

THE BLOWER

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



Next Club Night:

Thursday 4/4/2024

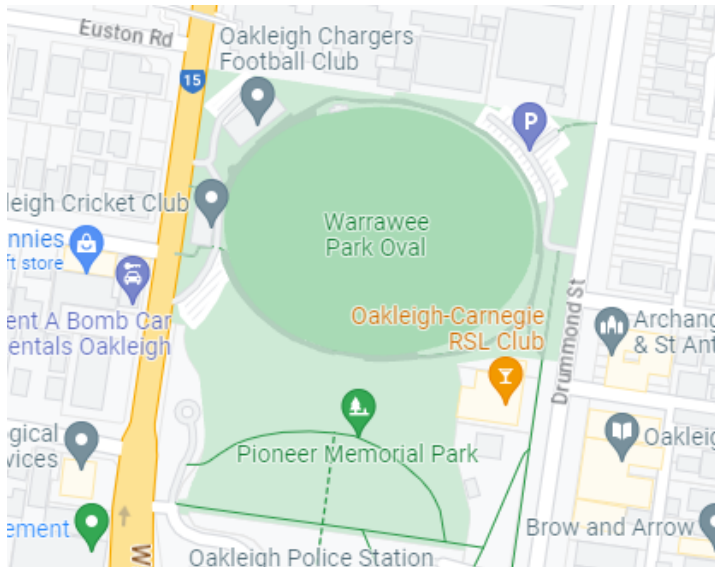
General Club Nights are held at 8pm irregularly due to lack of attendance at:

The Oakleigh RSL

95-97 Drummond St

Oakleigh

VIC 3166



Deadline for next Blower Submissions:

Please send all magazine contributions to:

blower@ccrmit.com

All other correspondence to:

CCRMIT

PO Box 4066

Knox City Centre

Vic, 3152

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Incorporation Number A0049540G

The Cover:

Team Thorpe at an event somewhere – stolen from facebook

The 2023 Committee & Representatives:

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Presidents Waffle

Howdy all, back for another year of fun and excitement.

A couple of rallies have already happened, with the George Woods rally taking place in Powelltown a couple of weeks ago. There were quite a few CCRMIT members out there having a blast. If you were there and would like to write up a bit of a spiel on how you went and what happened, send it to me!

The Mitta Mountain rally has also happened, and apparently a good time was had by all.

We have a club night coming up on the 4th of April, with presentations for the 2023 year happening. The Perpetual trophies are away getting engraved at the moment, so come along to see who the recipients are! We are trying to build the club night scene... so far we haven't been particularly successful. Attendance has been a bit poor, if you can make it along, it is a fun time to catch up and just have a good old yarn with a few mates. As you would expect from CCRMIT, it is not a particularly officious or staid affair.

One of the yearly awards for the CCRMIT Club Champion, is based on competition results across all forms of motorsport. If you compete in an event of any kind, and want to score points towards this award, please send a set of results to the club scorer so that they can be tallied up. You must enter the event as a CCRMIT member. If you don't send us some results, we have no idea what you have competed in!

There are a few events on the horizon, we are looking at running another Motorkhana/Khanacross in the next couple of months, as soon as we have something confirmed, we will let you know. Watch this space!

We also have the Gippsland Rally ARC/VRC coming up in August. The actual event days are the 10th and 11th, but if you are available any time in the week prior we will have a job for you! Go to gippslandrally.com.au and register as an official and come and have some fun with the CCRMIT organizing crew. There is also a lot of stuff that goes on in the previous couple of months, if you would like to help and see another side of events. Just get in touch with me or one of the other directing team if you want more info.

Bernard

Phillip Island 6 Hour relay

In sad news for the Regularity regulars, the Phillip Island event has been cancelled for 2024. Due to falling numbers, the event was no longer financially viable to run, so the organisers have pulled the pin.

There are several other events in the 2024 calendar that are similar, and Rick is looking into the pros and cons of organising a team of cars for one of them.

Please contact Rick on 0413 458 729 if you have any brilliant ideas, or would like to be involved

Watch this space!!!!

Calendars that I can find

VCAS autocross rounds –

- R3 - Ballarat on Sunday 4th May
- R4 – Unknown location 19th May
- R5 – Swan Hill – 2 days 15th/16th June
- R6 – Boisdale – Day/Night 20th July
- R7 – Unknown location 18th August
- R8 – Mooroopna 8th September
- R9 – Unknown location 13th October
- R10 – Geelong 17th November

