

THE BLOWER

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



Next Club Night:

Still waiting....

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:

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

Harry Bates having a big go at the Gippsland Rally



The 2017 Committee & Representatives:

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Presidents Waffle

The car club is still ticking along, and hopefully everybody is happy with what we are doing. If you aren't, or think you would like to have some input, come along to the Christmas Hillclimb and lunchtime AGM and get yourself on the committee.

We do have at least one vacancy, with Wayne Roffey retiring from his position as the State Council delegate. If anyone would like to put their hand up, we would love to have someone new come on board. The State Council meetings are on zoom I believe, so its not like it is a large time/travel commitment. All other committee positions will also become vacant, so if you would like to contribute in some small way to the running of the club, let us know!

The CCRMIT Christmas Hill Climb at Bryant Park in Newborough, Sunday 20th November is all go. Keep the date free for a great fun time blasting around this fun bitumen track. Bring your daily driver, bring your rally car, bring your motorised shopping trolley. As long as it meets a pretty easy criteria, and isn't leaking oil, you will be good to go.

This will be a speed event, so will require helmets.

Passengers over 12 will be allowed, but will have to sign on. This event will also be the CCRMIT "George Derrick" for 2022, and some runs will be timed. If you check the Regulations attached, you will see how to become the 2022 George Derrick winner, and go into the club history.

Come'n'Try licences will be available for people who have no MA licence.

This event will cost the club a pretty penny to put on, and we are going to keep it closed to club members only (lots of track time) so please keep the date free and come along if you can... bring your mates, your kids, whoever you can. They don't have to drive fast, just have a great time.

We will supply a bbq lunch....with water, snags and hamburgers.

We have a bit of content this month provided by club members, so please have a read and if you enjoy their scribblings, please get on board and write something yourself and send it in to me.

Bernard

2022 CCRMIT AGM

Please be advised that the CCRMIT AGM for 2022 will take place on November 20th at the Christmas Hillclimb event (Bryant Park, Newborough) at Midday. Financial statements and other information related to the running of the club will be distributed to the membership in attendance.

6 Hour Regularity Phillip Island

It's a wrap

The weather was amazing and very kind to not start raining until 4.30 Sunday. I believe all drivers had a good time and everyone had a story to tell, be it being cut off by a dive bomb car to them immediately see the car go off on the grass or who's car rolled into the pits with a blown motor .. oh that would be me!

My thanks to Ange and Mark for the all-day food and to the Team Managers who kept the cars on the track and all drivers who made it a great weekend with a can do attitude !

We had a range results - a surprise 6th outright for **Doghouse** closely followed by **Shake n Bake** 9th outright with **Wreckens** and **Captain Risky** having fun with 21st and 36th respectively.

Hope to see you next year !

Rick



2022 VICTORIAN 6 HOUR RELAY PRELIMINARY RESULTS



TEAM NUMBER	TEAM NAME	NUMBER OF DRIVERS	GOAL LAPS	ACTUAL LAPS	BONUS LAPS	PENALTY LAPS	LOST LAPS	IMPOSED PENALTY LAPS	ACHIEVED LAPS	RESULT
1	34 Just Regular Guys	4	351	132	205	0	0	0	337	27192.00
2	1 Panorama Mountain Men	6	351	134	374	1	0	0	507	25125.00
3	19 RACES 2	5	343	131	136	0	0	0	267	17947.00
4	6 Mini Works Team	4	343	132	84	0	0	0	216	11220.00
5	23 MUCC PRO AMS	4	344	130	157	1	0	0	286	10270.00
6	26 Doghouse	4	346	131	61	0	0	0	192	8122.00
7	24 MUCC Country	4	351	131	143	1	0	2	271	4716.00
8	31 GRUMPY RACING VICTORIA	6	338	130	170	4	0	0	296	4446.00
9	27 Shake n Bake	5	350	131	199	7	0	0	323	3275.00
10	2 abRANDS	3	350	136	175	7	0	0	304	2992.00
11	13 Beauty & the Beasts	4	345	132	212	6	0	5	333	2343.00
12	3 TSOA Triumph Racing	6	349	132	147	8	0	0	271	2170.67
13	33 NSW Road Racin Club	6	341	129	245	13	0	2	359	1983.38
14	30 86's WERE NOT	6	340	127	43	2	0	0	168	1862.67
15	16 Team Wild Dog	5	351	136	230	16	0	0	350	1848.00
16	18 RACES 1	4	353	133	129	17	0	1	244	910.00
17	21 Gutter Rat Racing	5	348	131	225	38	0	0	318	759.13
18	22 Austin 7 Club S.A.	4	338	132	215	37	0	1	309	731.08
19	7 Money Sponge Motorsport	5	339	131	241	50	0	8	314	537.32
20	29 OH What a Feeling	6	354	126	98	13	1	10	200	515.63
21	28 Wreckens	4	335	125	87	21	0	0	191	500.00
22	8 Intrepid Racing Team Holloway	6	337	130	74	21	0	0	183	443.18
23	15 Team Rev Crew	4	368	125	203	36	2	21	269	432.62
24	11 Diff Racing	5	327	129	203	79	0	3	250	317.06
25	20 Tango Malango Racing	4	354	137	281	125	0	0	293	306.62
26	14 SAC Racing	4	342	133	195	85	0	0	243	303.12
27	12 Lotus Mostly	5	326	123	87	36	0	2	172	277.54
28	36 CAMSHAFTERS	5	332	126	141	92	0	0	175	192.39
29	32 GRUMPY MOTORSPORT	6	335	125	159	104	0	0	180	190.48
30	10 High Maintenance	6	356	135	152	115	0	10	162	163.93
31	17 Bumper Huggers	5	340	130	119	98	0	1	150	156.00
32	35 TWIN CAMSHAFTERS	6	339	124	159	134	0	0	149	146.96
33	4 Vulgarilla	6	306	121	219	227	0	1	112	116.24
34	9 The Dream Alliance	4	323	126	188	258	0	0	56	91.95
35	5 VCBG 7s	6	353	135	150	291	0	10	0	67.50
36	25 Captain Risky	4	340	127	16	144	0	4	0	14.49
37										

