

THE
BLOWER

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



Next Club Night:

Thursday, February 16th

General Club Nights are held at 8pm irregularly due to lack of attendance at:

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



Deadline for next Blower Submissions:
30 June 2017

Please send all magazine contributions to:
blower@ccrmit.com

All other correspondence to:
CCRMIT
PO Box 4066
Knox City Centre
Vic, 3152

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

Incorporation Number A0049540G

The Cover

Due to the overwhelming supply of photos, I had to use my daughters "chicken shots"



The 2017 Committee & Representatives:

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Presidents Rumblings

Welcome

Just a reminder for those interested in the Phillip Island 6 hour the dates this year are 29-30 July 2017 so keep an eye out on the facebook page and in the blower for more information as it comes to hand. This will come around very quickly and places are always limited.

If anyone has a suggestion for an activity they would like to see the club do, then contact the committee and we will try and make it happen.

Cheers

Mark



Penrite/Erebus Club Night

CCRMIT have been invited to attend the following night.

Please let Mark know at

president@ccrmit.com

If you would like to attend.

By Wednesday 31st May at the latest.

Feel free to bring along a friend if you would like but we must have confirmed numbers.

Up to 30 places are available

Light food and refreshments will be served on the night

This is an invitation only event and Penrite would request that you keep this information only for your members access.



**THURS
8TH JUNE**



erebus
motorsport

CLUB NIGHT

**MEET
DAVID
REYNOLDS**

ARRIVE AT 6:30PM - TOURS FROM 7PM

**CHISHOLM INSITUTE - BUILDING R (GATE, 6)
121 STUD ROAD, DANDENONG**

EMAIL YOUR CLUBS EXPRESSION OF INTEREST TO:

PARTNERSHIP@PENRITEOIL.COM

Phillip Island 6 Hour update

Hi everybody

We need lots and lots of helpers in and around the garages to help make the weekend successful.

At this stage I would like to get an Idea of anybody that might me Interested in helping out at the track which will be as always an awesome weekend.

A simple response to this email with a YES, MAYBE or NO is fine that way I can either keep you informed or not as we get closer to the event.

If you would like any more information please contact me directly on 0429300642 or via [email](#)

Cheers

Dave

CCRMIT – Philip Island 6 hour - Teams competing

After a nervous 5 days, we were told that the event was already oversubscribed when the PO Box was opened. David Gates has done puled a rabbit out of the hat (he had all of our paperwork perfect) and CCRMIT got all 4 team accepted. I'm told we have 3 MUCC team in the adjacent garage so the rivalry will continue this year!

See you at the Island, its free to get in, on Saturday or Sunday July 29 & 30th, be early Sunday if you want to see MUCC's Dave McKenzie bagpipe his way done the starting grid on Sunday morning.

Our thanks for making it all happen to Dave Gates, Bruce Simpson and the Team Egan for the catering.

Wreckins Racing (Manager Simmo)

Brenton Simpson	Car
Craig Westwood	Laser
Adam Homotowski	GT 86
Craig Wiernart	GT 86
	Skyline

Captain Risky (Manager Goof)

David Thorpe	Imprezza
Andrew Thorpe	Imprezza
Daniel Dalrymple	MX5
Rod Dalrymple	MX5
Nick Jacobs	Imprezza
Terry Trewern	Corolla

Skid Mark(Manager Russ)

Junny Heatherton	Statesman
Rick Thorpe	T-18
Darren Crozier	Golf
Luke Crozier	Golf
Wayne Roffey	MX5

Shake N Bake (Manager Ian Smith)

Alan Wilson	WRX
John Wilson	WRX
Jay Wilson	Excel
Gary Berry	Civic
Trevor Campbel	318I

2017 SxS Australian Championship

By Mark Egan.

The 2017 SxS championship started with Round 1 at the Albury Wodonga Motorcycle Club, it was a new season with many new manufacturers entered which means a whole lot of unknowns. 2 classes; Class A is the non turbo vehicles and Class B being the turbo vehicles. Each round has 6 heats and 3 races per heat with up to 8 vehicles per race.

