



THE BLOWER

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

September 2010



GIBBS
aquada

THE BLOWER

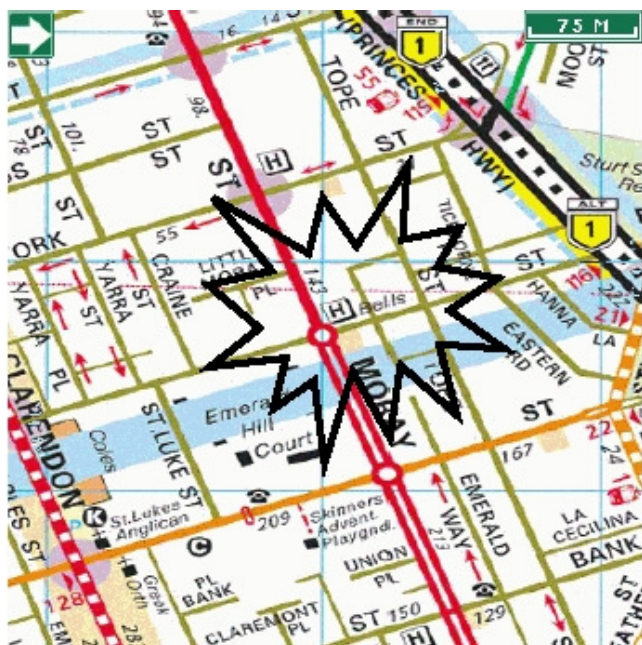
This month's cover: Mild mannered Matt is unhappy about the 'unfair' advantage held by the new Aquada Works Team in the lead up to Rally Vic!! – (With sneak photo of private testing at Avoca)

Next Meeting: 9th September 2010

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

Bells Hotel

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



**Deadline for next Blower Submissions:
7th October 2010**

Please send all magazine contributions to:

blower@ccrmit.com

All other correspondence to:

CCRMIT

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A'beckett Street

Melbourne, Vic, 8006

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



Inc# A0049540G

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Presidential Report

September 2010

Yet another month has passed us by, but this time, I've heard from a few club members standing around at home scratching their heads wondering what to do with their weekends – with our catchment-filling weather hanging around for the start of Spring, most of our events for the past month have been cancelled. With only a few rounds to go until the end of the season, here's hoping to drag the car out for at least one or two more before the Christmas breakup!

Speaking of Christmas breakup, please put the date in your diaries now if you haven't already – it's been in the Blower calendar since the start of this year! We will be having a relaxed social BBQ lunch at Jells Park, Wheelers Hill. Bring the family and some deck chairs, I'm sure the club will kick in for some burnt offerings from the grill. Watch your blower next month for details of exactly where and what time.

Club Night this month sees guests John Douth and Paul 'Golly' Mollison come along for a fireside chat about all things motorsport photography – we'd love to see you there to hear what they have to say. I only ever get to see it from the little sign we keep passing in the forest saying 'Flash – John Douth Photography', meaning John and his long-snouted friend are lying in wait just around the corner – so I am personally interested to hear what goes on from the other side of the lens!

The October club night (which will be here before we know it!) is the AGM of the club – see the official notice somewhere else in this fine publication. Come along and support (or sign up!) to be on the committee, or help run the George Derrick Memorial Rally for 2011 – we should have job descriptions for most of the roles sorted out so you can peruse through and see what you are signing yourself up for. We've achieved a fair bit this year, and I'd like to see the momentum continue into next year. If you have any ideas on how the club can be improved – please let myself or any other committee member know!

Marysville Stages – getting desperate for officials, please contact John Roberts on 98011519 after 6.30pm if you can help out on the 18th September. There are day and night stages – so you won't be in the forest all day, unless of course you can help out on two stages!

That's about the summary for this month, we look forward to seeing you on Thursday at Club Night!

Cheers,

Pres Ormie Andrew Ormesher

president@ccrmit.com
0402 825 131.

Quick Note from the Editor

Another late Blower... and another E only Blower. If you are desperate from a paper version let me know and I'll mail you one out, but for a variety of reasons, the regular mass mailout will not occur.

A few interesting items this month with an article from Jimbo, and finally an update on the RP scheme. There's a bit of CAMS banter and a call for nominations for the 2011 CCRMIT committee.

