
THE BLOWER

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



Next Club Night:

9th April 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: 30TH April 2015

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Incorporation Number A0049540G

The Cover

Viv and Tracey giving the Impreza what for!



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Presidents Rumblings

Hi all, 2015 is off and running, and Team CCRMIT members have been out and about, competing, VCRS – Neerim Classic & VRC - Eildon Stages with mixed outcomes, the stars being Wal (Warren Lee) & Sherm (David Lethlean) running 2nd Outright in the Eildon Stages.

Congratulations to all the members who participated in these events, getting to the start line can be a challenge, getting to the Finish is even a bigger one, but if you don't make it this time, have another go.

To this point, unfortunately the Wilson's scratched their WRX while Viv & Tracey ran out of time whilst preparing the new WRX and were non starters.

Team CCRMIT members also flew the flag at the Neerim Classic, Section 2 & Section 5 were manned totally by CCRMIT personnel, even the Omega radio operators were CCRMIT members, great effort and thanks to all who spent the night in the forest representing Team CCRMIT, it was much appreciated by Keith & Lynne Cuttle and the Nissan Car Club.

Murray Price and I took a road trip to the Bathurst and flew the CCRMIT flag, something a tad different. I undertook Communication & Flag Marshal duties at the Bathurst 12 Hour while Murray took in the sights, a great event, might be a venue that would be worth a club trip in 2016.

As many will know, we lost our Club Night venue, the Knox Tavern, due to a fire late last year.

Thanks to Sherm and Jonathon Byrne's contacts we now have a new home.

Our host is Kris Chapman and the venue is the Nottinghill Hotel, 260 – 262 Ferntree Gully Road, Nottinghill. Kris has made us feel really welcome and the atmosphere is great.

If you are just passing by or looking for a great meal and a cool drink, drop in and I'm sure you'll be impressed.



Better still, come to the next Club Night, Thursday 9th April, for "Nott Trivia" with your hosts, Ange & Donata. If partaking of a meal or just coming to the Club Night, the Uni Bar is open for meals from 6.00pm and the "Nott Trivia" will commence around 8.15pm. So put together a team and have some fun, you never know what you might win.

Looking ahead Dave Gates & Kevin Wilson are looking for 'expression of interest' in those wanting to compete at the 2015 Phillip Island 6 Hour Regularity event in August. If you want to run get your EOI in soon.

Meanwhile our chief Clerk of Course "Jimbo" is busy with his team putting together Round 4 of the VRC – the George Derrick Pyreneese Rush, based at Avoca in late August. Put it in your calendar, whether competing, helping out with the organistaion or officiating, get involved and let 'Jimbo' know that you want to be part of 'The Rush'.

Well, I reckon that's enough from me for now, and it will stop Bernard from saying I've got nothing to say.

Looking forward to catching up at Club Night,

Rod

Gunnawyn Motorsport Viv and Tracey

The first round of the 2015 Focus on furniture Victorian Rally Championship is only weeks away & CCRMIT members Viv Dilkes-Frayne & Tracey Dewhurst are preparing for another season together, with focus for the team to be as competitive as they proved to be in 2014.

Viv & Tracey joined forces for last years season after the purchase and Step up into the 4WD category for Viv.

When we look back on the season, it was a great success for our team. We used last year to build on a great crew with Gunnawyn Motorsport with chief John Carney & Motorsport Tyres Victoria's Russell Palmer providing valuable advice, service & encouragement alongside the building service crew who have become second families to us.

We have had so much support from so many in the sport too, Car club members, friends, competitors, family & it was honestly really encouraging at how many were behind us last year supporting us ,really wanting us to succeed. We certainly were more successful than we were expecting in our First year in the Subaru together and that comes down to remembering rallying is a year long race to the end & consistency plays a major role in how well you come out at the end. Last years goal was about learning the new car, developing a strong relationship Between Driver & Co driver and building a strong support, I believe we nailed that" Trace concludes.