The format is the same for all rounds scrutineering, drivers briefing, shakedown then racing.

The CCRMIT members were working with Race Solutions Motorsport (RSM). The day started off just like a day rally with official sign on at 6.00 am it was chilly but the forecast of a fine day. The club had many of its members competing.

Shakedown started without too many incidents as the drivers became more familiar with their vehicles.

Ange was busy in the pits rounding up the first race and then it was go time, first race and a couple of stoppages due to rollovers and restarts a plenty. This was the pattern for the day, the teams were a little rusty in getting their act together but by the end of the day things were running smoothly.

The results from round 1 Class B

1st Ewan McClue in his Can Am

2nd Cody Crocker in his Polaris

3rd Peter Carr in his Can Am

Class A

1st Dan McKenzie in his Yamaha

2nd Ivan Szkut in his Yamaha

3rd Tom Evans in his Polaris



Ewan McClue going over one of the many jumps

Picture courtesy of Randall Dirt Comp magazine

Round 2 Wollongong

Another early start very chilly again but ended up with sunburn by the end of the day.

Shakedown started and after a couple of laps came to a halt as one of the Polaris cars performed a wonderfully executed barrel roll x 5,

<https://www.facebook.com/WINNewsIllawarra/videos/1739540359396033/> the safety and medical crews were on scene in a matter of seconds and assisted the driver in getting himself out of the vehicle, he was bruised and a bit sore but was OK.

Once again Ange was busy in the pits rounding the first race and then it was go time, first race and a couple of stoppages due to rollovers and restarts a plenty. This was the pattern for the day, late in the day with one heat to go another major rollover requiring another stoppage to remove a vehicle from the

track, once again the safety and medical crews did their thing and driver was OK, could not say the same for his vehicle.

The final winners were

The results from round 1 Class B

1st Cody Crocker in his Polaris

2nd Ewan McClue in his Can Am

3rd Peter Carr in his Can Am

Class A

1st Dan McKenzie in his Yamaha

2nd Ivan Szkut in his Yamaha

3rd Tim Liston in his Yamaha



Start lineup

Picture courtesy of Randall Dirt Comp magazine

ROUND #3

15th July 2017 COULSON

Queensland Moto Park

3010 Beaudesert-Boonah Rd Coulson, QLD

The Calendar

Welcome to 2017! The motorsport calendar below is a compilation of Rallies, VCAS, Super Sprints, RZR championship and some standalone events that will constitute the events for the David Lambie All-Round-Club-Champion.

May

06	Mitta Mitta Mountain Rally	NECC	Upper Murray	VRC-2
07	Ballarat Autocross	BLCC	Ballarat Airport	VCAS-5
20	Daryl Tunbridge Trial	BLCC	Murray Goldfields	VCRS-2
26-28	International Rally of Queensland		Queensland	ARC-3
27	Rich River Trial TRE	HRA	Murray Goldfields	

June

04	Swan Hill Twin Track	SWSCC	Swan Hill	VCAS-6
12	Sandown Super Sprint	FFCC	Sandown	VSS-3
24	Nissan Nightmoves	NCCA	Heathcote, Rushworth	VCRS-3

July

08	Winton Super Sprint	MCA	Winton	VSS-4
15	RZR Coulson		Coolson, QLD	RZR-3
22	Boisdale Hillclimb Track	MADCC	Maffra	VCAS-7
29-30	Philip Island 6hr Relay	PIARC	Philip Island Circuit	

August

05	Magical Iron Bark Tour TRE	HRA	Heathcote, Rushworth	
05	RZR Ballarat		Ballarat	RZR-4
13	Sandown Super Sprint	MCA	Sandown	VSS-5
16-19	Sunraysia Safari Rally		Mildura	
20	Autocross	KCC	Kyneton	VCAS-8
27	George Derrick Pyrenees Rush	CCRMIT	Pyrenees, Mt Cole	VRC-3