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

MARK HOWARD-JONES

Editor - The Blower
blower@ccrmit.com

I did it for Six Hours at Phillip Island 2010

By C.J. Elliott

Well not quite, I almost did it for 6 hours at Phillip Island, except I had some interesting adventures & stories to tell - here's an account of just some of what happened during the course of a weekend at the Phillip Island Grand Prix circuit

One of the events I really wanted to be involved with in 2009, was the Phillip Island 6 Hour Regularity Relay. It isn't so much as a race, as it's about drivers doing quick timed laps consistently. The basic format of the event is made up of teams with a minimum of 3 cars/4 drivers to 6 cars/6 drivers. However to start the event proper on the Sunday, each team requires a minimum of 3 function cars/4 drivers per team. Saturday is spent "Qualifying", which requires each driver to complete a minimum of 5 timed laps of the circuit in the car they will drive the following day. From there, each driver is to nominate a lap time that they are to achieve, getting "bonus" laps if you complete a lap on your nominated time, or penalty laps if you lap quicker than your nominated time. The catch is, you're not allowed to have any timing or communication devices inside the car. Only the use of a "pit board" along pit lane.

For starters I needed a car to drive - In the end a decision was made to build up a new Hyundai Lantra (because they are cheap in the scale of things), with a long term view to get it back out in the forest eventually. However, as this car was only going to be used on the circuit initially, the car "spec" meant a lot of things that would normally be required for rallying, wouldn't be required.

Once the car came back from FABraIcATIONS, who did all the roll cage work, seat mounts, and some other odd jobs, it was time to get the new metal additions painted. Due to the numerous amounts of warm Melbourne days, painting of the cage took a little longer than expected. Then with my involvement in assisting with the organising of another event, time suddenly got very precious, forcing the car to get built up over the course of 3 weeks..

A few working bees, and some much appreciated help from friends, the car almost ready to race at the Island. Unfortunately, with a rush build, and of course a new build, teething problems are always bound to happen.... This is when the fun begins..

On the week leading up to the event, the car was running ok, it idled a little high, but it ran. In theory, nothing had changed between this car & the old car. - It used the same aftermarket engine management system, same wiring harness, just inside a different & now straight body. Whilst there was a problem with this, we weren't going to pull out, just because the car idled 1000rpm higher than it should have. I made a call to a mate that has lots of experience in tuning cars with after market computers, and he'd try & make in over Friday afternoon (the same Friday afternoon, that we would be loading the car onto a trailer & heading down to the Island). That Friday the car was also getting a wheel alignment done, and was the first time I got to drive the car in it's new guise.

The 4km drive up was ok, with the obvious idle mystery, but the drive back, it was starting to cough & splutter, with signs of a ignition fault, rather than a fuel fault. Never fear though, Tony (my tuner friend), was up that evening and after plugging in the laptop, found it was running rich at idle, so that was easily fixed.. However the miss-fire and other strangeness continued to get worse. With it starting to get late and still needing to load the Ute with spares, & pack some gear for the weekend, we figured it was a wiring fault, and could be rectified Saturday morning at the track....

Off to Phillip Island we went.. Knowing I'd be pulling out the multimeter, and some crimps to attempt to fix a problem in the morning.

Saturday Morning

So, with a rule that no competition motors are to be start till after 9am, the car was rolled off the trailer, and some wiring terminations checked, and general path tracing occurring on the ignition system. The fault existed between the ignition modules & the coil packs.. Just where exactly had to be determined.. 9am rolls up, and we start the car. Only today, the car is only firing on two out of four cylinders. We test it using a separate coil pack, with the same results.. Bugger, it's looking like a ignition module.. Something I don't have a spare of.. A short time later it's, confirmed. &%^%, where can I find a "Bosch 008" on a Saturday morning. With the complications of aftermarket computers, we can't just place any ignition module in place, so I wander up & down pit lane asking if anyone else is running a similar system, and if they have a spare module around.. Nope. The part is actually found on early JB Camiras, Ladas, and Porsches of a similar era. The same part has also been superseded by Bosch on more than one occasion, and being the type of module it is, not many stores have them in stock. A mate



