

IN GEAR



September 2014

A BI-MONTHLY MAGAZINE FOR
CERBERUS CAR CLUB MEMBERS

CERBERUS CAR CLUB INC

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If you have any queries regarding the club – big or small – please contact a committee member to discuss them

Meetings of Cerberus Car Club are held on the first Wednesday of every month at Daisy's Hotel – 6 Mount Dandenong Rd, Ringwood (just off Eastlink).

Members are welcome to grab a meal and a beer before heading into the function room for an 8pm start.

YOUR ARTICLE IS NEEDED!

We welcome your contribution to In Gear. Please ensure your article is given to the Editor at or before each general meeting, or mailed to the below address.
Magazine Email – annemaree.dougherty@gmail.com or PO Box 279 Melton VIC 3337

You can also find us online at:

WEB: <http://www.cerberuscarclub.com.au>

FACEBOOK: <http://www.facebook.com/cerberuscarclub>

TWITTER: http://www.twitter.com/cerberus_cc

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E-GROUP

Our members communicate on our e-group, which can be found at:

http://sports.groups.yahoo.com/group/cerberus_car_club

Apply to join and identify yourself as this group is only open to members

PREZ SEZ

Seems like forever since I've been to a club meeting and the September meeting saw no change to that. Was on holidays last meeting and was away working interstate last week as well.

All this working interstate, holidays and my daughter's wedding distracted me a bit from keeping my finger on the pulse of the club and with other committee members tied up with the Goldfield event, we lost a little focus these last couple of months. Well, we're back 😊 and all renewed for the end of the year.

First off congratulations to Paul and the team for a well-run Goldfields Intro Trial. The feedback has been very positive and was to a standard that some VCRS events should aspire to. Next year's Goldfields has been applied for and we will run it as an intro again rather than a higher level event and see how we go. This event achieved what we aimed for in that it got some club members involved on the organising team who had not officiated at that level before. Anybody who wishes to come on board and get the experience next year should contact Paul to register their interest.

One bad thing that all these distractions did do was distract us from organising the 50th celebration planned for October properly. Pauls sent emails out last month for EOI from those that may wish to attend and got 2 responses. The committee has decided that we will have our 50 years celebration at our traditional January celebration. Don't fall over Craig and Jeanette, we will be sorting a location (we think). We will announce next month where and when, but it will be January, usually around the time school resumes, so please keep that in mind when planning your Christmas adventures. It would be great if those that wish to attend some sort of event could contact me so we can get it planned.