September

09	NE Rally Sprint	NECC	Ovens Valley	
09	RZR Newcastle		Newcastle	RZR-5
15-17	Lightforce Rally SA		South Australia	ARC-4
16	Marysville Stages	FFCC	Black & Blue Range	VRC-4
16	Spring 200	FFCC	Black & Blue Range	VCRS-4
24	Autocross	BCC	Bagshot	VCAS-9
30	Sandown Super Sprint	SAUVic	Sandown	VSS-6

October

07	Bethanga Stampede Rallysprint	AWDCC	Bethanga	
13-15	National Capital Rally		ACT	ARC-5
15	Autocross		Pakenham	VCAS-10
22	MRF Tyres Akademos	MUCC	Blue Range, Rubicon	VRC-5
23-27	Southern Cross Rally Festival		Murrindindi, Upper Murray	
28	Autumn Midnight Trial	CCRMIT	Erica, Heyfield	VCRS-6
28	RZR Broadford		Broadford	RZR-6

November

07	Sandown Super Sprint	FFCC	Sandown	VSS-7
19	Autocross	GMSC	Avalon	VCAS-12
16-19	Rally Australia		Coffs Coast	ARC-6

December

1-3	Alpine Rally	HRA	Bairnsdale, Orbost	
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« THE SCORER »

There are three annual awards that CCRMIT members are eligible to win based upon different criteria. Please check over the pointscore calculations, any mistakes or omissions, please contact the scorer.

Steve Poore Trials Champion – First awarded in 1959, this award is for the Club competitor who scores the most amount of points in the VCRS series that year.

	Cooper Memorial	Daryl Tunbridge	Nissan Nightmoves	Spring 200	South West Rally	Autumn Midnight	TOTAL
Matt Lee	20						20
Ryan Humphreys	19						19
Colin Sichlau	18						18
Rick Thorpe	17						17
Andrew Thorpe	17						17
Brett Williams	1						1
Andrew Ormesher	1						1

Noel Kelly Novice Award - This award is for the Club competitor who scores the most amount of points in the VCRS series that year, restricted to Grade E or F competitors.

	Cooper Memorial	Daryl Tunbridge	Nissan Nightmoves	Spring 200	South West Rally	Autumn Midnight	TOTAL
Rick Thorpe	20						20
Andrew Thorpe	20						20
Brett Williams	1						1
Andrew Ormesher	1						1

David Lambie All-Round-Club-Champion - To focus on general motorsport participation, and club representation, this Champion is awarded to the Club competitor who scores the most amount of points across events listed on the Club Calendar.

	Autocross (VCAS-1)	Super Sprint (VSS-1)	Eureka Rally (VRC-1)	RZR Albury (RZR-1)	George Woods	Super Sprint (VSS-2)	Autocross (VCAS-4)	Cooper Memorial (VCRS-1)	RZR Woolongong (RZR-2)	Mitta Mountain Rally (VRC-2)	TOTAL
Don Lake	20		18								38
Andrew Thorpe					20			18			38
Rick Thorpe					20			18			38
Brenton Simpson		18					19				37
Alan Wilson		20									20
Warren Lee			20								20
David Lethlean			20								20
Ewan McClue				20							20
Craig Westwood						20					20
Sam Puglia							20				20
Matt Lee								20			20
Ryan Humphreys								20			20
Philip Dobson	19										19
John Wilson		19									19
Matt Raymond			19								19
Daniel Dalrymple						19					19
Colin Sichlau								19			19
Daniel Lake			18								18
Rodney Dalrymple						18					18
Bruce Simpson		17									17
Brett Williams			1					1			2
Luca Giacomini			1								1
Stephen Raymond			1								1
Luke Simpson			1								1
Peter Simpson					1						1
Andrew Ormesher								1			1

