



THE BLOWER

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

September 2009



THE BLOWER

This month's cover: A collage of images. Phillip Island and Begonia Photos courtesy of James Elliott. Other three are from un-named source, but I'll be sure to say thank you if I find out who you are ☺

Next Meeting: 10th September 2009

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 Oct Blower Submissions:

30th Sept 2009

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Presidential Report

September 2009

Hi all, very short and sweet from me this month.. I'm currently on an interesting journey taking pictures for the Frontier Services Classic Outback Trial. As I write I'm sitting in a motel in Coonabarraban. the sheets are clean and the pillows soft..

Anyway, I'm sure there's lots to see and talk about at the next club night, Begonia stories seem to be the standout ones to me...

See you there bright and early!

Cheers

Pres Jimbo

Quick Note From An Editor

Wow, how ever am I going to follow on from such a detailed and informative "President's Report"... Just as well there is plenty of other interesting reading in this months issue of The Blower.

A little disappointing that the contributions dropped off just as I asked for them. Items came in early in the month, and then as I sent out my usual 'contribute now' email, they dried up completely. Oh well, some is better then none.

This month you get to read about a club member who is competing internationally, meet the car clubs new safety rep, read about me driving around the same 'stage' over and over again and enter CCRMIT's first VCAS round. We will have a quick look at some changes to Victorian road rules that will affect members and introduce the latest member of the CCRMIT family. The Blower this month also has a Top Gear exclusive

It is worth noting too, that the CCRMIT Annual General Meeting is fast approaching. This means that all committee positions will become vacant. There is indications from current committee members that for a variety of reasons they may be unable to continue on the committee or in their current position. Please give some thought to giving a little time back to your club, and help shape the future direction of CCRMIT. This is an exciting time for the club, branching out into autocross and getting involved at a number of levels in a variety of events. I feel we are a strong club with a proud tradition and a vision for the future. If you feel you might have something to offer to help the club realize its potential then don't hesitate to speak to anyone of the current committee about potentially stepping up to the plate.

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

MARK HOWARD-JONES

Co-Editor - The Blower

Around the Tracks

CCRMIT and VCAS

It may have gone unnoticed by many club members, but a while ago CCRMIT joined the Victorian Club Autocross Series. A number of club members were already regularly competing in VCAS events, but until now had to join another club to be eligible to claim points. The committee felt that it was in the Club's best interest to become a member club of this very family based series. Now you can proudly compete as a "Blue Shirt".



For those that don't know about VCAS and autocross, here is a brief rundown. Autocross is a speed event on dirt and less than 2km in length. You compete with only the driver in the car and the track is defined by tyres, trees, banks or tape.

Choosing a vehicle to compete in will depend on finances, Skill level and further aspirations within motorsport. Most competitors race a particular car because they just like them. Normally the car is near standard when they start and is slowly improved. Many Cars are old road cars bought cheap from Ebay / trading post etc... basic safety gear is added and the car is ready to race.

Some common cars used are:- Escorts, Datsuns, Commodore, Corolla, Laser. Almost anything you can think of has been auto-crossed so it really is personal choice. Obviously a rally car is an excellent choice and it gives you a chance to shake-down or test out you rally car in a competitive but controlled, relaxed environment...

VCAS brings together members of Victorian car clubs to compete for, class / outright and club championship awards. It is an excellent introduction to rallying and a thoroughly enjoyable, inexpensive family orientated motorsport. Competitors need only be 14yrs of age to compete so it is also an excellent way to teach young drivers some extra car skills before hitting the road.



The VCAS series uses tracks from all over Victoria and one in NSW. These are all great tracks and everybody has their favourites. All have different types of dirt surface which makes some cars suited to specific tracks. Some events are twilight, adding yet another dimension to the competition. With classes for road cars, modified cars, ladies and juniors , this is excellent family, club level racing.

VCAS rules are fairly straightforward with an emphasis on getting you involved affordably but safely. These can be found on the VCAS website at http://www.vicclubautocrossseries.com/series_rules

CCRMIT VCAS Representative is

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NEXT EVENT - ROUND 8 - 27 September 2009

Melton Motorsports Complex

hosted by **CCRMIT**.

Supp regs are in this Blower and can also be down loaded from the VCAS website

<http://www.vicclubautocrossseries.com>

A FESTIVAL OF SPEED

by Frank York

With much anticipation, I boarded a Qantas jet on the 1st July 2009 bound for England. Destination – Lord March's vast private Estate in East Sussex.....a location more widely know as "Goodwood", and home of The Goodwood Festival Of Speed.

Having pre-purchased my Festival Of Speed tickets in January, I arrived at a warm and sunny Heathrow airport at 6am on the 2nd of July, picked up my mate Matthew Blanchard from his hotel, and drove directly to Chichester where we had accommodation booked for the Festival.

The catalyst for the trip to Goodwood originated when my mate Alan Watkins received his invitation to run his ex-Malcolm Wilson Rothmans Ford Escort RS (STW-201R) at the rally stage during the Festival. Lord March issues invitations to competitors each year, thus to receive an invitation is a very rare and highly sought after result (you can't simply turn up and compete). This was Alan's second invitation, and given the rarity of such opportunities, there was no need to think about attending and help Alan run the car over the three day Festival. It was simply a 'must do'.

Thus we arrived at Goodwood on the "bump-in" day (Thursday) and helped Alan off-load the Escort and make sure everything was ready for three days of stages.



The hill climb at Goodwood is now well known, (check out You Tube) with this being the tenth year of the Festival. Rallying was introduced seven years ago, after Hannu Mikkola designed a 2 mile special-stage on top of the hill at Lord March's Estate. It is tricky and challenging and tests every crew. As with the hill climb, the runs are purely for demonstration to the many thousands of spectators over the three days of

the Festival, but it quickly became clear that amongst the competitors, times do really matter!