who has wrecker contacts in the area makes a few calls, while I start chasing down the Autobarns, Auto Pros, & Repcos in the area. Unfortunately all the wreckers are unavailable, and the stores in the local area don't have the part in stock. I did though manage to find a superseded part available at Repco in Cranbourne, so after a visual description was confirmed, (the part number mentioned on the web visually looked very different to the part as it was described) we jumped into the Ute for a drive over to pick it up. It is just pure luck that this store had the part in stock (as it's now no longer made), and in the end it was exactly the right part - with Bosch 008 printed on the module. Woohoo, our weekend wasn't over just yet.. \$140 & 3 hours later, we were back at the track with a car now running, and about to go through scrutineering.



Saturday Afternoon

No Issues with scrutineering, and a short time later I was exiting pit lane onto the circuit to get my 5 qualifying laps out of the way.. Every was feeling good... Until I entered the sweeping turn 12 where an odd vibration occurred. At first I thought it was just the tyres & that part of the circuit - as I kept the foot down heading down the main straight, only to have the vibration go away. Cool, it is just the corner.. I step onto the brakes for turn 1, and *\$#&% something's not right. Something is really not %&@* right.. I slow down, (now only doing 80-100 kph), and go find the nearest exit of the circuit. This needs a check, and I had thought it might have been a drive shaft busted... I hit a bump about 20kph off the circuit and the car comes to a halt. Bugger, whilst trying to pick a gear and roll the car forward, nothing was happening. The chick the tow truck had seen me drive past, and came to pick me up - She did kindly mention that I wouldn't be going anywhere, as I was missing a wheel.... That explains it all..

I get my lift back into the pits, some what embarrassed, as a few people and drop by to see what I had "broken", and why I didn't come around past pit lane again.. Luckily there was no damage done to the hub, calliper or brake rotor or most importantly - the wheel studs.. So a refit of the wheel, and this time the correct nuts (some confusion about which nuts were supposed to be used..), and I was back out again..

As confidence improved, so did the lap times, and after 5 laps my quickest time was around the 2:15 mark. I got one more session out later that afternoon, where I managed to get down to a 2.12. Things were finally starting to look good again! No major excitement happened on the circuit, apart from some loss of traction around turn 2 & couple of other corners.. The 2nd session was more enjoyable than the first, as I now had a better idea of the track, and where to brake and how fast I could go..



With the day now over, I took a look over the car, checked some plugs, and found that the car was now running too lean. Albino plugs might mean you have good power, but not enough fuel & the engine is either about to go pop, or over heat & blow a gasket.. Given that something funny was going on with the tune, I added about 50% more

fuel between 80% & 100% load, for my run on Sunday morning.. We also decided that I'd nominate my lap time for a 2:09, giving me around 3 seconds of improvement for lap times during the course of Sunday without inducing any penalties.

We had made it through the day, and a well earned drink, some food, and a good nights sleep was in order..

Sunday Morning

Some bagpipes & national anthem later, the event was finally underway. Was the 4 car out in our team that day so didn't get out on the track till around 11.30-1200. One of the problems the guys working on pit lane said, was it was hard to see my car coming down pit straight, as it "blended" in on the road, and as it runs a standard muffler, was rather quiet and un-heard. It was decided to place some gaffer tape on it, which would help make the car visible. The designer in the team, went for some GT lines - And it worked a treat! From a visual perspective of course..



When my turn finally came, I noticed a distinct change in the car. It didn't have the same power, infact it was notably worse. Safe, but worse. And boy did it show. My average lap time was around the 2:18, with 2:15 the quickest I could get. And was with me finally getting brave enough to tackle the first corner in 5th gear (great fun when you realise you can do it!). It simply lacked the acceleration, and pull through the corners. I was still able to catch the Porsches & V8s through the corners & under brakes, but plain and simply, the car was running too rich and it costed me time. I did my 10 laps, then came in, pulled out the laptop again, and went for a point that was half way between what it was the previous day & where it was today.