"As rallying goes, we certainly had our share of dramas as well, but that assists on the development ,what we learn from and how to execute it to be better on the next stage or rally"

"The Gunnawyn Motorsport crew is growing this year and it's important to us that while we are all fiercely competitive as a team, we all continue to have a great time doing so"



These guys are there whenever we need them, Its not only about Who's sitting in the car on race day,it's about all of us at Gunnawyn Motorsport, and everyone plays a valuable role." Viv's rallying career started out in the Grant Walker Parts Excel rally series, successfully taking out the 2012 & 13 driver's title wins, before stepping up in 2014 to compete in a high-powered 4wd rally car & in his

first year in the Subaru, achieving an impressive =2nd Outright Driver. Viv is no stranger to the track, be it on bitumen, Gravel or Go Karts.

He is generally behind the wheel racing many weekends throughout the year in many parts of Victoria.

Tracey is also no stranger to rallying or the VRC, she started in 1994 competing in ford escorts before a large break in Rallying in 2001 when she moved to the UK , returning to the sport in 2011 with Joel Wald in his Datsun Stanza, Joel & Tracey have a great bond and continue rallying together wherever possible. To gain as much experience on pace notes, Tracey accepted the opportunity to compete in West Australian Rally Championship in 2013 with Japline owner & Driver Michael Steele, again building a fantastic relationship in the car. In 2015, I will again continue heading to WA for rallying.

It's been a busy off season, no doubt like most teams wanting to contest the full Championship. The Gunnawyn Motorsport team are looking forward to the season to begin and are eagerly awaiting the start line in their Subaru at the Eildon Stages Rally.

Keep your eye out on Facebook to see all the action and updates on the following pages "Car Club RMIT inc Gunnawyn Motorsport" and the new the Victorian Rally Championship pages, "Focus on Rally"
See you in the Forest in March 2015



Editors Notes

Well I'll be stuffed, finally starting to get some good content, keep it coming, and we can keep this mag fun and relevant. Thanks to Tracey Dewhurst for her article on the VRC attack of Viv and herself. Also apologies for not printing it last month.. it kinda went awol..... If you find any marginally relevant information out there, please send it to me, and I will probably publish it. I would prefer word format as it makes my life a lot easier, but I won't yell at you too much if I have to work with others....

Anywho, thanks to all for your content and photos, keep em coming.



Bernard

CAMS INTRODUCES NEW LICENCE CARDS

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As of this month CAMS will begin to introduce new licence cards to CAMS licence holders.

The cards will ultimately replace the current pass book sticker licences over the coming years as the new cards are rolled out.

Four different card types will be introduced across Competitor and Officials licence holders:

COMPETITOR LICENCES – All CAMS Competitor Licence holders over 15yo

RICCIARDO'S RACERS COMPETITOR LICENCES – All CAMS Competitor Licence holders 15yo and under

OFFICIAL LICENCE – All CAMS Official Licence holders over 25yo

YO TEAM OFFICIAL LICENCE – All CAMS Official Licence holders 25yo and under

New look CAMS Licence Cards



Membership Matters

With the Club now having moved to 2 membership renewal dates per year there are only 10 members who have not renewed as of January 31, 2015 and are on the recent defaulters list.

Those having been un-financial for more than 6 months have now been archived.

The 10 are : Bryce Steele, Matt Birchall, Matt Douglas, Junny Hetheron, Craig Moloney, Ben Lusted, Aleksander Gvozdic, Kristen Englehardt, Levana Dobson and Paul Rowe. If you happen across them please remind them to renew or let me know their intentions.

The good news is that in the last few months we have had 13 new members.

There are three groups within these numbers.

Don and Andrew Lake with family and friends returning to rally with an Excel. A couple of David Gates' friends in Phil Chrimes and Darren Crozier looking to make an impact at Phillip Island later in the year and a group of people in need of a Club planning to compete in the Polaris RZR Australian Championship. <http://rZR-racing.com/> Spencer Lowndes returned to the Club to take part in the championship and as a result of that and a plug from the organisers there are 3 new members in the championship. Sam Beck, Chris Kenny and Mathew Galea. Good luck guys.