With the cream of the worlds motor sporting identities and cars arriving on 'bump in' day, we were fortunate enough to be able to wander the Estate free from the crowds that would flock to the event over the following three public days.

I can't do it justice here in words, but the quality and quantity of the cars and the drivers that were in attendance was truly spectacular. All sorts of great cars, ranging from last years Formula One cars through to the great Formula One cars of the 1930's. Cars such as the 2008 range of F1's; the pre-war Mercedes W25; and a range of classic Silver Arrow and Auto Union race cars were being readied for the weekend.

Names like Red Bull F1; Ferrari F1; Toyota F1; Williams F1; and McLaren F1 were joined by Sir Stirling Moss; Jackie Ickx; Sir Jackie Stewart; Nick Mason; Lewis Hamilton; David Coulthard; Mark Webber; Marc Gene; Pedro De La Rosa; Jensen Button and Timo Glock filled the Paddock.

Audi celebrated 100 years of Audi by bringing most of its competition cars from their museum. Everything from Group B rally Quattro's to the American Racing Series Turbo 200's. Mercedes did similar and provided some cars that money just couldn't buy, like the 1934 W25 F1 Mercedes driven by Sir Stirling Moss.



Porsche celebrated 40 years of the beautiful 917 model and here present was the largest number of 917's ever assembled anywhere in the world at one time, including the classic blue and orange GULF sponsored car that featured in the 1971 movie "Le Mans" as driven by Steve Mc Queen. Ferrari was well represented also, and amongst the red cars could be found the Ferrari that raced against the Steve McQueen (Mike Delaney was

his characters name) Gulf Porsche in the movie. Amazing stuff.



And that was only the tip of the iceberg really. And I haven't even mentioned the Car Transporters yet! Hundreds of them. Worth millions of dollars each. And all with highly polished and shining liveries that would make most car owners envious. Truly, I was in car heaven.

With the public unable to access the venue on this particular day, this was an ideal opportunity to take a lot of photos and also to get close and personal with the cars and crews. Later that afternoon we were lucky enough to be able to drive our car up the hill climb. With video camera on board, I now have a memory that few can equal (pity I was driving a Ford Focus and not a Gulf Porsche 917 or something equally exotic!!).

The rally competitors also showcased some of the most iconic rally cars of the last 30 years, ranging from ex-works Audi Quattro's, Porsche 911's, Opel Manta 400's, Ford Focus WRC, Ford RS200, Toyota Celica's, Mini Cooper's, Mark 1 and Mark 2 Ford Escort's, Subaru Impreza WRC's, Lancia 037's and more. Again, the collection of cars and crews was mouth watering and simply stunning. With a minimum of six runs over the stage each per day, the rally guys had a full weekend of activity ahead of them.



And did I mention motor-bikes? I'm not an officianado, but they were there in all classic shapes and sizes. Mick Doohan ran his 500cc GP bike, and John Surtees (the only man to win

World Championships on both two and four wheels), ran the MV Augusta bike from his hey day too. They were all stunning. And quick.



There was something here for everyone including huge trade stalls and manufacturer displays, where motoring enthusiasts cheerfully parted with lots of money on all matter of memorabilia and goods. Over the four days we were there, we didn't get to see all of it !

Despite a threatening weather forecast for the three day weekend Festival, the sun shone most of the time and the days were sunny and warm, ensuring that all the drivers were able to showcase their cars without worry that the roads would be damp or worse still, the schedule would be interrupted by rain. Equally the spectators (another sell-out crowd) also welcomed the pleasant conditions.



Lucky for me, Alan had offered me a spot in the co-drivers seat of his ex-Malcolm Wilson BDA Escort for a couple of runs on the Saturday. The officials accepted my CAMS license and I duly signed on and was issued with my Competitor wristband for the weekend. This was an opportunity to savor and I looked forward to it with much anticipation.....running in a genuine works BDA Escort, driven in anger around a forest stage at Goodwood. Pinch me....I must be dreaming !

We walked the rally stage that afternoon to survey the course before retiring to a very nice pub in the nearby local village, full of anticipation for what the weekend held in store.

Friday dawned warm and clear. We headed to the Estate and joined Alan and his family before venturing down the Paddock and the hill climb to watch all the cars take their first runs up the hill climb. Over the three days, they would make the run three times per day, ensuring their was constant action for all the spectators.

We later headed back to the rally stage where I was to be suited up and buckled into the co-drivers seat in Alan's Escort. As we lined up for my first run over the stage, I had to pinch myself again. I was sitting in the ex-Malcolm Wilson works Rothmans Escort, and in front of us was Bjorn Waaldergard, getting into his ex-works East Africa Safari Group B turbo Celica rally car. This was better than Christmas.



We ran the stage and Alan was now at his peak, having run the stage a couple of times previously. We set the fastest time for the weekend (1.41) and it was a wild run. Maximum attack. The musical growl of a full house BDA engine doing its business, and the graceful lock-to-lock power sliding

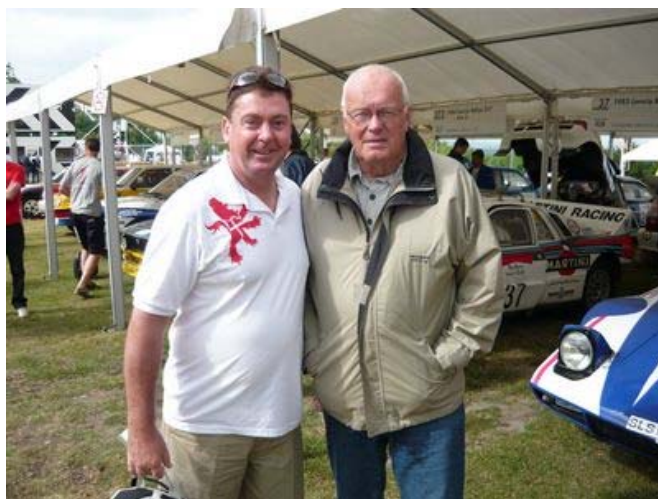
and yumping of a perfectly balanced rally car was thrilling. Alan's driving was masterful and he was clearly enjoying himself also.