Sunday Afternoon

With one last session remaining for me, I decided that though my tyres were not full on race rubber, but better than "road tyres" I'd give it more of a go, knowing that I might shag a tyre in the process. Well when I came out of pit lane, there was a noticeable improvement in the response of the car, and this was going to be fun! I spent the remaining part of the lap ensuring the car & tyres got up to temp, before having a bit of a go. Immediately, my times improved! Something like a 2:18, then 2:15 followed by some 2:10, 2:09: 2:10: 2:12 and another 2:09.. When I drove past and saw the times on the board, I was stoked, finally everything was coming together! I was having a blast. I was making time up on a friend in a sister team who was driving a powerful V8 Ute, and was having a good tussle with a Pug 206 Gti.. Whilst I was cornering quicker, it just had a bit more acceleration, making passing manoeuvres a bit harder.. After a lap or so sitting behind it, I decided to give it a go and pass him on turn 1 & into turn 2 again.. Unfortunately that placed me on the outside of the corner, of the "line" and on the loose not so grippy surface - It was just like being in the forest again! The back end of the car started to come around, but some how I held onto it, whilst then turning the car around & slowing down for a 3rd gear entry around turn 2.. Again, because of the speed & line, the back end of the car came around, and spent it balancing the car around the corner sideways!! Now of course no-one would believe me that it happened, but just to my luck the driver of that Pug came over later in the day to congratulate me on some spectacular driving! He was impressed that I was able to hold onto it, in a Hyundai, with only 3 wheels being on the ground during that whole process! Hehe... made my day!

Of course once I got past that car, I continued on for a few more laps before the alternator died, and the car came to a stop - no Alternator = no 12 volts to run the cars injectors/computer/fuel pump etc etc.. I must have been running on the battery most of the day, and finally run out of charge with 3 laps to go.. Ahh well, I still had a blast, and the car was in good shape with no major mechanical damage!

A quick tow back to the pits, and we added in the co-drivers seat so Cathy could jump in the car for the parade lap & see the circuit as I had been. As we had a flat battery, we ran the car off a portable starter pack, which gave the car enough energy to get around the track & onto the trailer at the end of the day.

Lots of other funny little things occurred over the weekend, but generally Saturday was a "character building" day, and Sunday was a lot more fun, and made the stress of the past few weeks worth it.

Again, I need to thank all those that helped with the building of the car, the mental assistance, as well as giving me a hard time (which I so often do to everyone else), those that lent me bits (like spare wheel nuts of the correct type..) and useful advice about the track and driving it, as well as Stuckey tyres for some great rubber - It's great to know you'll have grip when coming around corners at full tilt! Of course the biggest thanks has to go to Cathy for letting & encouraging me spend the \$\$\$\$ so I could do this event. I might have stressed her out a few times over the weekend, with my multiple car problems, but she did get her parade lap, so was happy it happened!

What's in store next - stripping the car back to a shell again, some new splinky paint work, and many many more hours rewiring the car again for rally reliability, and general ease of use for the forest environment..

September Club Night

Thursday 9th September 2010 @ 8pm

Bells Hotel

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

Arrive early and grab some pub-grub before hand

THIS MONTH:

Guest Speaker

This Club Night this month sees guests John Doutch and Paul 'Golly' Mollison come along for a fireside chat about all things motorsport photography – we'd love to see you there to hear what they have to say. You only ever get to see it from the little sign we keep passing in the forest saying 'Flash – John Doutch Photography', meaning John and his long-snouted friend are lying in wait just around the corner – come and find out what goes on from the other side of the lens!.

Plus...

Discuss rescue boat requirements at VRC

General Club Banter

What's ahead for 2011

Other Gripping Stuff that I've Forgotten

Also....

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

Around the Tracks

CCRMIT and VCAS

NEXT EVENT - ROUND 8 - 26th September 2010

hosted by KCC at Kyneton the Melton Motorsports complex.

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

<http://www.vicclubautocrossseries.com>

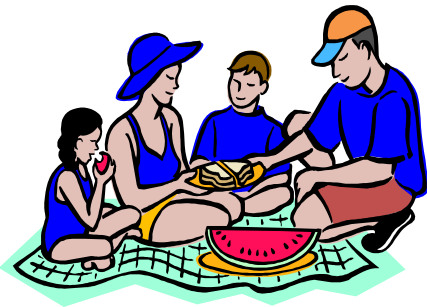
Mark the Date on your Festive season calendar NOW

Sat November 27th

CCRMIT Christmas BBQ & Family Day

Jells Park, Wheelers Hill

Details in next month's Blower



Rally Permit Scheme Update

It's been a while, but I thought that I would provide an update on the RP Scheme. There has been some advancement in reducing the cost which has come into effect. It is now \$330, and there is a continued push to reduce this further in line with CH plate costs (approx \$110) so stay tuned.

