13th MAY** (CLUB NIGHT), so speak to your other half and make arrangements for weekend away.

Andrew Ormesher - andrew_o@optusnet.com.au - **0402 825 131**

CCRMIT Go Kart Challenge

Calls for Rolling Starts as Westerner wins Karting Challenge!

Vice President Jimbo is used to being second on the line, however there is outrage amongst the ranks with calls for mandatory rolling starts, as per the Nascar series to now take place in all club karting events.

Thursday May 6th, saw 11 brave contender front up to Ace Karts in Sunshine, for the 1st of 2 karting rounds. After the effective drivers briefing, where many discovered for the first time which pedal sends you forward, and which one spins you off into the kitty litter, the competitors placed the balaclavas (last seen when robbing a 7/11) on, and fitted a helmet inversely proportional to the size of their competitiveness.



An initial 15 minute qualifying session took place, where spins, stalls, and slides were all observed, by those spectating from the side lines. The heat of competition was fierce, with a "slow down" board being flagged towards the end of the session. It was here that the controversy started...

1st on the grid was Gilly, in his rear wheel drive spec kart, taking on Jimbo, 2nd on the line, waving the flag for the front wheel drive nutters.. Behind them, 9 other competitors ready & waiting to pounce into the positions, should these guys make a mistake.

As the green flag was waved, Jimbo's kart took off like a snail on a green leaf. The first corner was a mere 5 metres, and by the time the entry into the 2nd corner had arrived, he had been past by 3 Westys with their stolen goods! To quote the saying "The race is not won on the first corner", well let's just say it's not true! For a 2nd year in a row now (first with Terry, now with Gilly), starting 2nd on the grid, Jimbo has fallen behind whilst accelerating his way to the 1st corner, only to be passed by a quarter of the field!

We don't need to know who won (shame writer doesn't have results on him...), suffice to say, that the "heavy weights" of the club, have now called for rolling starts to be mandatory!



Thanks to Mike for organising, and those that made the trip out for some karting fun – Be it on the track, or from the side lines!

Around the Tracks

CCRMIT and VCAS

NEXT EVENT - ROUND 5 - 19th June 2010

hosted by PAC at the Maffra Hillclimb complex.

More info and Supp regs can also be down loaded from the VCAS website

<http://www.vicclubautocrossseries.com>



The Raymond Partners Accountants Rally Team has had a challenging first gravel event in the Australian Rally Championship, the Quit Forest Rally. Held on the infamous ball-bearing gravel in Western Australia, the event bought the Mitsubishi Lancer crew of Glen & Matt Raymond a myriad of problems.

After an encouraging test before the rally, a broken rear differential on the Friday night spectator stages put a stop to the weekend results as a standard differential was used to replace the competition part.



“We usually run the rear diff quite tight so both wheels spin together,” said Grunt Automotive mechanic Graham Redcliffe. “This replacement diff is very loose which means the wheels do their own thing, resulting in no traction and a difficult car to drive. We checked the data and the rear wheels have up to 45 Km/h difference between each other. Usually there is a minimal difference.”

After a quick differential change, the tight timing allowed at rally servicing resulted in a penalty which dropped the team to 16th Outright. With a controlled drive, Raymond was able to push up into 4th Outright until a flat tyre on the last forest stage put stop to his charge.

Heat 2 saw the crew running 3rd Outright, until a lost exhaust and then a seized front suspension strut put place to an outright finish.

“It is always frustrating to have mechanical dramas, but with rallying that is the nature of the beast,” said driver Glen Raymond. “However, I find it encouraging that even with the car not right we were still running as high as 3rd Outright on Sunday!”

The team now will prepare the car ready for the Coffs Harbour Rally held on the 15th & 16th of May.

Footage of the Lancer flying can be seen on the following link: <http://www.youtube.com/watch?v=QFsGu-h7SKg>

The team would like to thank its supporters who make it possible to compete at national level: Raymond Partners Accountants, Warragul Mitsubishi, JNJ Electrical Contractors, Bendigo Bank, Blackwell Bodyworks, Pfitzner Performance Gearboxes, Quality Site Welding, Grunt Automotive, Westcourt General Insurance, ERG Race wear, Legible Signs, VicParts and 99R Brake pads.