My second run was only a couple of seconds slower (1.44) although we got a lot more air at the yump (an addition to the stage suggested by Ford's Mikka Hirvonen during his visit the previous year). Photographers lined the stage and our flight over the yump was photographed beautifully.



I handed the co-drivers seat back to Alan's regular navigator Tim. They never beat the times we had set during my runs, and with great Aussie style, I let Tim know that it was because I was heavier than him and thus Alan had the car more evenly balanced! In reality, the stage had begun to deteriorate in quality following the arrival of multiple World Rally Champion Sebastian Loeb and his WRC Citroen C4. He was immediately much quicker than anyone over the stage, and by a huge margin, but the WRC car was cutting up the stage and making large ruts. The problem with the WRC cars is that they take a completely different line through corners than do the old two wheel drive cars, and the four wheel drive with superior traction just rip the stage to pieces. With the added difficulty, most classic crews reduced their pace over the remaining runs to preserve their valuable and classic machinery.

There was great camaraderie amongst all the competitors and the crowds too. It was a special weekend and a rare treat to be able to see and be amongst a gathering of great cars and stars and it is a weekend I will never forget.



If you're compiling a 'bucket list' of things you must do before you depart this mortal coil, may I suggest that you save your pennies and go to The Goodwood Festival of Speed. It is a motoring enthusiast's 'must do' event. The whole event is competently and beautifully run by the organisers. The venue, including Lord March's Manor House is stunning. The people are friendly. It's not far from London by car, bus or train, and the local accommodation ranges from hotels, B and B's all the way through to on-site camping grounds at the Estate.

The next major event at Goodwood is the "Goodwood Revival" which is held each September. It's a step back in time and a recreation of racing in the 1950's and 60's with everyone dressing in period garb and the competitors running cars of the era. It's now on our list for our next trip to the UK in 2012.

I Did it For 6 Hours at Phillip Island

By Mark Howard-Jones



You may remember reading in the Blower about this time last year, about the exploits of a couple of CCRMIT members having a crack at the Phillip Island Six Hour Relay... to refresh your memory Terry lunched the engine in Grimmace early in the weekend and other mechanical failures meant that there were not enough serviceable cars to field a team on Sunday raceday. Determined not to repeat the DNS of 2008, Andrew Ormesher hand picked a team of consistent drivers with fast reliable cars for the 2009 event and I was privileged to be asked to join this elite team. Time for some black top roundy-roundy action!!!

Astro, our trusty Charade rally car, had not seen the light of day since the Hellyer Rally in Tasmania over twelve months ago and had also sustained some suspension damage from that event so some repairs were in order. I set about preparing the car for the tarmac, stripping and reconditioning the rear struts, and then lowering the suspension. I also had to pull the battery from my daily driver to slot into Astro, finishing off the car prep.

Next my attention turned to tyres... I had none and couldn't afford to go and buy any for the weekend. A few people had tyres to offer me but none of them fitted the rims that I run on the little Charade. Eventually I bolted a set of very tired Falken rally tyres onto my road car and gave them a hard time on the 130km daily commute to and from work for a few days. They held up well and the road holding was actually very good, though the rolling resistance was a little high for a set of race tyres. Beggars can't be choosers - they'll do.

A couple of days out from the event there was a knock on the door at about 1:30 AM!!!... Andrew Roseman was just going by with a set of wheels and 'sporting' tyres that he though might fit the Charade and saw that my lights were still on, so he dropped in. We headed out to the garage and did a trial fitting, and decided that with some very minor adjustment that they would suit perfectly and most importantly they looked great!!

While all this was going on my beautiful wife Deb was living it up at Mt Hotham (actually she was working - but "living it up" sounds better for the sake of the story). Unfortunately she had caught a serious cold while she was up there, and too sick to work, really wanted to be amongst friends enjoying a weekend at Phillip Island. Unable to get a lift home, she rang me and asked if I could come and fetch her on my way to the Island... I finished race prep and packing at about 1am on Friday morning and pre-arranged for Andrew R to pick up the car, already loaded onto the trailer, and tow it to the Island on Friday afternoon. The rest of my spares and tools were loaded into Pres James' faithful Navara and all would meet me at he track... This really was starting to feel like a works just arrive and drive situation ☺

After a couple of hours sleep I hopped into Deb's car and started my eleven hour, eight hundred kilometre trip from Pakenham to Phillip Island via Mt Hotham... As I reach Omeo the weather closed in and I was soon driving into a Blizzard. I pressed on. With chains fitted, the Charade was still a handful even at a leisurely 40-50 km/h, and the windscreen wipers couldn't keep up with the quantity of snow plastering itself to the windscreen. With zero visibility and even less traction I though I was a goner. Fear set in as I realized that there was little hope of a rescue team finding a little white Charade in snow drifts that dwarfed it.

Just as I though it was all over, I heard a distant barking. Deep and powerful the sound was carrying across the hills, and it was getting closer. It was Deb with a dog sled and a team of eight excited huskies courageously braving the abominable conditions to rescue me and get me back to my race weekend on time... I love my wife - she's so thoughtful.



We arrived at the stunning Phillip Island accommodation in good time and I was soon up to speed with all the team plans for the weekend. Off to bed with butterflies in the tummy, and a good nights sleep. We woke to an extraordinarily fine morning. This couldn't be Phillip Island, the place once described by the late Barry Sheene as the "Gateway to Hyperthermia"! The Gods of speed were really shining on our weekend already.