New CCRMIT Rally car

As seen at scrutineering on Wednesday 26/4/17

The nervous Owner/Drive and Nav Looking concerned



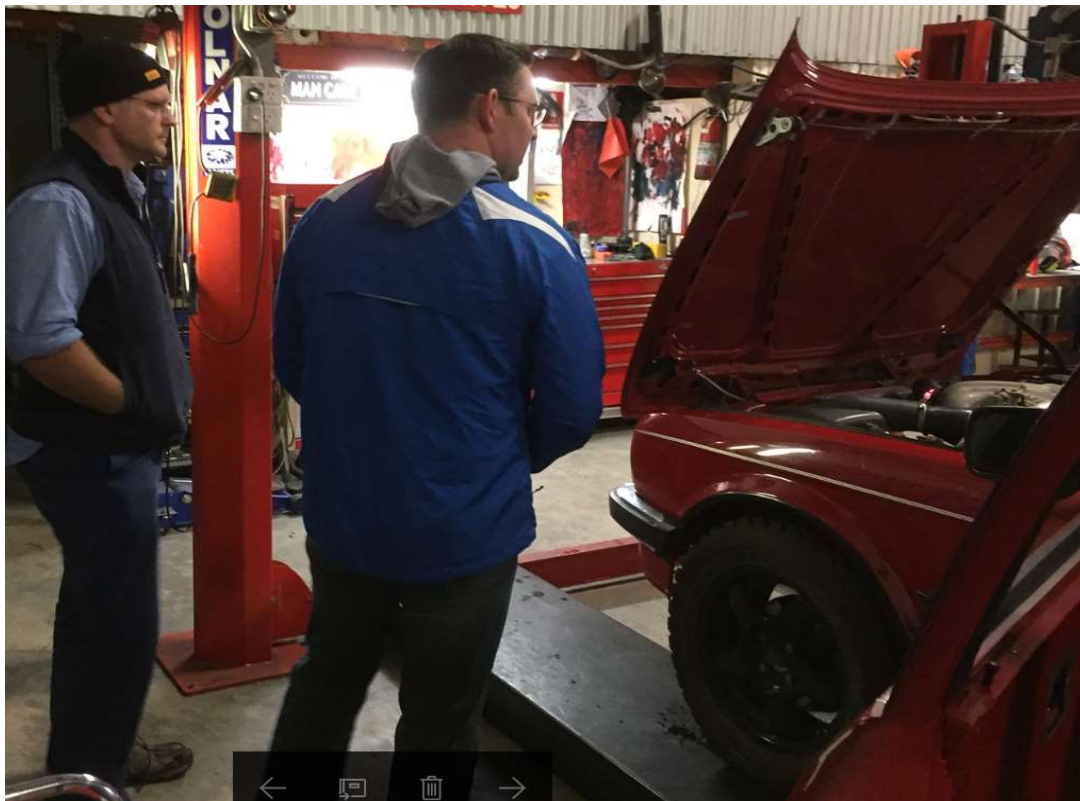
Unusual brand of engine for a VCRS competitor, also nice display of the UVP!



Nice attention to detail, wish my rally car boot was that well organised



That look of quiet satisfaction.. **it passed!!** 7 years in the making, on to the first event.



Well done Brett great looking car, its a work of art.

Good luck with the first outing in the George Woods for Brett and Ormy !!

Membership

Membership numbers have not changed much over the past 12 months, possibly due to having two renewal dates per year and most members opting for a 3-year membership. What I can tell you is that it makes notification of impending membership expiry far easier.

There are 17 members due for renewal.

On list	148
Life	8
Full	117
Full Student	0
Other Student	0
Additional	22
Expired	0
Honorary	1

148

For Renewal	31/1/17	17
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Payment by direct transfer into the Club Account is preferred.

BSB 063262; Acct 10069719; Reference "Member-surname"

If no details have changed send me a message or email to let me know the transfer has been made.

If any details have changed include these details in the message/email.

If renewing a Family Membership please include all names in the message/email.

Don't hold back when renewing as the new expiry date will be either one year or three years from the current expiry date. You will not be penalised by paying early or gain a few days by paying late.