April Club Night

Thursday 13th May 2010 @ 8pm

Bells Hotel

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

Arrive early and grab some pub-grub before hand

THIS MONTH:

Special Guest Speaker

"CCRMIT CLUB NIGHT IS COMING!!!" And this month our President has used his considerable influence (or was it the offer of "a few reds") to entice the Chairman of the Victorian Sporting and Club Development Council of CAMS, **David Bellenger**, along for a chat. Put your best CAMS political cap on and come along for what's sure to be an enlightening evening.

David is also Clerk of Course of the Phillip Island 6 Hour Relay, is actively involved in the Karting scene, and had the enviable holiday of going to the Goodwood Festival of Speed last year. Hopefully, he has some entertaining stories from his involvement in all of these things.

Plus...

Bonnie Doon reports

VCRS grumblings

2010 George Derrick update

Also....

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

CCRMIT Membership Report

It is ultimately YOUR responsibility to ensure your membership is current. This membership report is only a guide. If you expired at the end of last year for instance, you will not find your name here. Check your cards now for your expiry date. Ensure you are current for up coming events. Check it now and not the night before documentation. We will NOT be doing rush renewals the night before the event... this job doesn't pay enough. Please use the membership form (on the back of the Blower or website) and fill it out IN FULL even if it's just a renewal (Tick the renewal box)... and plllleeeaaassee print clearly.

Due This Month

Duncan Elliot
David Gill
Jerzy Gill
John Lazdins
Peter Lazdins

Due Next Month

Leeham Bansagi
Glen Cooper
Glen Godula
Matthew Smith
Zarny Tran

Due Soon

Christopher Blythman
Peter Cullis
Peter Davis
Val Davis
Ashley Fraser

Sharon Fraser
Clive Howse
Grant Howse
Andrew Ryan
Anna Skroce

Priority Issue: Please Note that the urgent processing of a club membership will now incur a \$10 penalty. Memberships are processed weekly and if you've left yours to the last minute prior to an event and require the issue of a new membership inside two days you will be required to pay this penalty. We all volunteer our time to keep this club running smoothly, so please help us help you by ensuring that you apply for your renewal in a timely manner.

NADINE ORMESHER IS THE NEW MEMBERSHIP SECRETARY AND THE FORMS HAVE BEEN UPDATED.

WHEN RENEWING YOUR MEMBERSHIP PLEASE USE THE CURRENT FORM

Nadine can be contacted at secretary@ccrmit.com

CCRMIT Inc. Club calendar 2010

May

13 th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
15 th	Comp	VRC-1 East Gippsland Stages	Bairnsdale
31 st	CCRMIT	Committee Night	TBA

June

10 th	CCRMIT	Club Night	Bells Hotel, South Melbourne
12 th - 13 th	Non-Comp	VCAS Practice Event	Swan Hill
13 th	Comp	VRC-2 Bega Valley Rally	NSW
19 th	Comp	VCAS-5 PAC	Maffra
26 th	Comp	VCRS-2 Nissan Nightmoves	Heathcote
28 th	CCRMIT	Committee Night	TBA

July

8 th	CCRMIT	Club Night	Bells Hotel, South Melbourne
10 th	Comp	Hellyer Rally	NW Tasmania
17 th	Comp	VRC-3, VCRS-3 George Derrick Memorial Rally	Avoca
24 th	Comp	VCAS-6 MADCC	Maffra
26 th	CCRMIT	Committee Night	TBA

August

7/8 th	Comp	Phillip Island 6 Hour Relay	Phillip Island
12 th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
21 st	Comp	VCRS-4 Cooper Memorial Rally Sprint	Avoca
28 th	Comp	VCAS-7 CCC	Melton
30 th	CCRMIT	Committee Night	TBA

September

9 th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
12/13 th	Social	Winter Wonderland weekend	Kongoola Ski Club, Mt Hotham
18 th	Comp	VCRS-5 Spring 200 Rally	Toolangi
26 th	Comp	VCAS-8 KCC	Kyneton
27 th	CCRMIT	Committee Night	TBA