We arrived at the track and I found myself heading into scrutiny in the little Charade surrounded by a bizarre assortment of touring cars, sports sedans, production sports cars and a few good rally cars to spiffy up the mix a bit.



Saturday was practice day. Time to learn the five and a half kilometre track and complete the minimum three flying laps required to qualifying for the event. Being a regularity event as opposed to a straight out race, it was also our chance to work out a target time for each of us that we could regularly hit on race-day without undercutting. Bonus points are awarded for matching your target times, or getting close without coming in under time. If you lap faster than your nominated time, then you lose valuable points.

For the record: Driving the Phillip Island Grand Prix track at speed, was one of the things on my "bucket list" - a fact I might have mentioned with a broad smile a few million times over the weekend to anyone who would listen.

Our first driver Steve qualified his Corolla, and then the only 'true' race car in our team headed out... and then came back in coughing and weezing having only completed two flying laps. Some rapid investigation revealed a blown head gasket on the HQ. A spare engine was available and an overnight swap was in order, however the car was not yet qualified. So Gary headed out for a couple more laps, each time

past he pits the struggling car sounding worse and worse... Qualified, into the pits, straight onto the trailer and off for a new donk.



Andrew O and Shane qualified the MX-5 without any dramas, and then it was my turn. As I crossed the pit lane speed limit line (end quiet zone in rally terms) I opened up the throttle and blasted out onto the track. I was in fourth gear by the time I reached turn one, a fast slightly off camber sweeping right handed known as Doohan Corner. I was maybe a little exuberant on cold tyres and only just scrambled around. I took the next couple of turns a little more gingerly, easing the rally car and driver into the unfamiliar surroundings of a race track. Approaching Honda Hairpin I shifted back from fourth to second and jumped on the brakes. As the back started to come around I jumped back on the throttle and took the corner more like a loose three right than a race track hairpin. This tarmac stuff takes some getting used to!!



Around Siberia and feed the power on as I entered the back straight. Flat in fourth through Hayshed drifting ever so slightly and up over the blind left hander known as Lukey Heights dropping down to MG corner. Again, back from fourth to second gear and stand on the brakes... I was backwards - at speed. Across grass on the inside of the corner bouncing

over the ripple strip, backwards back across the track and coming to rest on the outside of the corner - a WILD ride. My mind was racing as I quickly hit the start button to refire the engine... It had snapped around so fast, was it just cold tyres and inexperience, or had I broken something... Engine fired, then the sound of locked brakes... Above me, bearing down from Lukey, the next cluster of cars, a Cortina with brakes locked heading towards me!! I snatched reverse and got myself out of harms way, and just in time. As soon as there was a break in the traffic re-entered the racetrack gingerly feeling out the car for a breakage and preparing to exit to the pits without having completed one flying lap... Then it occurred to me: I still had loads of rear bias wound onto the brakes for unsettling the car on loose rally stages. I blasted past the pit entrance while adjusting the bias to where it should be for a race track and entered Phillips Island famous Gardner Straight for the first time at speed.

Wow. I snatched top gear as I blasted past our garage... This is what dreams are made of... As you pass the pits at Phillip Island the track falls away in front of you and instead of turn one, it look like you are heading into the sea!!! It is a real 'leap of faith" The view is awesome and the rush is something you just have to experience.

Back to reality, heading into turn one, for the first time at full speed, gently squeezing the brakes for comfort and this time the car behaves itself. The gods of speed were smiling again.

The jubilation was short lived however. As I negotiated the uber-fast right hand kink on the back stretch there was a sudden loss of power... the engine was shutting down. I dived off the racing line so as not to be cleaned up. The speed dropped off but then suddenly we were alive again so I pressed on. Negotiating the right hand MG corner (forwards this time) it happened again... foot down but no power. As soon as I straighten up, the engine sprang back to life... Conceding defeat I turned into the pits slightly annoyed that my first Phillip Island experience hadn't gone quite according to plan.

A thorough check of the always reliable Charade revealed no fault. It was then I realised that it was a simple case of fuel surge. I was running the tank about half full to save weight. This practice is fine in a rally situation, but on a race track with constant high G loading in long right hand corners the fuel

was surging away from the pump pickup in the Charade's laterally mounted fuel tank. Provided we kept the tank filled past halfway the problem would not reoccur.

Just prior to heading out for my second run I did a walk around the car doing a quick check and I noticed some marks on the sidewall of one of my rear tyres... On closer inspection we found that the lip inside the rear guards was cutting into the wider than standard tyres with my lower than standard suspension. With the aid of a few of the crew, we had the rear suspension set a little higher and the damaging lip was carefully massaged clear of the tyre.

Back on track, I did have a slightly embarrassing moment, when I was shown the "meatball flag" for a mechanical defect. It turns out that when topping up the fuel prior to that particular session we (one of the crew - always blame the help) tripped the boot release and the rear hatch sprung open early on my out lap. I completed a lap and a half sporting what has been afunctionally dubbed an illegal aero aid, before I was flagged back in. To be honest I didn't know it was open, though I had a hint that there was something a little amiss as I was about 15km/h slower on the back straight than earlier in the day.



The rest of the day was trouble free for me. Each time out I got faster as I gained knowledge of the circuit and confidence in this foreign surface. There were a couple of minor moments. I had a car spin in front of me at Siberia on one lap and had to take avoiding action, and the whole time, being the driver of one of the smaller cars out there, I had to keep an eye on the mirrors and blue flags as the speed differential between me and some of the real quickies like the Mustangs and Porches was phenomenal, particularly on the long straights.



Not all of our team was as fortunate as me. Terry's Commodore (now with a new and tested engine after last year's event) developed a chronic oil surge problem resulting in spectacular plumes of blue smoke in the corners and eventually a black flag from the event officials. He opted to park the car for the weekend to save doing any major damage, and take up the seat offered by Steve in the Corolla he was running. Obviously Terry is fairly familiar with a Toyota and was very quickly up to speed and qualified.