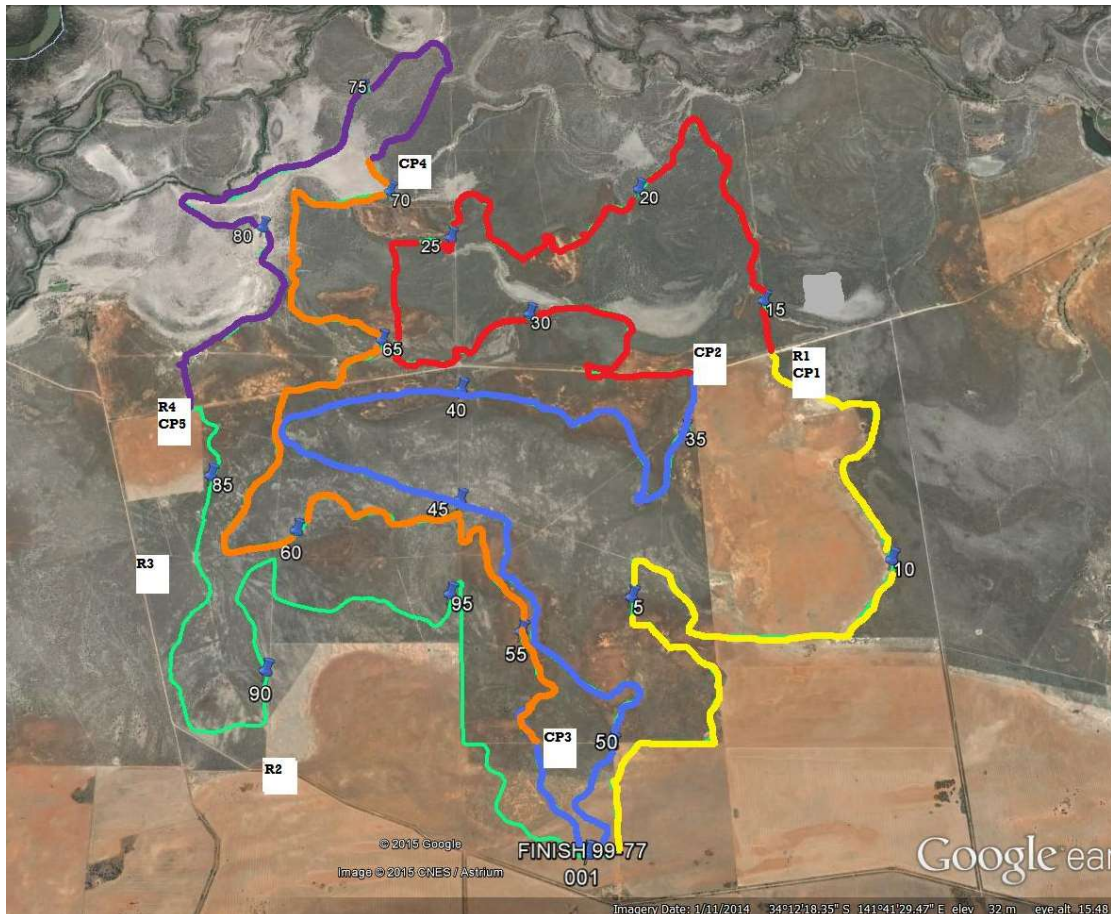
Regards Murray

SUNRAYZIA 400 – 2017

For the weekend of April 23rd and 24th I headed north to Mildura, the event required additional radio operators to man the check points.

I had to cancel an overseas trip “due to circumstances beyond my control” which left me with a free weekend and I had not been to an off road racing event before.

The event was held on private property 50 km to the west of Mildura, which I thought would make organising the event simple. It is until you have 60+ mm of rain 48 hours before the event and half the course is turned to impassable mush.