How to apply:-

1. Go to VicRally website (vicrally.com.au) > VRAP section
2. Download three documents
 - a. RP Scheme Overview
 - b. Rally Permit Cover Letter
 - c. Rally Permit Contact Details
3. Complete the forms and submit to Leeham Bansagi
4. Have a scrutiny done by an listed RP scheme approved scrutineer

Restrictions of Scheme:-

Once your rally car has RP Scheme plates, you will be able use the vehicle for the following purposes.

- Use the car during approved rallies conducted by a club affiliated with a national motorsport organisation approved by VicRoads
- travelling to or from an approved rally
- in testing the vehicle for an approved rally (letter from CAMS permitting test is required)
- for reasonable travel to and from a place of repair and for reasonable testing to confirm repair

Note that scrutineering is covered as part of the rally, but in order to reduce conflict with the men in blue when they pull you over, you should always carry in the vehicle, supporting documentation.

- Proof of entry to the event (ie. entry form or entry list)
- Event Supplementary Regulations
- CAMS license / vehicle log book
- Copy of the VicRoads Conditions of Use from their website

It would seem from this article that appeared in the recent issue of CAMS' Speed Read that perhaps we have a new CEO with a head for business and a heart for motor sport. Our recent George Derrick even rated a mention in the article. An interesting read and a promising start for David Morgan - Ed



CEO Message

My first six weeks at CAMS has been an exciting and challenging time in which I have started to gain an understanding of the organisation, its culture and how it operates.

During this time I have met many CAMS members and officials and have held individual meetings with the CAMS staff based in the National office. This has given me an insight into several of the key issues impacting the development and sustainability of motor sport in Australia.

I have attended several events including the **George Derrick Memorial Rally**, the Victorian State Circuit Racing Championship and the International Rally of Queensland. I have been extremely impressed with the level of organisation and the professionalism delivered by our volunteers, in particular, the focus on safety.

At Sandown I had the pleasure of meeting the CAMS Rising Stars and their families. I believe this program run through the AMSF is a great initiative, proving vital for the development of our young talented drivers.

In June, I attended my first Board meeting. This meeting was held in Perth at the local CAMS office. This not only enabled me to meet our Board members face to face but also to meet with the Alternate Director and Chairman of the Sport and Club Development Council for Western Australia. A networking dinner was held at the Jaguar Car Club where I met with an array of members from the WA CAMS Car Clubs. Thank you to Aaron Yeak and Dean Greer who were great hosts.

A terrific initiative of CAMS – the CAMS IGNITION Program - focusing on road safety education for pre-learner drivers, was featured on A Current Affair early in July. The feedback and level of interest received has been very positive. Keep an eye out over the coming weeks as Andrew Papadopoulos continues the road safety message in the media.

Finally, I would like to take this opportunity to express my gratitude for the support shown to me by the CAMS staff and members alike. This support has assisted greatly with my transition into the organisation.

I look forward to meeting further members, officials and staff in the coming weeks and months.

A handwritten signature in black ink that reads "D Morgan".

David Morgan
Chief Executive Officer



Victoria's Big Wet has hit our friends at Avoca. The Avoca River has well and truly bursts its banks as the photos below illustrate. For now there is not a lot anyone can do, but I encourage Club members to show their support for the community who has been so good to us over the last few years of the George Derrick Memorial Rally. The Avoca region boasts many great wineries and other tourist attractions. Make an effort to head to Avoca (once the water subsides) and spend some time later in the spring.

www.avoca.vic.au



Left: Avoca Lions Club Park, just down the river from the VCRS service park



Above and left: Avoca sports ground has become an aquatic centre!

Notice Convening the
Annual General Meeting of Car Club of RMIT Inc.

The **Annual General Meeting** of Car Club of RMIT will be held on **Thursday 14th October 2010** at Bells Hotel, cnr of Coventry & Moray Streets, South Melbourne (Melways Ref: Map 2K 1E) commencing at **8pm**.