Practice day drew to close, and talk turned to our nominated times. Gary was a little difficult, having completed only a few laps. Andrew O already had a pretty good idea of what he was capable of around the track. Shane, Terry and Steve were all fairly consistent through the day so they elected times that suited. I however, until the middle of the morning, had never driven the track. My first couple of runs had a few issues and the second half of the day I was consistently improving... But how far was I going to improve?? What time should I put forward. Late in the day I managed a 2:17, but most of my times were around the 2:19 with a few 2:18s thrown in. In the end we nominated 2:18.

We headed back to the team's five star accommodation for a few Pizzas and a replay of the days incar action on the widescreen telly. Early to bed... more tummy butterflies.

Sunday morning was even more spectacular than the previous day, blue sky and more smiles from the gods... The service crew, after a few cases of red



wine, had added some new aerodynamic devices to the mx-5 fashioned from the previous nights discarded pizza boxes.

Once at the track, there was a short fanfare, including a couple of bagpipers and the mandatory national anthem and then we were off. Steve started the event for our team in the Corolla. Team manager, Nadine decided that twelve lap stints would be the most productive for us.



I was the third driver from our team to take to the track. Across the "end quiet zone" pit lane line and drop the hammer again. Knowing that the car was now set up correctly, all I had to contend with was cold tyres, brakes and some opening lap nerves. Taking it easy the first few corners I did my best to keep out of the way of the forty-nine other cars already up to race speed. On the back straight I got up a head of steam and I was full noise by the time I reached Lukey Heights. Back from fourth to second and hard on the brakes again... and would you believe it... backwards... AGAIN!! I was a little more on the ball this time, and managed to keep the engine running. I grabbed first gear and slotted back into the stream of cars, almost without missing a beat. That's my cock-up for the day.



There was some more excitement later in the stint. I was passing a car on the outside around the

final turn when a Commodore had a big lose in front of me, barrelling down a quarter of the front straight on the grass at ninety degrees to the direction of travel. He managed to straighten it up just before he regained the tarmac.

Terry's first run was cut short by brake failure while heading over Lukey Heights... Backwards off the track at the end of the back straight. I can only imagine how interesting that would have been. The car was all fixed up and they were out on the track again in no time, but it developed a mystery misfire that got progressively worse through the day meaning that neither driver in the Corolla could regularly achieve their target times.

The regularity side of things was the hardest part to get my head around. Starting out a little cautiously early in the day I was being shown a frowny face on the pit wall as I was lapping too slow compared to my target time to earn bonus points. Finally I started to see some smiley faces from the crew meaning that I was lapping in my window. With each session I was developing as a tarmac driver, and I was soon taking some corners a gear higher than on the previous day, getting better runs out of corners and so carrying more speed down the long Phillip Island straights.... Flashing past the pit board again, and what was that?!?... a growly face... with TEETH!!! 2:15!! Two seconds faster than my personal best... Awesome!!... Oh wait! No, not awesome. That cost the team about twenty of our hard earned points. No wonder I got a growly face on the pit board. Sorry guys... It was an accident! Next lap past I got the "IN" board, pulling me off the track for a firm talking to!



I settled down, and found my rhythm, posting pretty consistent times for the rest of the event. Before we knew it the shadows were growing longer and then we saw an official waving a chequered flag. Apparently in roundy-roundy land, that means it's the end of the race.

All the cars on the track filed back around and into the pits lining up along pit lane. Once we were given

the all clear, the safety car lead them back out onto the track followed all the other competing cars streaming through the garages to form a 250 vehicle long snake of race cars parading around the Phillip Island circuit for one last lap. This was a chance to give a wave and toot a thankyou out to the officials who had manned the flag points all weekend. The poor bastards waving the blue flags (you are about to be passed), must have screwed their arms off given the speed difference of the variety of cars on the track for this truly unique and exhilarating event.

Looking back up the page(s), I've written a bit, and I could just keep writing. The event was few weeks ago now and I'm still buzzing. The only way to really know what it is all about is to have a crack yourself. CCRMIT will definitely be fielding at least one team at next year's event so watch this space.

For now, let me say the world's biggest thank you to Ormie and Noodles. You guys are legends. Thank you so much for including me in your team. I had the time of my life (my face hurt from grinning like an idiot all weekend) and got to tick a box on my "Bucket List". Noodles: how you run a team with such military precision and still allow so much fun is beyond me - you for President of Australia!! Ormie... just in case it's not been said a billion times: Thank you again. Andrew R: my personal race engineer, not to mention all the help just getting to the event - thank you. James and Cathy: You did an awesome job capturing the memories so I can show anyone who sits still long enough. Terry, Shane, Skye, Steve, Mike, Dale, Rod, Donata, Garry, Mark & Ange:... thanks for sharing this unforgettable experience. And last but not least... thank you to my beautiful understanding Deb, for encouraging me to do this event despite all that is going on around us.

Coming soon: CCRMIT tackle the Le Mans 24 Hour!!



September Club Night

Thursday 10th September @ 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:

War stories and slideshow from our WRC correspondents in Queensland

ARC Expressions of Interest - would you compete?

VCAS - did you know our club is running a round and Supp Regs are out already - have you got your entry in?

Begonia VRC/VCRS - did you compete? Where you there? What stories can you share about the event?

Tassie State round is soon - are you going? What are you looking forward to? Have you been silly enough to stake your claim to not be drunk under the table by Bernard, Alan, and the Wilson Rally Team on the boat ride home?

Have you heard the rumours? It's true! Car Club RMIT (CCRMIT) Inc. is getting an additional trophy for next year - come along and find out what your committee members have been dreaming up! 'You've got to be in it to win it!'

Come along and enjoy a good social night with plenty of motorsport to talk about!