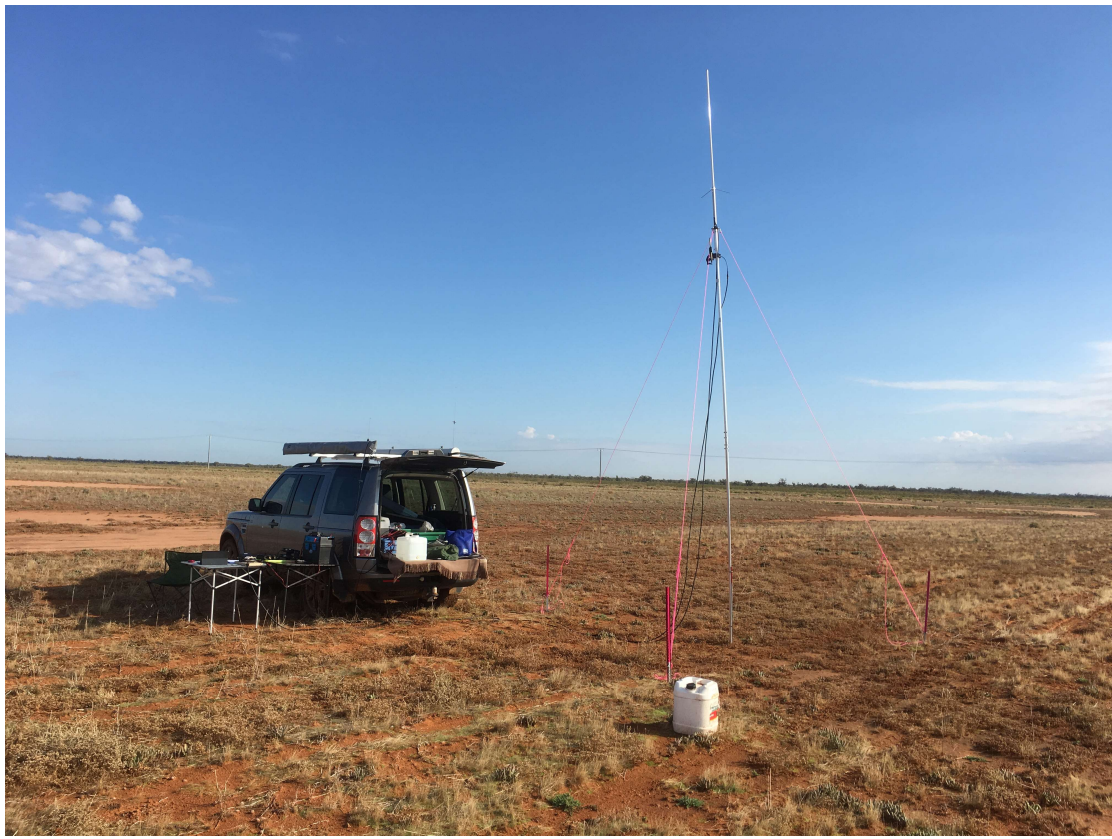
To the north of the Old Mail Rd, CP1 to CP5 (the Red and Purple sections) was clay, south was sand and a significant amount of the water was able to ‘drain’ away. The 100 km course was reconfigured to 65km on the Friday.

Normally Friday afternoon is crew reconnaissance, so that had to be done Saturday afternoon instead of the first lap of the course as Prologue was Saturday morning.

The event ended up as 6 laps of the 65km course on Sunday.

I had been assigned Check Point 1 so had to find it before the start of play at 8am Sunday morning. Tried doing a loop around the course to the west but got stopped by water at about the top of the green section. Turn around and try getting in from the east. But got stopped by the sight of many kilometres of water before even getting level with the yellow section of the course.

Plan C was created by the Recovery Director, through the wheat fields past the dam with many hundreds of ‘happy’ ducks, across the course twice and there I am. I guess it should have been Plan A.



Set up my radio gear and waited. I was to call in messages from the officials and send times through via a computer link and listen to the competitors CB radio channel. If I took the photo, where are the officials? Trick question as I was it.

As you can see the terrain to the north was fairly flat. Have a look to the south.



More of the same. The competitors headed straight at me for about 500 metres to the left of the picture then did the right hand sweep to the right.

I got to see more of the event through binoculars.

I have no photos of the vehicles as there was no time. There were many different classes of vehicles, buggies, trophy trucks, 4WDs and side by side type quad bikes. 6 litre V8s, turbo 3.5 litre 6s, turbo 4s and every thing in between.

The trophy trucks were big, loud and incredibly impressive but I got the feeling they were a massive hand full. The drivers seemed to be making hard work of it.