I am awaiting information from one Justin Hunt re the dates in Victoria to see if there is a way in which the Club can support them as they appear to be supporting us. Have a look at the link as it would appear to be a fairly exiting new form of motorsport.

The next renewal date for membership is July 31 2015. The Club membership database has been updated to reflect the two renewal dates. 2 options, renew as normal before the indicated expiry date on your current card and I will adjust the expiry on the new card to the next common date after the period of renewal requested or let me know you need a new card and I will issue a new card with the adjusted expiry date, if appropriate.

As of typing the Club has 8 Life Members, 85 Full Members, 2 Students and 28 family members.

Murray

membership@ccrmit.com





VCRS News March 2015

New Changes to the Starting Order of events:

The VCRS committee has responded to some concerns from current competitors and has made a major change to the way that events will be run.

The series rules state the following for the determining the starting order of VCRS events

6.4 Starting Order

6.4.1

Starting order for an event will be determined by separate ballot for each grade as determined by grade of the driver. (Refer rule 3.2.2).

6.4.2

Starting order for the field will be in crew grade order with the highest grades starting first.

6.4.3

The method of determining starting order may be varied, subject to the approval of the VCRS committee and the Victorian Rally Advisory Panel.

6.4.4

Entries received after ballot will start at the rear of their respective grades.

The committee has received quite a few concerns from current competitors in relation to the starting order and the issues of placing driver into graded groups and how that can have an effect on your event.

So after much discussion it has been allowed by the VCRS committee and the Victorian Rally Panel that the starting order for VCRS events will be determined from the current Victorian Seeding list.

This is a list that is maintained after each Victorian event by Peter Ozten is a recognised way to determine the event starting order. If you are not on the seeding list as you're a new competitor to the sport you will be placed in the starting list at the director of the events discretion

This will only effect your road starting order. There is no change to how you will be scored in your crew grade.

This Change will be in place for the next event the Marysville stages and all events for the 2015 series.

2015 Cooper Memorial Rally Cancelled

It was with great regret that on Friday night the hard decision was made between the Clerk of Course and the VCRS committee that the 2015 event be postponed for the year.

The event team are running very late with the organizing of the event and with only 7 weeks to go until the date it was best it the event be cancelled for the 2015 series and with such a full calendar for the rest of the year an alternative date later on could not be found.

The WDCC organising team has promised to bring the event back in 2016 and it will be bigger and better than before.

VCRS Series Coordinator

Brett Williams

Legends Trivia



Trivia night

When: Club night 9th April
at the Notting Hill Hotel,
262 Ferntree Gully Rd, Notting Hill
8.00pm start

come and join us for a fun night, make a team of 2-4 people,
get your team together and come along for a night of laughs!
Heaps of prizes to be won.

Calendar

April

09	<i>CCRMIT Club Night</i>			
18	Marysville Stages	FFCC	Black & Blue Range	VCRS-2 VRC-2
19	Bagshot Autocross	BCC	Bendigo	VCAS-3

May

02	Blue Ribbon TRE	HRA	Rushworth, Heathcote	
09	Ballarat Autocross	BLCC	Ballarat Airport	VCAS-4
14	<i>CCRMIT Club Night</i>			
15-17	National Capital Rally		ACT	ARC-2
16	Cooper Memorial Rally	WDCC	Wombat	VCRS-3
30	East Gippsland Stages	MUCC	Bairnsdale, Bruthen	VRC-3

June

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

July

09	<i>CCRMIT Club Night</i>			
18	Goldfields Intro Trial	CCC	Beailba, Harvest Home	
25	Boisdale Hillclimb Track	MADCC	Maffra	VCAS-7

August

1&2	Philip Island 6hr Relay	PIARC	Philip Island Circuit	
13	<i>CCRMIT Club Night</i>			
16	Kyneton Autocross	KCC	Rollinson Reserve	VCAS-8
22	George Derrick Pyreness Rush	CCRMIT	Pyrenees, Mt Cole	VRC-4

September

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

October

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	

November

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	

Club Scoring

Sorry, no club scoring this month, he has been a little busy!!!