Also....

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

See you there... *Ormie* (Vice-Prez, stepping up whilst Prez Jimbo is off ogling WRC cars... *sniff*. Not jealous at all.)

Blower Exclusive



The Blue Stig was un-helmeted at a recent event and his identity revealed as our own Andrew Ormesher

Very New Member

Brett Williams and Mel Jones are proud to introduce to the world, new CCRMIT member Cameron Jack Williams. Born on Monday 24th of August 2009 at 2.45pm. weighing in at 3.4kg (7p8oz) everyone is doing really well.



For the record Cameron is the one on the right!

CCRMIT has a new Service Park Safety Advisor



This is the face of the new CCRMIT Service Park Safety Advisor.

Note here how Stuart is giving a demonstration in how NOT to weld up a broken alternator bracket in a hurry...

Yes there are 5 jerry cans in the back of that ute

When the picture was shown to him he responded, "Ha ha, i didnt even notice the jerry cans in the tray. oops!! lucky i lived :)"

Also note the CCRMIT safety gear as well. Spark arresting fleece in that there jacket!!!!....

** Disclaimer: Please do not try this at home. Also CCRMIT jackets are not in any way flame resistant and cannot be considered PPE - to be honest you've got to be bloody crazy to try something like this... Crazy I tell you!!!

CCRMIT Club Trials Scores 2009

	<i>Round 1</i>	<i>Round 2</i>	<i>Round 3</i>	<i>Round 4</i>	<i>Round 5</i>		
	Rally Bonnie Doon	Nissan Nightmoves	George Derrick	Spring 200	Yakkerboo	Total	Standing
Michael Bansagi		10	9			19	1
Leeham Bansagi		10	9			19	=
Colin Sichlau	9	0	8			17	2
Dave Gates	8	8	0			16	3
Bree Tapper	8	8	0			16	=
Stuart Schoof		7	7			14	4
Cathy Rainer	10					10	5
Matt Lee			10			10	=
Andrew Gell			10			10	=
James Elliott	10					10	1
Mark Sichlau	9					9	6
Brett Williams		9				9	=
Terry Trewern		9				9	=
Andrew Roseman	7					7	7
Deb Howard-Jones	7					7	=
Andrew Ryan			7			7	=
Richard Gill		7				7	=
Brendan Brown	6					6	8
Peter Lazdins		6				6	=
John Lazdins		6				6	=
Dale Twycross	5		0			5	9
Kevin Wilson	5					5	=
Duncan Elliott			0			0	10
Novice							
Dave Gates (N)	10	10	0			20	1
Brendan Brown (N)	9					9	2
Dale Twycross (N)	8		0			8	3

New road rules come into effect November 9 this year. A couple of the major rules are published here as a community service to CCRMIT members.



Using mobile phones and visual display units

From 9 November 2009, there will be some changes to the road safety rules about using mobile phones and visual display units.

Mobile phones

Using a mobile phone to make or receive a phone call while driving is prohibited except if the phone:

- is secured in a commercially designed holder fixed to the vehicle, or
- can be operated by the driver without touching any part of the phone.

All other functions (including video calls, texting and emailing) are prohibited. Holding the phone (whether or not engaged in a phone call) is also prohibited. Holding includes resting the mobile on the driver's lap.

Learner and P1 drivers, are not permitted to use a mobile phone at all while driving.

Visual display units

A driver must not drive a vehicle that has a television receiver or a visual display unit operating if any part of the screen is visible to the driver or is likely to distract another driver.

A driver can use a driver's aid such as a navigation device but it must be an integrated part of the vehicle design, or secured in a commercially designed holder, which is fixed to the vehicle.

Exemptions

The rule relating to securing visual display units does not apply to motorcycles.

Child restraints

From 9 November 2009 there will be some changes to the road safety rules about child restraints.

The new rules

All children under seven years of age must wear a child restraint or booster seat when travelling in a car for improved safety. The type of restraint will depend on the age of the child as follows:

- **under the age of six months:** to be restrained in a properly fastened and adjusted approved rearward facing child restraint (e.g. infant capsule)
- **from six months to less than the age of four:** to be restrained in either a properly fastened and adjusted approved rearward or properly fastened and adjusted approved forward facing child restraint with inbuilt harness (e.g. child safety seat)
- **from four years to less than the age of seven:** to be restrained in either a forward facing child restraint with an inbuilt harness or booster seat restrained by a correctly adjusted and fastened seatbelt or child safety harness.

There are also new laws about where children can sit in vehicles.

- If a car has two or more rows of seats, then children under four years must not travel in the front seat
- If all seats, other than the front seats, are being used by children under seven years, children aged

between four and six years (inclusive) may travel in the front seat, provided they use an approved child restraint or booster seat.

VicRoads also recommends

That you have restraints fitted by an approved child restraint fitter. To find an approved child restraint fitter in your area, see the VicRoads website.

What you have to do

To comply with the new child restraint rules you:

- have to know which is the correct child restraint(s) to use
- have to ensure that each child passenger is wearing a properly fitted and fastened child restraint or booster seat suitable for their age every time you drive a car.

VicRoads has detailed information on its [website](#) about which child restraints are suitable, how they should be fitted and where you can find the right restraints. You can also get advice from organizations such as KidSafe, RACV or your local council.

There are numerous other changes to the Victorian road rules that come into effect in early November so it might be worth your while checking out the website that VicRoads has set up <http://www.roadrules.vicroads.vic.gov.au> which highlights the new laws.

Members please Note:
2008 Annual General Meeting
Thursday 12th November @ 8pm

Bells Hotel

Crn Coventry & Moray Streets, South Melbourne. (Melways Ref: Map 2K 1E)
 (Official notices and previous minutes to be published in the October Blower)

CCRMIT Inc. Club calendar 2009

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	CCRMIT	Melton

October

8th Oct	CCRMIT CLUB NIGHT	CCRMIT	Bells Hotel - Sth Melb
10th Oct	Bagshot Rallysprint	HRA	Bagshot
18th Oct	Akados (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 ANNUAL GENERAL MEETING	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) here 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.