On the other hand the drivers of the turbo 6 buggies seemed to be doing it easy.

Not as big, not as heavy, nowhere near as loud but bugger me they were fast.

At one point I was looking at a car stationary in the distance and it appeared as an occupant was standing around having a cigarette. Well I thought his day was done. Turns out it was the leading buggy with a flat tyre. He had such a lead he could take his time. I want a buggy with a turbo Nissan V6.

The Recovery Crew was a different concept to rally. There were maybe 8 of them around the course and they towed in the vehicles as they failed. This was possible as the event was on private property and there was access to almost all the course across the wheat fields. What also made it possible was that most, if not all of the cars had UHF CBs fitted to call in any issues.

There were two Club Members competing, Tim Dewhurst in a Polaris RZR 1000cc and Scott Tymkin in a Can-Am Maverick X3 - V Twin 996ccT. I have not seen a set of results but I know both Scott and Tim finished and I am sure both had huge smiles.

It was a thoroughly enjoyable weekend even though it was a long way to go. Probably not much of a spectator event as there was only one place from which to watch the proceedings , start /finish with one pass of the course. Refer to the map in the area of the green, yellow and blue.

I had my own personal spectator point from which to watch the awesome machinery doing what they do best – going flat out.

Infratech Industries promises clean, cheap 'energy-on-demand'



Infratech CEO

Rajesh Nellore is negotiating on sales of the new energy-on-demand system. **Peter Rae**



- [Share on twitter](#)

by **Angela Macdonald-Smith**

A Sydney-based start-up is poised to unveil what it says is a world-first "energy-on-demand" system that goes well beyond a typical battery and pays for itself in less than a third of the time.

The plant, developed jointly by [Infratech Industries](#) and the University of Newcastle, is being hailed by Infratech as offering a solution to Australia's energy crisis. It moves past a traditional energy storage device to include heating and cooling, oxygen and hydrogen generation, overcoming issues about predictable generation and environmental side-effects that plague other energy and storage systems, said chief executive Rajesh Nellore.

The Newcastle plant, with the capacity to produce energy for 30 average homes, has attracted interest from potential customers including hospitals, apartment developers, aged care homes, food processors and others needing a supply of oxygen, Dr Nellore said.

Initial talks on potential sales are under way, but deals are expected to be concluded only after a formal inauguration on Thursday, to be attended by Newcastle Labor MP Pat Conroy on behalf of Opposition Leader Bill Shorten.

A fridge-sized, scaled-down version suitable to be installed within a home is to be developed within 18 months.

While pricing for the systems has yet to be finalised, Dr Nellore said the payback period would be about two years, much quicker than the seven to 10 years typical for rooftop solar.

Overall efficiency

"Given it's going to be a two-year payback it's quite economical from a consumer standpoint," he said.

The plant involves pushing compressed air through a particle system enclosed in a patent-protected cartridge, oxidising the particles to produce heat and hot air to drive a turbine. The particles then reduce, producing oxygen and/or hydrogen. The unit can be configured differently depending on whether oxygen is wanted as a by-product or hydrogen, making it significant for a future transportation system based on hydrogen fuel cells.

Infratech's involvement originates from its search for a storage system to complement [its floating solar power projects, which have been installed in Australia and the US](#).

The simultaneous production of heat, power, oxygen, hot water and chilled water for air-conditioning means the overall efficiency is more than 90 per cent, according to the company.

Operating in energy storage mode, the system works like a typical battery, using electricity to charge, while it needs gas to run in the mode that produces oxygen.

Dr Nellore said the residential CLES (Chemical Looping Energy on Demand System) product could provide a revenue stream for homeowners even when they were out, if it were set up to produce oxygen that could be sold, as well as helping with avoiding costs of heating and cooling.

The Newcastle system has a capacity of 30 kilowatts peak – its generation at peak performance – producing 720 kilowatt-hours a day. A typical family home uses about 18kWh a day.

Read more: <http://www.afr.com/business/energy/electricity/infratech-industries-promises-clean-cheap-energyondemand-20170404-gvdmck#ixzz4i3ZowrUe>

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