It's a Numbers game!

Well I guess numbers are important but also you have to know what to count as well. Let me explain myself, lets start by going back a few years, well quite a few. I have been doing the equipment now for what seems 20 years (a few breaks inbetween) but then thinking about it it's probably been 25 years. It started out with a piece of paper, now what do we need, 14 "M" boards, 14 clocks, some caution boards and The Grease Trap (for the un educated, the BBQ).

The years progressed to computers and so did the start of the spread sheet. The humble beginnings of a single sheet with maybe 5 columns and 25 rows. This years ARC had me printing off 20 sheets with 63 columns and 101 rows. 3 full 6'x4' trailer loads, 2 with cages stacked high. Oh yeah and that was just what left my house, then there is the radio trailer, the 6 dunnies, generator, light towers, various cars full of gear and the Motorsport Australia container.



Go back about 6 months when the spread sheets starts out with the first column being filled out with rows of all the course cars, (there are 20 of them including MIV's , ARC car, zero's, 5 x Advance cars and Recoveries etc.) Then in goes all the stage starts & stops, time controls, services, testing regroupes blah blah blah, next thing we are at row number 101. Then the columns of gear, 8x columns for Reccy set up, 45x for stage gear, Spectator point gear, Toilets etc, Then working out what can be reused from Saturday to Sunday and lots more of head space stuff like stocktake of what we have and the maths of what to get

etc.



Usually a week before I have a visit from my dedicated packers, Peter Davis, Peter Canals, Barry Collins (usually Brother Ashley but this year we picked a week day to fit my work roster) Big thanks Guys always done with precision down to the last cable tie. This day is spent counting, grouping and packing numbers of boards, stakes, cable ties, etc into stage packs, Reccy groups, Spectator gear etc. Lunch then we pack it all into the trailers. I usually fill my car of all the gear that can't get wet like the hand held radio's, course cars lights etc.

They journey down to Heyfield behind 3 different cars, which then get unloaded and placed in groups for collection by various people. I must say the big shed this year was really good, being able to back the trailers in and unload in the dry and even better, then being able to unload the various car loads of gear from the stages Saturday and Sunday afternoon / nights. Thanks to those also who helped put radio's into course cars etc Friday afternoon and then on Saturday & Sunday sort and repack the trailers ready for the trip back to Melbourne.

It is a great feeling of camaraderie having everyone pitching in to help out, CCRMIT have always had a great group that really do a great job of every thing they do. It's great to be able to have a joke and a laugh (usually a someone expense, but always taken the right way). I always try hard to have some fun along the way because without a laugh the hard work would seem to be twice as hard. We always say the competitors have no idea how much work goes into running an event, hope they see a little bit of my side here and remember a little thanks goes a long way.(no use thanking Peter Davis thou because he forgets you have a short period later)(oops did Barry really say that).

Thanks for reading.