Does Jimbo remember this.....



A few images from our 2008 come n try Khanacross day

Wal and Shermo

Rally Life

It all started back in 2007 when Wal called me and asked if I wanted to navigate for him in a rally car. "Sure" I said, "What do I do..?".

We'll talk about learning curve.! I went to Bagshot Motorsports complex to sit along side in his newly purchased Evo2. It was fast, lots of sideways stuff, seemed to brake well, but I wasn't sure – the car was doing things on gravel that scared me – I'd never done anything like this before. I couldn't believe his next move – "You drive it" Wal said. And that's when everything changed. With some tuition and time in the driver's seat, I too was beginning to understand what the car would do, how fast it would go, braking ability and that feel you can only get in the driver's seat to know how sure footed the car was. "Sold" I said, "Let's do it."

2007

Our first event was the 2007 Rally of Melbourne. The car was bog stock standard, running on pump fuel 98ron with restrictor in to comply with the regs. It produced about 150kw at all 4 wheels. We had a ball, but the gear box let go at the end of the day so that was it. Welcome to the sport. We learnt very quickly that it was important to have a complete understanding of every nut and bolt, every component, every thing. But, it was awesome while it lasted.



2008

We started the season on a mission to try to complete the Victorian Rally Championship season. The first event was the Cerberus Stages out near Neerim South. We did a few stages and it seemed ok, but we didn't think we would be in the lead at half way service. WTF..? Why are we in the lead Wal..? Well now we were definitely on a mission, so out we went and didn't finish the event because we went too wide on a right hand corner, ended up in a tree, oil cooler smashed, car caught fire. Another learning curve for Wal and Shermo.

“I’ll paint it red, it will go faster” said Wal. So he painted it red. We got some new stickers, made it look ok and off we went again.

Here is a picture of us at the George Derrick that year.



We were getting faster, but we couldn’t get near the front for some reason. Our best result was 3rd I think at Bega in the VRC. Then we were asked a question... “What race fuel have you tuned the Evo to?” Wal and I looked at each other, looked at the guy asking the question, and here is where everything changed.

Due to the restrictor and running on 98ron bowser fuel, we were only achieving around 150kw at the wheels. After Bega, Wal installed Motec, and ordered drums of race fuel. We took the car down to Melbourne Performance centre, dyno tuned it and bam.! 188kw at the wheels and heaps more torque. Hello Mummy.!

The best thing is that it didn’t feel that much different driving the car, but our stage times improved dramatically.

The rest of the 2008 season was for us to get the most out of the car. Tyre pressures, brake pad choice, suspension settings, ride heights, you name it we tried it.

2009

The year we got the taste.! We finished 2009 on a high. 2nd outright in the VRC for 2009. We had a ball. Here is a great photo of us at Bonnie Doon in 2009.



Its also the year Wal decided to build his own car. Enter EVO9.

2010

The tail end of 2009 was Wal and Techsport working together to build not only the Evo9, but to forge a great friendship. Jeff Beaumont at Techsport was a VRC champion back in 1973, he understands what we need to win and he takes it very seriously. This time the 2010 Rally of Bonnie Doon needed a fast sweep car – we jumped at the opportunity as we could shake down the car and help out at a rally – win win.! On stage 1 I was handed a time card – interesting I thought, looks like they're going to time us I thought. Well we went on to unofficially win the event, it was great to have a run in the new car, trouble free and ready to attack at round 1 of the 2010 VRC season.

This year we also entered in the SARC round at Rally SA, based out of the Mnt Crawford pine plantation. I tell you something, if you can get an opportunity to go and compete in SA, make sure you put Rally SA on your bucket list – the roads are fast, wide, smooth and very very enjoyable.!

We used Rally SA to fine tune our pacenoting skills also as we had 2 very important rounds back in Victoria to do well in – Akademos and Rally Vic. 3rd outright for Akademos and 1st outright in Rally Vic that year gave us enough points to secure 2nd outright again in the VRC. Well, 2009 – second outright in the EVO2, and now second outright for 2010 in the EVO9.