Please email any additions or corrections to mark_hj@dairally.com

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. 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 plleeeaaassee print clearly.

Due LastName FirstName Expiry

30 Days

Hale	Rachel	17/09/2009	Moulden	Greg	31/10/2009
Hubble	Nathan	30/09/2009	Wilson	Alan	11/10/2009
			Wilson	John	11/10/2009

60 Days

Ernst	John	1/10/2009
Lisle	Damian	16/10/2009

90 Days

Allen	Steve	30/11/2009
Rainer	Catherine	30/11/2009

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.

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
 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.



VICTORIAN CLUB AUTOCROSS SERIES

ROUND 8 SUNDAY 27th SEPTEMBER 2009

SUPPLEMENTARY REGULATIONS



1. THE EVENT

The event, a Multi-Club Autocross and the 8th round of the Victorian Club Autocross 2009 Series, shall be known as the Club Autocross and will hereafter be called the Event. The event will be a timed autocross for holders of current club membership of CAMS affiliated car clubs

2. PROMOTERS

Car Club of RMIT (CCRMIT)

The CAMS permit number is 309/2709/06

3. ORGANISING COMMITTEE

Clerk of Course:	Andrew Roseman	Contact Phone Number 0413 307 766
		License No: 1003826
Event Secretary	Mark Howard-Jones	License No: TBA
Address:	PO Box 12086, A'Beckett Street, Melbourne 8006	

4. STEWARDS

David Lambie	License No: 9925534
Wayne Roffey	License No: 881038

5. CHIEF SCRUTINEER

Brett Roffey	License No: 887853
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6. AUTHORITY

The event will be held under the International Sporting code of the FIA, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd. (CAMS), the Speed Event, Autocross & VCAS Standing Regulations, these Supplementary Regulations and any Further Regulations which may be issued. The event will be held under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au

7. PLACE AND DATE

The event will be held at the Melton Motor Sports Car Club Complex in Falkner Road, Mount Cottrell (see instructions) during daylight hours on Sunday 27th September 2009. Scrutiny will commence at 8am. Drivers briefing will be at 9.45 AM followed by a parade lap. Official runs will commence at 10am and are expected to finish around 4pm.

8. ENTRIES

- Entries will open upon publication of these supplementary regulations and close at 9am on 27th September 2009. Entries are to be sent to the Event Secretary, with the correct entry fee. Cheques or money orders should be made to "Car Club of RMIT" or "CCRMIT" and posted or delivered to the secretary of the event.
- The entry fee for entries submitted at or before 5.00PM Wednesday 23rd September 2009 shall be \$55.00 for drivers aged 18 years or over, and \$35.00 for drivers aged less than 18 years.
- For entries after the early closing date an additional fee of \$30.00 will apply. An entry will only be deemed valid when payment is received with a signed entry form.
- There will be a maximum of four drivers per vehicle
- Series Entry Drivers who have completed their Series Entry Form at least 4 weeks prior to the event have their place reserved by the organizers until 5.00pm 23rd September 2009. If no entry is received by a Series Entry Driver by this date, their reserved entry is forfeit.
- A maximum of 80 entries will be accepted, in order of receipt (Excepting Series Entered Drivers).
- The promoter reserves the right to refuse entry in accordance with NCR83
- This event is open to NGK Junior Pentathlon Series Competitors.

9. INSURANCE

- Public risk insurance has been effected by the Promoters.
- All drivers and officials are covered by the motorsport personal accident policy.

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

10. CLASSES (Drivers will be graded into the following classes)

- A 0-2000cc Standard (2WD, Road Tires Only, No Driveline Modifications Allowed)
- B Over 2000cc Standard (2WD, Road Tires Only, No Driveline Modifications Allowed)
- C 0-1600cc Modified (2WD, No Firewall Modifications, Similar Engine Only (Make & No of cyl)
- D 1601-2000cc Modified (2WD, No Firewall Modifications, Similar Engine Only (Make & No of cyl)
- E Over 2000cc Modified (2WD, No Firewall Modifications, Similar Engine Only (Make & No of cyl)
- J Juniors - Aged 14 - 18yo as of 1st January 2009
- L Ladies
- S Specials (Custom built cars and excessively modified sedans)
- W Production Based 4WD or AWD (no tire restrictions apply)
- Refer the VCAS Standing Regulations for full details.

11. STARTING ORDER

Will be in numerical order with the first class as per VCAS Standing Regulations. (Different class starts each round) Starting order within each class will be determined by the order of receipt of entry, with drivers of shared vehicles suitably spaced to allow changeovers with minimal disruption to the event.

12. DRIVERS

- (a) All drivers must hold and present a CAMS level 2S License or superior and a current membership card for a CAMS affiliated car club.
- (b) All competitors are required to wear snug fitting clothes covering the body from neck to wrist to ankles and suitable footwear. Clothing should be of a fire resistant nature.

13. COURSE

The event will be run over 1.1km (approx) of gravel defined by tires, witches hats and bunting. All runs will be timed from a standing start.