October

2 nd	Comp	Mountain Stages Rally	NE Tasmania
14 th	CCRMIT	CCRMIT AGM	Bells Hotel, South Melbourne
17 th	Comp	VRC-4 Akademos	Blue Range
23 rd	Comp	VCRS-6 Gil Davis Memorial	Powelltown
24 th	Comp	VCAS-9 SPARE	TBA
25 th	CCRMIT	Committee Night	TBA

November

4 th	Social	Go Karts #2	Le Mans Karts Dandenong
7 th	Comp	VCAS-10 BCC	Bagshot (Flat Hillclimb)
11 th	CCRMIT	Club Night (may be dinner out at the ARC)	Bells Hotel, Sth Melb (TBC)
13 th	Comp	ARC-6, VRC-5 Cerberus Stages	Noojee
27 th	Social	CCRMIT Xmas Break up - Billy-Kart & Family Day	(TBC)
29 th	CCRMIT	Committee Night	TBA

December

5 th	Comp	VCAS-11 NCCA / SDCC	Shepparton
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Please note that all the events and dates listed (particularly social outings) here are completely correct. As there is currently only one item in this calendar it would be pretty lame and quite irresponsible of me as an editor to not have it being correct. Please regularly check the latest calendar in the Blower, on the CCRMIT or series websites, or come along to club nights for all the updated information. Please email any additions or corrections to blower@ccrmit.com

~ The David Lambie All Round Club Champion ~

Competitor	VCAS Round 1	Challenge of Clubs - Trial A	Challenge of Clubs - Trial B	VCAS Round 2	VCAS Round 3	VCRS Rnd 1 Bonnie Doon	Running Total
Clive Howse	20			20			40
Michael Bansagi		20				17	37
Brett Williams				18		18	36
Peter Agrotis		20					20
Duncan Elliot			20				20
Zarny Tran			20				20
David Gill					20		20
Alan Wilson						20	20
Kevin Wilson						20	20
Terry Trewern				19			19
Stuart Schoof						19	19
Andrew Ryan						19	19
Andrew Ormesher						18	18
Leeham Bansagi						17	17

NEW PERPETUAL CCRMIT TROPHY FOR 2010 & BEYOND

It was recognised by the committee that the current perpetual trophies for competitors recognise achievement across the trials (VCRS) season, and that with CCRMIT officially joining VCAS this year for our autocross competitors, there was a place to recognise our more 'varied' competitors.

Points towards the trophy will be awarded as follows :-

Eligible events: any competitive motorsport event that is listed in the calendar section of The Blower monthly magazine, e.g. ARC, VRC, VCRS, VCAS, Club Sprints, relay events, TRES. The CCRMIT will decide on eligible events, and publish these every year. Any financial member can at any time request the committee to add an event to the calendar.

Eligible members: any financial member of CCRMIT. There is no requirement to compete under CCRMIT in the eligible event. This is done to allow closed-to-club events such as The Alpine to be considered an eligible event. An eligible member can be either driver or co-driver.

Points Scheme: each eligible member will be awarded 1 point for starting the event, and points will then be awarded to the top 20

placed eligible members in the event as follows; 1st placed eligible member – 20 points, 2nd placed eligible member – 19 points. Crews entered in a relay team or as a driver/co-driver will be awarded the same points.

Point-weighting: each point is just as valuable – 1st place in an ARC is 20 points. 1st place in a VCAS round is worth the same 20 points.

Exceptions: Compensatory points may be awarded by the CCRMIT Committee to competitors who could not compete due to taking on a significant official role with the eligible event, or being denied a start in the event (possibly due to field constraints).

Opting-out: There is no requirement to 'opt-in' to the trophy – being a current CCRMIT member will start earning you points. However if you wish to disqualify yourself from the trophy, please let a committee member know.

Published results: A progressive chart will be published in The Blower. The chart will be updated at each monthly committee meeting.

Any questions or suggestions – don't hesitate to ask a committee member!

Why are we doing it? To recognise and encourage our competitors who run in a cross-section of motorsport events that CCRMIT is involved with as a club.