Here is a photo of us at Rally SA in 2010 – believe it or not, that little hump was taken at about 160kph from a down hill run. Rally SA has quite a few jumps.!



2011

Our year.

Wal and I planned to give 2011 a massive crack.

We contested all VRC events this year, did very well except for the George Derrick, which put us pretty much equal favourites entering the final round at Rally Vic. We entered Rally Vic that year as an ARC competitor while also taking points for the VRC. We used Friday's ARC stages as a big warm up for Saturday, then when Saturday came we were on a mission. We experienced on one of the stages a blow out, but if we stopped it was all over. All of the years leading up to this final event to win to take out the VRC would be wasted if we stopped – we went for it. We lost a little time, but not enough, changed the tyre on transport and kept at it.

Never give up, ever. You may be experiencing difficulties along the journey, but you don't know what others are doing, so keep at it – always.

We finished 1st outright at Rally Vic that year in the VRC, and that gave us the VRC championship trophy for 2011. We had a couple of beers that night.

Below is a photo of us at Rally Vic in the bush somewhere giving it some pepper.



2012

The year we went unrestricted, scoring no points at VRC level.

After some consideration, we decided to make the EVO9 an unrestricted 98ron drinking rally car. We were tired of ordering fuel, decanting it into jerries, taking our fuel with us everywhere, and spending a small fortune on the fuel was not ideal either. The car produced more horsepower but less torque – we were told to drive it on or near the redline. OK, and jesus it sounded awesome. Totally different to drive, rev it out, try not to short shift, get the thing screaming. FAAARRR@##K. We were both in love with the car all over again. It was a new beast born, and boy was it fun.!

Below is a photo of Wal revving the clappers out of the EVO at the Begonia Rally.



2013



2013 was a pretty good year. We had some reliability issues with components, but overall, we had a blast. The photo above was taken by Golly at Rally SA. We actually jumped the car too hard at that event, but ended up winning the 4WD National Series component of the event. It was a “never give up” moment that had us battling to the end.

2014

We thought we had everything sorted to mount an assault on the 2014 Victorian Rally Championship title. The first event of the year had us competing next to Justin Dowel and Scott Spedding in their EVOX weapon. It was on like Donkey Kong.! Heat 1 had us virtually equal at the end of heat 1, but literally 5 km's to the end of that stage a conrod exploded out of the block of the evo, engine oil poured over the turbo and WOOF.! We had a major engine fire on our hands at over 100kph. Flames were almost licking the windscreen as they shot through the bonnet vents. I remember the seconds until we stopped and got out – this is how it went...

Wal explained it was an oil fire – don't exhaust the extinguishers as it will re-ignite and continue to do so until the heat goes out of it. I reached down and unlatched my hand held and prepared for exit. Wal unlatched the bonnet catch and we stopped on the side of the road. I was out first and started unlatching the external bonnet catches then Wal appeared and shot his extinguisher through the vent – still plenty of flames. We lifted the bonnet and began short squirts until the fire stopped re-igniting. Wal thought another 30 seconds and we probably wouldn't have saved the car. We knew we had the fire bomb up our sleeves, but we would work hard first with the hand helds – and they did their job just great.!

We then secured another engine, did some component testing and all seemed good. Back in the car, re-dyno'd and ready for action. Stage 1 of the Marysville Stages, 5.6km into the stage and it happened again, this time 2 conrods went through the block and we stopped in front of the spectator point and repeated the process. The lower speed of the destruction enabled us to stop quickly and go into fire mode super fast – the flames looked big but we had it sorted real quick.

Post event re-group brain storm – we withdrew from all events with the aim to make a come back at round 1 of the Victorian Noted Rally Series in 2014 – a 3 round mini-series all pacenoted. That was our goal.

With the help of Techsport in Bayswater we carefully put together another EVO9 engine – this time with forged crank, conrods and pistons. We were taking nothing to chance. We re-dyno'd it, tested it, then entered the Akademos – round 1 of the Noted series.