14. VEHICLE ELIGIBILITY

- (a) Vehicles must conform with the general requirements of automobiles in competition (Section 6, Schedules A and B of the 2009 CAMS manual). All vehicles must be fitted with a suitable front and back towing hook.
- (b) All vehicles must be fitted with two separate fastening systems on any opening front panel.
- (c) Fire extinguishers to a standard listed in Schedule H of the CAMS Manual must be securely fitted to the vehicle. (*Dated or rechecked within 3 years of the date of the event*)
- (d) Safety helmets must conform to CAMS requirements (e.g. AS 1698) and be worn whilst competing.
- (e) All vehicles (except road registered vehicles in class A or B) must be fitted with mud flaps on all driven wheels and on both rear wheels. All vehicles must have mudguards covering all road wheels
- (f) Any vehicles competing in Class S must be fitted with rollover protection as outlined in Schedule J. Rollover protection is highly recommended in all other cases

15. RUNNING DETAIL

Results will be determined by the competitors fastest 3 out of 3, or best 3 of however many runs. The number of runs will be determined by the Clerk of Course, dependent on the condition of the track. Timing will be controlled by electronic light beams, with hand held stopwatches as back up. Timekeepers are deemed Judge of Fact.

16. STARTING PROCEDURE

Competitors will line up in numerical order and will be moved onto the starting pad immediately after the previous competitor has departed. The starter will indicate to the driver when to proceed onto the course. Any competitor who encounters difficulties on the course will be permitted a re-run only at the discretion of the Clerk of Course. (*Reruns are usually given only to competitors whose runs were cancelled due to an on track issue or mistimed*)

17. FINISH PROCEDURE

At the end of each run the driver is to immediately decelerate the vehicle and proceed to the pit area. At all times when moving within the pit area and leaving the autocross area, the maximum speed limit is to be 10kph.

18. TERMINATION

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

19. POSTPONEMENTS OR ABANDONMENT

The organisers reserve the right to postpone, abandon, or cancel the event under NCR 59, or if insufficient entries are received before 5pm Wednesday 23rd September 2009. If the event is cancelled or postponed for more than 24 hours, the entry fees shall be refunded in full.

20. AWARDS

Trophies will be presented to the following drivers

- 1st, 2nd, and 3rd Outright
- 1st in each class (2 or more entries in class)
- 2nd in each class (>5 entries in class)
- 3rd in each class (>10 entries in class)

21. ANTI DOPING POLICY

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s). The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

22. NOISE

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

23. PENALTIES

- (a) Shortening the course - 10 seconds per instance or run not counted.
Dislodging penalty markers - 5 seconds per instance.
- (b) Any breach of these Supplementary Regulations will be dealt with in the same manner as breaches of all other regulations pertaining to the event

24. PROTESTS

Protests must be lodged in accordance with Part XII of the NCR and accompanied by the appropriate fee.

25. FURTHER REGULATIONS.

The organizers reserve the right to issue competitors with further regulations. Such regulations will have the same authority as these regulations.

26. RESULTS.

The organizers will supply results to all competitors via either email (if supplied) or via mail with results also to be posted on the VCAS egroup to be found at http://sports.groups.yahoo.com/group/VCAS_Autocross/ as well as on the VCAS website at www.vicclubautocrossseries.com

How to get there

Take Western Highway towards Rockbank, Melton.

Straight on past Caroline Springs and Hopkins Rd interchange. Take Leakes Rd turn off past Sundowner Rockbank Caravan Park.

TOT DIST	INTER DIST	
0.0	0.0	Sign Post Leakes Road
0.58	0.58	Railway X'ing
2.28	1.70	Turn Right, Greigs Rd
3.99	1.71	Straight On
4.10	0.11	Turn Left, Faulkner Rd
		Sign to Mt Cottrell Recreation Reserve
5.96	1.86	Turn Left at Gate

**VICTORIAN CLUB AUTOCROSS SERIES
ROUND 8 – SUNDAY 27th SEPTEMBER 2009
ENTRY FORM**

ARE ANY OF THE DRIVERS – REGISTERED SERIES COMPETITORS

. Yes/ No

*(Your Entry **must** reach the Event Secretary **BEFORE** 5pm on the Wednesday before the event)*

Name(s) (Block letters).....

ARE ANY OF THE DRIVERS – NGK JUNIOR PENTATHLON SERIES COMPETITORS

. Yes/ No

Name(s) (Block letters).....

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS.

Competitor / Driver 1

Class.....

Name (Block letters)..... E-mail.....

Address..... P/Code.....

Club.....CAMS License #..... Phone (AH)..... (Mob).....

Series Competitor Y / N

Junior Pentathlon Competitor Y / N

Driver 2

Class.....

Name (Block letters)..... E-mail.....

Address..... P/Code.....

Club.....CAMS License #..... Phone (AH)..... (Mob).....

Series Competitor Y / N

Junior Pentathlon Competitor Y / N

Driver 3

Class.....

Name (Block letters)..... E-mail.....

Address..... P/Code.....

Club.....CAMS License #..... Phone (AH)..... (Mob).....

Series Competitor Y / N

Junior Pentathlon Competitor Y / N

Driver 4

Class.....

Name (Block letters)..... E-mail.....

Address..... P/Code.....

Club.....CAMS License #..... Phone (AH)..... (Mob).....

Series Competitor Y / N

Junior Pentathlon Competitor Y / N

Description of Car

Make..... Model..... Modified: Yes/ No Class.....

Body Type..... Color..... Total PaidCash/Cheque/Other

DISCLAIMER
EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK
COMPETITORS AND/OR DRIVERS

For Competitors

I/We being the competitor/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

For Competitors and Drivers

I/We being the competitor/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.

I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("**CAMS**").

In exchange for being able to attend or participate in the event (including entering the event), I agree:

- to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "**Associated Entities**") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("**harm**") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- to attend or participate in the event at my own risk.

I/we acknowledge that:

- the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
- motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
- acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
- the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities. I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

Competitor / Driver 1 Signature:	Date.....
Driver 2 Signature:	Date.....
Driver 3 Signature	Date.....
Driver 4 Signature:	Date.....

For persons under the age of 18 years the following parent/guardian consent must be completed.

PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I of [Address] am the parent/ guardian* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in* the event at his/her own risk.

Signed..... Date.....
Parent/Guardian* * Delete whichever does not apply