Brett Williams and Malcolm Cardwell receiving their awards for the 2022 George Woods Rally



Random Shit sent to me by Barry..

<https://fb.watch/cdV0a4l0vF/>

<https://www.supercars.com/videos/championship/remarkable-history-of-the-australian-grand-prix/>

<https://www.news.com.au/technology/mans-1993-toyota-corolla-car-hits-two-million-kilometre-milestone/news-story/2f09951cdcac40d225a088a907366ae6>

<https://fb.watch/cSKjgI1dZJ/>

<https://www.msn.com/en-au/sport/other/finke-desert-race-introduces-sweeping-new-safety-regulations-following-death-of-spectator/ar-AAxazxX?li=AAgfLCP>

<https://www.facebook.com/657644354/posts/10159150999424355/?sfnsn=mo>

<https://fb.watch/d3eoFhpebd/>

<https://www.facebook.com/100047146840374/posts/550546326526924/?sfnsn=mo>

<https://johnchow.com/ultimate-bachelor-pad-1-bedroom-house-with-30-car-garage-and-race-track-in-backyard/?fbclid=IwAR2rDA0NcR18x9nPsqN-B-vGxuXqbWBcZYpog-a7j96P9k2b1c5YIOief0>

<https://www.facebook.com/reel/271492188422798?fs=e&s=c>

<https://www.facebook.com/groups/227366055816373/permalink/387599153126395/?sfnsn=mo&ref=share>

<https://www.facebook.com/100051751904216/videos/253743800307719pe>

<https://www.msn.com/en-au/news/australia/father-and-daughter-survive-horror-crash-during-desert-race/vi-AAyDfO>

<https://www.news.com.au/technology/motoring/motoring-news/insane-price-for-ultimate-subaru-wrx/news-story/f8bd28413a88413e0d31d1a78d199d23>

<http://a.msn.com/03/en-au/AAYS0gr?ocid=se>

<https://www.youtube.com/watch?v=H5geti78xls>

<https://7plus.com.au/garage-41?episode-id=GARA01-001>

<https://fb.watch/d-mdA7zw74/>

<https://www.msn.com/en-au/motoring/news/the-british-aussie-battler/ar-AAZvA58?li=AAgfYrD>

<https://www.facebook.com/motorcyclepics/videos/2361773110519167>

<https://www.msn.com/en-au/news/australia/two-killed-in-motor-race-accident-at-rainbow-desert-enduro-in-victoria-s-north-west/ar-AA11rvf6?li=AAaeSy5>

https://carsandbids.com/auctions/3566bwRE/2006-subaru-impreza-wrx-sti?utm_source=weekly&utm_medium=email&utm_campaign=upcoming

<https://www.smythkitcars.com/product-page/subaru-impreza-wrx-ute-kit>

Rusty Gates Rally Sport

Going into the second last race for the season the points score was close with Gareth and I just ahead of Leonchini and King in the under 2 litre championship of the VCRS.

We knew we had to drop a round this year and so far our consistency was paying off with points scored in every round.

With the weather looking wet for the entire weekend we decided to give ourselves every opportunity to lock away the championship with a round to spare by fitting 4 brand new wet tyres for the valley stages.

Saturday afternoon saw us in the garage frantically ringing around to find a rear caliper and pads as the one on the car had snapped a slide pin.

As we were repairing the car the heavens opened up and we started to get more and more excited as the little Mx5 loves the wet weather rallies.



Everyone thought we were mad running the wet weather tyre on the rear of the car as the start of the rally was relatively dry.

Our first competitive stage was Mt Slide and we pulled a 6th fastest outright time, we were happy with that effort especially as it was an up hill stage.

Then Spraggs and Blowhard, Stage 3 – extremely wet, but we didn't realise how wet it was, we were treating the roads as if they were dry, credit to the wet weather tyres they were doing their job extremely well. We set the second fastest outright time only losing to Porter in the RX7- Mazda 1st.

Leoncini decided to punt his corolla off the road, this was motivation to keep pushing and stay in front of King.



We made it to service with a 4th outright overall for the first half and the tyres were holding up. We started the shortened Blowhard stage and that's when things started to go wrong.

We put it off the road at the first corner and something did not feel right, a couple of corners later and some extreme understeering and I said to Gareth "something's wrong I reckon we have a slow leak in the front right.

I asked Gareth "how far" he replied "5Km" I then told him to "hold on we are not stopping" we made it to the end of the stage with a completely deflated front right and as we rolled into the refuel area I was greeted by Andrew Thorpe frantically pointing at the tyre.