We did well in all 3 rounds – Akademos, Rally Vic and Rally Bonnie Doon – and scored enough driver's points for Wal to take out the title and win the 2014 Victorian Noted Rally Series. We were stoked and bloody tired.

...That's when I went into re-launch mode to structure a deal for the DFA Rally Team for the 2015 season.

Below is a photo of us at Rally Victoria in 2014. The car performed flawlessly.



2015

After back and forth negotiation and planning, our new partner KAISER BAAS structured a deal for us to run with their livery for the 2015 season. They designed the new look and are very excited to be involved in the Victorian Rally Championship series. They are a Melbourne based electronics company supplying major retail chains throughout Australia and also on an international level and are using our rally campaign as a product launch tool and social media excitement factor to help grow their brand. It's a great partnership, very approachable company with great products that we use in the car – X80 and X100 action cameras. Check them out at www.kaiserbaas.com.

We have also joined forces with HARTS Party Hire, Fabulous Catering, Techsport, Motosign, Bob Jane Chirside Park for expert wheel alignment services and Bendigo Tyre Centre. Together we all share the same drive to compete, enjoy the competition, be safe and work together.

Im looking forward to the rest of the 2015 season.!

Cheers and regards,

Wal (Wal Lee)

and

Shermo (David Lethlean)



Useful Links:

All in-car can be found here...

www.youtube.com/DFARallyTeam

All stories and general fun can be found here...

www.facebook.com/DFARallyTeam

Thanks to John Douth, Paul Mollison and Scott Dickason for the photos.



Give **Kathy & Todd Watkins** a call

F 5/170 Bridge Road,

Keysborough, 3173

(03) 9798 8440

RapidRS

RapidRS sources the highest quality brake rotors and brake pads. We custom slot each rotor in our warehouse in Keysborough Victoria. Each rotor is checked individually before it is slotted to ensure our customers only get the best quality and best slotting (as it is slotted by a qualified engineer who has extensive experience in the automotive and aerospace industries)



VICTORIAN 6 HOUR RELAY INC

Phillip Island 6 Hour Regularity Relay 2015.

August. Saturday 1st - practice

Sunday 2nd. - the event

CCRMIT has been participating in this event for 5 years.

For those that don't know what it is,

- A) it's not a race
- B) you don't have to have a race car

But it is,

- A) you driving your car at a time set by you on a Grand Prix circuit
- B) your team get points for maintaining regular lap times
- C) your competing in a team
- D) you can have more than one driver per car
- E) your car does not have to be registered by compliant with safety requirements
- F) you will have a lot of fun

BUT there is and extra "Challenge" in 2015. The "Varsity Cup"



Melbourne University Car Club (MUCC) has accepted a challenge from Team CCRMIT as to who can finish in the best position at the conclusion of the Phillip Island 6 Hour Regularity Event.

A trophy has been obtained and will be presented at the Official Event presentation by the event organisers at the track.

In a lead up to this a 'Go Kart meeting' will be organised in the coming months were the prelude to the "Varsity Cup" will be conducted. Date, time and venue to be circulated in the near future, keep a look out on CCRMIT Facebook, CCRMIT.com and of course the Blower.

The "Team CCRMIT - 6 Hour Regularity" currently has nine expressions of interest lodged with 127 days to go.

Bree Tapper- 1996 mx5

Craig Westwood -1996 mx5

Bruce Simpson - 2000 laser

Brenton Simpson - 1997 falcon turbo

Rod Mcewan - 1987 Volvo v6 GLE

Darren Crozier - 1977 Gemini turbo

Phill Crimes - 2000 pulsar SSS

Nick Armadale - 1985 Mazda rx7

Gary Berrie - 1998 V8 Commodore SS

Get your EOI in and join the Team at Phillip Island

BUT. - If you don't want to compete but do want to join the Team, we need Pit Board helpers, Team Managers, club supporters to help 'Fly the CCRMIT flag' at Phillip Island.



So let Dave Gates, gatesmotorsport@gmail.com or kevinwilson@bigpond.com, the Club Legend - Kevin Wilson know you want to be in on a great day/s at the Phillip Island 6 Hour Regularity Relay.