Nominations are invited for the positions of officers and ordinary committee members.

RULES OF THE ASSOCIATION CCRMIT (Car Club of RMIT) are available on the club's website www.ccrmit.com or contact a current committee member

←-----→
Extract from "RULES OF THE ASSOCIATION CCRMIT (Car Club of RMIT)"

21. Office holders

- (1) The officers of the Association shall be-
- (a) a President;
 - (b) a Vice-President;
 - (c) a Treasurer; and
 - (d) a Secretary.

23. Election of officers and ordinary committee members

- (1) Nominations of candidates for election as officers of the Association or as ordinary members of the committee must be-
- (a) made in writing, signed by two members of the Association and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and
 - (b) delivered to the Secretary of the Association by the commencement of the date fixed for the holding of the annual general meeting.
- (2) A candidate may only be nominated for one office, or as an ordinary member of the committee, prior to the annual general meeting.
- (3) If insufficient nominations are received to fill all vacancies on the committee, the candidates nominated shall be deemed to be elected and further nominations may be received at the annual general meeting.
- (4) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.
- (5) If the number of nominations exceeds the number of vacancies to be filled, a ballot must be held.
- (6) The ballot for the election of officers and ordinary members of the committee must be conducted at the annual general meeting in such manner as the committee may direct.

←-----→
**Nomination for the position of officer or ordinary committee member
of Car Club of RMIT Inc. #A0049540G**

I, of
(full name) (full address)

being a current member of Car Club of RMIT, hereby nominate
(full name)
for the position of with his/her consent.

Nomination seconded by being a current member of Car Club of RMIT.
(full name)

Signed
(1st Nominator) (2nd Nominator) (Nominated)

Date
.....

Received by the Secretary of the Association on/...../..... atam/pm. Signed
(dd / mm / yyyy) (Secretary)

CCRMIT Inc. Club calendar 2010

September

9 th	CCRMIT	Club Night - Bells Hotel, South Melbourne	Bells Hotel, South Melbourne
18 th	Comp	VCRS-5 Spring 200 Rally	Toolangi
26 th	Comp	VCAS-8 KCC	Kyneton
27 th	CCRMIT	Committee Night	TBA

October

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

November

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

December

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

CCRMIT Membership Report

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

Due	Due This Month	Due Next Month	Due Next Month
Christopher Blythman	Barry Collins	Stuart Diggins	Elad Pick
Peter Cullis	Matthew Douglas	Zahi Hasson	David Thorpe
Clive Howse	Luke Vieceli	Nichole Hebbard	Johanna Walter
Grant Howse		Deborah Howard-Jones	Wayne Walter
Anna Skroce		Mark Howard-Jones	Jon Lambie
Mark Gill			
Brenton Kaitler			

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.

WHEN RENEWING YOUR MEMBERSHIP PLEASE USE THE CURRENT FORM
Nadine can be contacted at secretary@ccrmit.com

CCRMIT Club Merchandise

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

bucket hat \$12

sticker [classic] \$1

Gotta get one of those for me!

CCRMIT CLUB

NISSCO

polar fleece [zip] \$45

peaked cap \$12

beanie [classic] \$10

sticker [new] \$1

beanie [new] \$12

polar fleece vest \$40

stubby cooler [50th] \$5

kev [not for sale]

stubby cooler [classic] \$5

polar fleece [pull over] \$40

polo shirt [classic] \$20

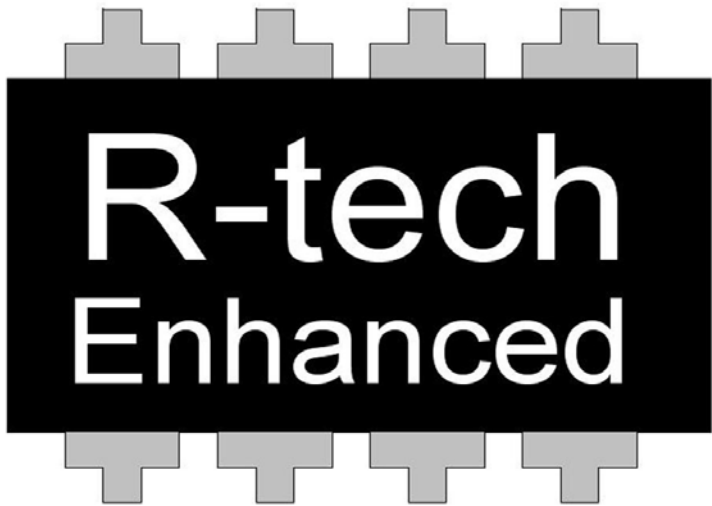
please note: Ted & his friends are not included