CCRMIT Club Merchandise

For sizing information and stock availability email Brett Williams on merchandise@ccrmit.com
 Orders can be delivered via Australia post (postage extra) or collected at one of our club nights or other activities... just speak to Brett & he'll do you a deal.



please note: Ted & his friends are not included

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

Please note: a priority issue (within 2 working days) will incur an additional \$10 fee

Membership type requested: _____

Amount paid: _____

Cheques made payable to "CCRMIT"

Please return this form to:

Membership Secretary - CCRMIT
PO Box 12086
A'Beckett Street
Melbourne, Vic, 8006

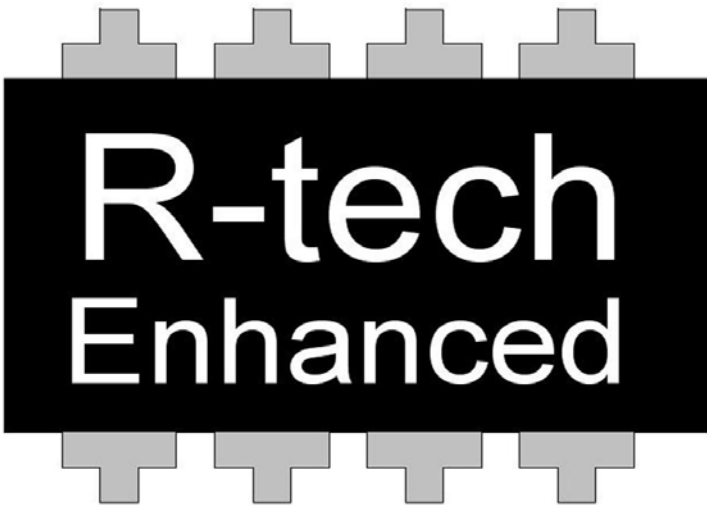
Privacy Statement: CCRMIT values your privacy, so all information given here will only be available to club committee and event organisers for the use of organising and running club events. If you have any concerns please don't hesitate to contact the membership secretary.

RALLY
Dirt
Tarmac
Autocross
Hill Climb
Motorkhana

CIRCUIT
Open Wheelers
Supersedans

OFF ROAD

DRAG RACING



R-tech Enhanced

BIKES
Road
Circuit
Dirt
Motard

V8 SUPERCARS

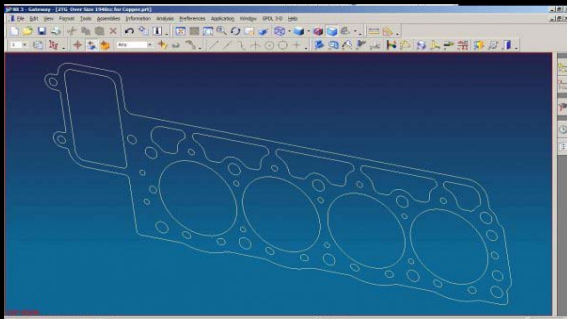
SPEEDWAY

Weber/Delortto/Mikuni
MoTec
Magneti Marelli
Autronic

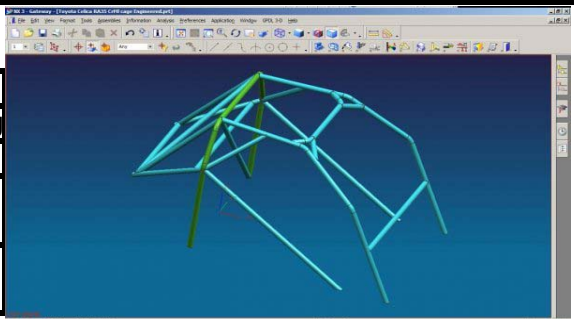
Tony Robinson

Mob: +61 (0) 428 284 655

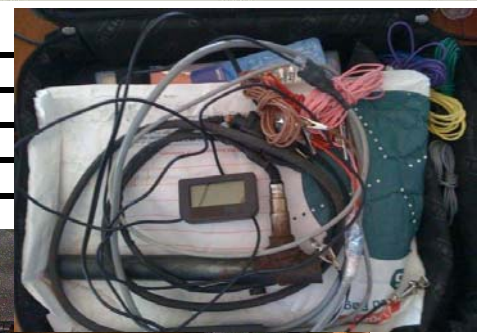
tenerdakar@yahoo.com.au



CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



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



Suspension Rebuilding and Tuning



This has been R-tech Enhanced