More details can be found at <https://www.vicclubautocrossseries.com/>

Rallies –

- 6th April - Rally Presentation 2023 season - Manningham Hotel
- 20th April – VRC2/VCRS2 Ada River Rally - Noojee
- 3rd May – Social tour of 1987 high country trial - Omeo
- 11th May – Stage 1 Rallysprint - Whroo
- 18th May – Autumn Glory tour of NE Victoria - Albury
- 25th May – VCRS 3 Moonlight Meander - Korweinguboorra
- 22nd June – VCRS 4 Nissan Nightmoves - Heathcote
- 21st July – North Eastern Rallysprint - Stanley
- 27th July – Down the Drains???? - Pakenham
- 9th/10th August – ARC/VRC3 Gippsland Rally - Heyfield
- 4th September – Sunraysia Safari Southern Cross - Wentworth
- 7th September – Sunlit Saunter - Gisborne
- 21 September – VRC4/VCRS5 Valley Stages Rally - Yarra Glen
- 12th October – Shell Two Day Trial - Bendigo
- 20th October – VRC5 Akademos Rally - Alexandra
- 26th October – Bagshot Rallysprint - Bagshot
- 23rd November – Southern Classic Rally - Gallipoli Park

More details can be found at <https://vicrally.com.au/>

Vic Hillclimb Championships –

21st April – PIARC	-	Bryant Park
19th May – Mini Club of VIC	-	Rob Roy
1st/2nd June – Ballarat Light Car Club	-	Mt Leura
10th/11th August – Ararat Car Club	-	One Tree Hill

More details can be found at <https://www.hillclimbvic.com.au/>

INFORMATION FROM MA

Dear Clubs,

I am emailing you in regards to Calder Park Raceway who has officially been granted a track licence to host sprint activity. Calder Park is also working towards a "Category B" Track Licence in order to facilitate circuit racing in the near future.

To facilitate your planning, I am pleased to present the indicative hire cost details for various levels of activity at Calder Park Raceway:

National Circuit

Track Hire Cost: \$8,000 - Weekday

Ideal for club races, practice sessions, and smaller gatherings.

Private Hire

Track Hire Cost: \$12,000 - Weekend day

Perfect for exclusive club events and private practice sessions.

Hire for a (Public) Ticketed Event

Track Hire Cost: \$15,000 – Weekend day

Designed for ticketed club events, exhibitions, or private functions.

National Events

Track Hire Cost: \$21,000 – per day

Tailored for larger national and regional motorsport events.

If you are interested in booking any of the above activities or have any questions, please feel free to reach out to Rowan Harman at management@janeracing.com.au or on 0412 166 976.

I look forward to seeing increased activity at this venue!

Kind regards,

Daniel Gorgievski

Ensuring safety - new self-extraction requirements in 2024 and 2025

All Motorsport Australia licenced competitors will be required to self-extract from their vehicles in 10 seconds or less from 2025 and beyond, with a 15 second limit in 2024.

In line with advice from the Motorsport Australia Risk and Safety Committee, and FIA standards, the phased introduction will provide competitors with the opportunity to practice the best way to self-extract themselves from their vehicles before being tested at events.

In 2024, competitors will initially be required to self-extract in 15 seconds as part of a staged introduction of the new requirement, before the 10 second limit is mandated on 1 January 2025.

KEY POINTS TO NOTE

- From 1 January 2024, competitors will be required to be able to self-extract from their vehicle within 15 seconds
- From 1 January 2025, that limit will reduce to 10 seconds as part of our phased introduction of this requirement
- Tests will be conducted at events throughout 2024
- Competitors may be required to complete the test more than once if the competitor competes in different vehicles

This requirement will not apply to those competitors competing in categories that already have a shorter extraction time listed in their regulations, with the lesser time taking precedence.

Motorsport Australia has implemented the requirement to ensure competitors are trained and ready if they are required to self-extricate during an emergency situation.

A number of tests were conducted at events across disciplines in 2023, with competitors tested averaging well below the 10 second requirement.



The ability to self-extract from a vehicle is an important part of motorsport safety in line with international guidelines being used around the world. This is important as in the event of a serious incident time is crucial. The tests conducted at events around Australia in 2023 saw competitors average well below 10 seconds, highlighting that for most competitors this will not be a significant challenge. For example, at a state circuit racing event where competitors were tested this year, the average time of self-extraction was 8.45 seconds, and the slowest time recorded was 11 seconds.

Like anything, the more practice competitors get at self-extraction, the better they will become. This is also something people can practice at home or at the workshop without adding any additional testing costs, as competitors need to belt themselves in wearing full race gear and practice the best way to exit the vehicle.

When it comes to fire and other leaks or issues, a quick self-extraction is key to surviving and minimising or preventing serious injury. Practicing self-extraction will provide some muscle memory and improved reaction times that competitors can rely on should they ever find themselves in an emergency situation.

Our officials and staff will be very happy to work with those who may not initially be able to meet this goal to ensure they can understand how to meet the requirement and self-extraction requirements.