RALLY
Dirt
Tarmac
Autocross
Hill Climb
Motorkhana

CIRCUIT
Open Wheelers
Supersedans

OFF ROAD

DRAG RACING



R-tech Enhanced

BIKES
Road
Circuit
Dirt
Motard

V8 SUPERCARS

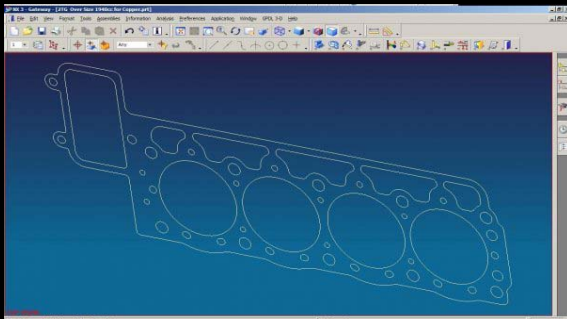
SPEEDWAY

Weber/Delortto/Mikuni
MoTec
Magneti Marelli
Autronic

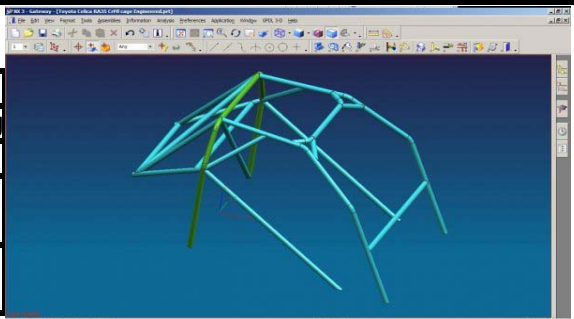
Tony Robinson

Mob: +61 (0) 428 284 655

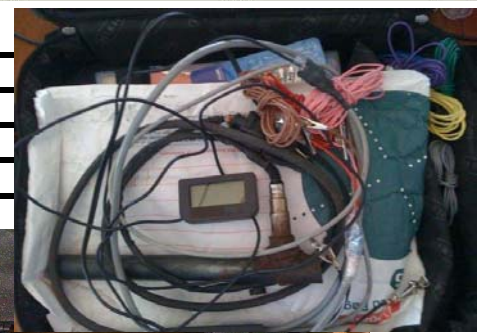
teneredakar@yahoo.com.au



CAD
Engineering
Prototyping
Reverse
Engineering
Project
Mgmt



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



Suspension Rebuilding and Tuning



This has been R-tech Enhanced

Renewal

New Membership



MEMBERSHIP APPLICATION FORM

CCRMIT Inc. A0049540G

Name: _____

Address

No. Street: _____

Town: _____

State: _____ Post Code: _____

Contact Details

Business Phone No: _____

Home A/H Phone No: _____

Mobile Phone No: _____

Fax No: _____

E-mail Address: _____

Blower Format: postal | email | both

This section for Club use only

Member number _____

Payment method _____

Cheque Number _____

Entered into database _____

Card prepared _____

Card sent _____

Expiry Date ____ / ____ / ____

Officials Licence

Yes | No

If Yes what Grades ie V4: _____

As of 1st of July 2006 all officials need to be licensed through CAMS. This licence can be obtained from CAMS for free. For further information please call Officials Hotline 1300 657 673 or visit www.cams.com.au

Membership Types:

1 Year	3 Year	
\$15	*	Full time RMIT students
\$20	*	Part time RMIT students
\$20	*	Full time student (other university)
\$30	\$80	Full CCRMIT Member
\$40	\$110	Couple/Family living at one address
\$10	\$30	per additional family member at same address

* Not available

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

Membership type requested: _____

Amount paid: _____

Cheques made payable to "CCRMIT"

Please return this form to:

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

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