Andrew grabbed his rattle gun and jack and completed a speedy tyre change for us, as we left to start the second last stage we noticed Kings Corolla parked up, "yes I yelled" Gareth reminded me that all we had to do was finish and we have won our class and the championship. Did I listen, Yeah, but we were on a roll and I didn't back off even though the weather was getting worse.

We entered the stage in high spirits but that didn't last long as I was pushing too hard and ended up putting the back into an embankment then the front got dragged in and spat us on two wheels across the road and into the shrubs, we almost rolled.



The engine had stopped and so did my heart, “are you Ok I yelled to Gareth” the reponse was not what I was expecting, “ Bloody start it hurry up” he screamed at me.

I started the car the I got told “reverse come on” I selected reverse fearing that we may have been missing a wheel but the car backed up onto the road even though the steering wheel was crooked.

Then “Go Go Go” was being shouted so I took off with a crooked car and we finished the stage. We stopped on transport to asses the damage but my door would not open so Gareth jumped out and said “ Ahh its fine mate lets go stay in the car”

One stage to go and it was 37Km, my wrist was starting to hurt but Gareth reminded me “we just have to finish” so we pushed through the last stage at a reduced speed with a mangled car and wrist that was hurting with every gear change and made it to the end of the stage.



Slowly we transported back to the service park to find out that we had placed 6th outright and first in class, We were extremely happy, The car however will need quite a bit of work.



Its safe to say we were extremely lucky to finish with only minor injuries and a slight concussion, we have also accumulated enough points to secure the Class C (under 2 litre) championship for 2022, something I have been trying to achieve for 20 years.

Big Thanks to Gareth who has evolved into the best navigator I have ever had sit beside me, our ability to gel in the car has made this all possible.

Also big thanks to the Cameron for being the best service crew in his first year of helping out.

Finally thankyou to everyone at CCRMIT who has supported us and encouraged us over the journey, It means a lot to be part of this family.

David Gates



On behalf of the organising team I would like to thank the CCRMIT car club members who helped with the running of the 2022 Gippsland Rally in Heyfield. The event was well received by the competitors and the spectator points were full of hundreds of people who enjoyed the spectacle of the ARC and VRC back in Victoria.

It is a great achievement to step up to run a round of the Australian Rally Championship and I appreciate the long hours put in by all the club members to help make the event happen.

In particular I would like to thank the senior organising team from the club being Andrew Thorpe, Bernard Miron, Rick Thorpe, Peter Canals, Brett Williams, Ross Fraser, Michael Finger and Mike Twycross.

Those too from outside of the club taking on the other roles such as thankless task of Official Coordinator many thanks goes to Kerry & Mal Cardwell, and Lynn Cuttle who managed the competitors as entries secretary.

To all the stage officials, many who did both days thank-you. We had a great band of CCRMITers out on the stages in key and senior roles and all of you helped keep the stages running like clockwork.

We had a number of members also helping in course car roles such as the Bansagi's and Rabls and again your efforts over the weekend was appreciated.

History was made with Lewis Bates winning his first career ARC win and now with a back-to-back win in Adelaide he is leading the championship coming into the final round in Coffs Harbour which should be a tantalising finish to the 2022 season.

Our principal sponsor Wellington Shire Council is on-board for another 2 years and we are looking forward to growing the event and adding some new initiatives for 2023.

Mark your calendars for August 26-27 2023.

Andrew Roseman
Clerk of the Course





SUPPLEMENTARY REGULATIONS CCRMIT Christmas Hillclimb 2022

AUTHORITY: The Event shall be a CCRMIT CLUB Hillclimb conducted under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of Motorsport Australia, the Speed Event Standing Regulations, these Supplementary Regulations, and any Further Regulations or instructions that may be issued and shall be subject to a Motorsport Australia

This Event will be conducted under and in accordance with Motorsport Australia OH&S, Safety 1st, Legal and Integrity and Risk Management Policies, which can be found on the Motorsport Australia website at website at www.motorsport.org.au

EVENT: The meeting will be a Club Come and Try Hillclimb held at **Bryant Park, Haunted Hills, Bill Schulz Drive, Yallourn, on Sunday 20th November 2022**. The Event is stand alone and not part of any series or championships.

PERMIT: The Event will be held under Motorsport Australia Permit No 322/2011/05 which will be on display at the venue.