For more information and a list of frequently asked questions around the change, head to motorsport.org.au/selfextraction



New licence structure for Motorsport Australia Coaches

Motorsport Australia has introduced a new licensing structure for coaches, aimed at enhancing the development of drivers at all levels of motorsport.

Recognising the pivotal role of coaches in mentoring both new and existing drivers, this free initiative establishes a structured approach to training and accreditation.

The free program offers two levels of coaching accreditation: Coach and Senior Coach. Coaches are responsible for training drivers in advanced driving techniques, safety knowledge, and improving overall performance. Coaches can apply for a licence through the [Member Portal](#) or [via the form](#) and **must complete an Online Coaching Module after obtaining a Working With Children Check.**

Senior Coaches, who must already hold a Coach licence, will receive additional training [through a webinar series](#). Their role involves leadership in coaching activities, including the planning, execution, and mentoring of other coaches.

To further enhance the quality of motorsport training, Observed Licence Test (OLT) Assessors will also undergo a revised accreditation process. Existing OLT Assessors will need to reapply for their licence. These assessors play a crucial role in evaluating drivers for Circuit, Rally, and Off Road licences. The accreditation process for OLT Assessors includes obtaining a Coaching Licence and demonstrating experience as a competitor

As part of developing the Motorsport Australia coaching program, a comprehensive range of resources will become available to support individuals in all roles. Additionally, a Register will be introduced to assist drivers in finding Motorsport Australia-approved OLT Assessors, coaches, and organisations.

Actions for Coaches

Step 1 – Apply for a Coaching Licence via the [Member Portal](#) (my applications tab), or submit [an application form](#);

Step 2 – Apply for a Working With Children Check (WWCC);

Step 3 – Complete the Online Coaching Module (accessed through the Training Tab within the [Member Portal](#))

Actions for Senior Coaches

Step 1 – Attain a Coaching Licence;

Step 2 – Apply for a Senior Coach licence via the [Member Portal](#), or by submitting an [application form](#);

Step 3 – Register and attend a minimum of one (1) [Senior Coach Webinar](#)

Actions for OLT Assessors

Step 1 – Apply for a Coaching Licence;

Step 2 – Apply to become an OLT Assessor

Coaches and OLT Assessors are required to obtain their licences by Monday 1 April, to continue in their roles. Existing OLT Assessors must also reapply for their endorsements by this date.

[For more information on the new structure and application process head to our Coaching hub.](#)

You can also call our Membership Hotline on 1300 883 959 or use the Member Portal live chat if you have any further questions about these changes.



Changes to Safety Harness Requirements

Motorsport Australia has finalised its review of the application of Safety Harnesses in Club Level Speed Events.

The review concluded that the Safety Harness requirements for club level speed events changed in 2020, along with changes to the NCR, which had an inadvertent effect to the criteria for club level speed events.

Motorsport Australia has decided to change Schedule I and revert the Club Level

Speed Event requirements to those that were in place prior to 2020.

For club level speed events, the use of a Level C Safety Harness (otherwise known as a road car lap sash seat belt), as described in Schedule I, **will be the minimum requirement for an automobile in a Club Level Speed Event**, except where otherwise required to use a Frontal Head Restraint as detailed in [Schedule D - Apparel](#).

In short, eligible production automobiles for club level speed events will be able to use the standard lap sash seat belt as fitted to a road going production automobile.

[View the updated Schedule I - Safety Harnesses and Window Nets](#)

Motorsport Australia is committed to safe motorsport and recommends competitors consider their own safety.

Random Shit sent to me by Barry..

<https://www.facebook.com/watch?v=1029030411575862>

<https://www.mcnews.com.au/see-the-moment-that-a-dakar-rally-e-bike-snaps-in-two/>

<https://www.facebook.com/share/v/C1p8uv8LTZ9CW1oR/?mibextid=HSR2mg>

<https://www.facebook.com/share/r/D8KaSRMGo5RiuLBC/?mibextid=jaSYs6>

<https://www.news.com.au/sport/olympics/most-genius-trick-the-olympics-have-ever-seen-goes-viral/news-story/ad06a763012b52a43c613adc90dbc8e5>

<https://www.news.com.au/finance/money/costs/pay-for-what-you-use-suv-parking-warning/news-story/5d6a0369b040180bd764ceba4f56a1b6>

United Fuel

<https://www.seniorsonline.vic.gov.au/united-fuel-discount-card>

<https://fb.watch/mdjCF-QsTu/?mibextid=HSR2mg>

<https://fb.watch/modBhrqSYV/?mibextid=HSR2mg>

<https://fb.watch/maBiITnpPy/?mibextid=HSR2mg>

<https://www.facebook.com/reel/306937758584406?sfnsn=mo&mibextid=jaSYs6>

<https://fb.watch/mPtH00wAl2/?mibextid=HSR2mg>