PROMOTERS: The event will be Promoted and Organised by the Car Club of RMIT Incorporated, PO Box 4066 Knox City Centre VIC 3152

OFFICIALS:

Clerk of the Course	Brett Williams	ID Number 1090450
Assistant Clerk of the Course	Bernard Miron	ID Number 9726547
Secretary of the Event	Andrew Thorpe	ID Number 1507538
Club Steward	Andrew Roseman	ID Number 1003826
Scrutineer	Brett Roffey	ID Number 887853
COVID-19 Checker	Bernard Miron	ID Number 9726547

Note that the above-designated officials will be considered the Judges of Fact for all matters pertaining to the event.

SCHEDULE: Documentation & Scrutiny: Will be conducted pre event via electronic means. Driver's Briefing: To be held via written notes distributed electronically before event. Runs will commence at 10am. The Event is expected to conclude by 4:00pm

ENTRIES: Entries will open on date of publication of these Regulations and close Sunday, 20th November 2022 @ 13:00 hours.

Entries are to be lodged with the Event Secretary via the following website link

<https://form.jotform.com/222967902765872>

Entry fees are to be paid via EFT to the bank details.

CCRMIT

BSB 063150

ACC 010047474

Reference to be <CHC, first Initial, surname>

Alternatively, payment can be made via cash or proof of EFT on the day

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au The Promoters reserve the right to stipulate the number of entries for the Meeting, and select entries in excess of such number at their absolute discretion.

The maximum number of entries may be 100, accepted in order of receipt.

ENTRY FEES:

<p>Come & Try For drivers over 16 without a MA licence. Come & Try Level 1 licence included. Includes 1-year complementary CCRMIT membership if not a CCRMIT member.</p>	<p>\$100 per driver</p>
<p>Existing Motorsport Australia licence holder For CCRMIT members or members of other clubs who hold a Speed or Speed J (16 or older) or higher. Includes 1-year complementary CCRMIT membership if not a CCRMIT member.</p>	<p>\$100 per driver</p>

VEHICLES:

- a. All vehicles must comply with Schedule A and Group 4H of the current Motorsport Australia Manual.
- b. All vehicles will undergo a self-scrutiny safety check by the entrant prior to participation. This is signed off on line by the entrant to deem the vehicle as safe to compete. With an emphasis on brakes and seatbelts. Cars must also be free of loose items.
- c. Vehicles must be adequately muffled to comply with noise restrictions
- d. Fuel must comply with Schedule G of the current Motorsport Australia Manual.
- e. The Clerk of the Course will have the final say on whether a vehicle is deemed eligible to participate.
- f. All passengers, including those who have signed an Entry Form, must sign the appropriate Passenger ride Form.

PASSENGERS: This Event will include a Motor Sport Passenger Ride Activity (MSPRA) which shall be run under and in accordance with the Motorsport Australia MSPRA Policy. An inexperienced driver (either junior or an adult), may carry an experienced passenger, or an experienced driver may carry a junior or inexperienced adult passenger. Passengers must be at least 12 years of age.

COMPETITION: Official runs will commence at 10:00am on Sunday 20th November 2022. The track may be available for untimed, unofficial Runs during the day. No practice times will be recorded or issued as results from the event other than cars competing in the George Derrick Memorial Club Event.

RESULTS AND PRIZES: The George Derrick Memorial Club event will be held during the running of this event. For competing cars times will be taken in the afternoon session after the lunch break for 3 consecutive runs in the same vehicle. Prizes are as follows

Lowest average time of the 3 runs: 1st, 2nd and 3rd Place

Fastest time of the 3 runs: 1st, 2nd and 3rd Place

Junior (16-18) lowest average time of 3 runs: 1st Place

Trophy's may be awarded at the conclusion the days competition

COMPETING CARS: Competing vehicles must be kept in the paddock area during the running of the meeting. Competitor's trailers must be parked in the designated trailer park, which is immediately to the north of the paddock area. Cars will be lined up in a first come first run fashion with cars being called into start position for runs via marshals.

REFUELLING: Refuelling must be carried out on either a concrete or grassed area – REFUELLING IS NOT ALLOWED IN THE ASPHALT PIT AREAS.

EXCLUSION: Individuals behaving in a manner deemed to be inappropriate or prejudicial to the sport by the Clerk of the Course will be excluded from the Event.

ABANDONMENT: The Organiser reserves the right to postpone, abandon or cancel the Event in accordance with the NCR's of the current Motorsport Australia Manual.

PROTESTS: Any protests must be lodged in accordance with the NCR's of the current Motorsport Australia Manual.

ALCOHOL, DRUGS AND OTHER SUBSTANCES: The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au. Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au