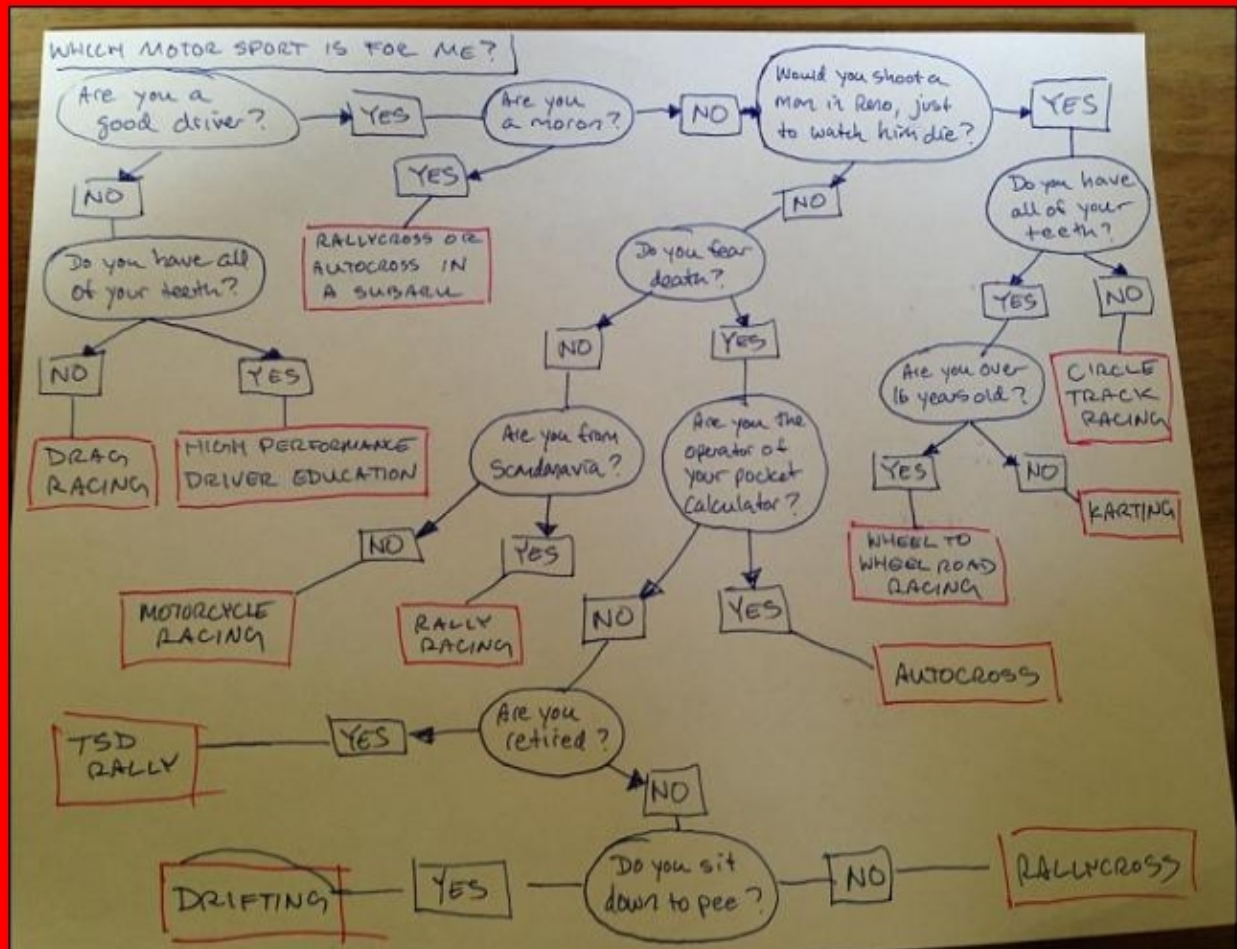
We will still go ahead with our Come & Try Hillclimb. We feel this is a good event to run annually and will run it every year if we can. All those without dirt cars can come out and have a clean day 😊. For those with dirt cars, just bolt on some tyres for the back stuff and come and play. Supplementary Regulations will be out very soon, keep an eye out on our website and Facebook page. **The date you ask? October 11.**

This magazine will also progress now. As social media and the web have taken over, less people rely on their club magazines and that has meant less contribute to fill the pages of the magazine. At our recent committee meeting we decided that the main purpose of In Gear now should just be as a newsletter, reminding members about what is coming up. This will make for less stress for the editor as all that is required will be a report from the President, calendar updates and reminders about up & coming events. The club website will become the focal point as we move on. The Facebook page has also proved a valuable way of getting information out to members, but we do acknowledge there are some out there who do not wish to use that medium.

Mark

Which Motorsport Is For Me?

Via BMSC



Editor's Note:

Upon close inspection, I've discovered some of you are in the *wrong* kind of Motorsport. Thanks for the contribution Mark, this was enlightening!

WHAT RALLY CO-DRIVERS DO!



What my Friends think I do



What my Mum thinks I do



What Society thinks I do



What my Driver thinks I do



What I think I do



What I really do!

Editor's Note:

Thanks for sending this through for the mag Alan. Naturally, I'd like to think I do A LOT more of 'What I Think I Do' than I actually *do* ...

2014 VRC – SUMMARY OF THE FIRST 3 ROUNDS

CCC ran a stage of Round 1 of the George Derrick. Cerberus Car Club is once again competing en mass in the Victorian Rally Championship, with some awesome results to date from club members. Justin Dowel has had some great results in the Mitsubishi EVO X and Jason Whittaker is certainly one to watch this year, putting in some very quick stage times to date.

ROUND 1 - GEORGE DERRICK

Justin Dowel (CCC)/Scott Spedding (NECC)
Mitsubishi Lancer Evo X
1st O/R

Luke Sytema (HRA)/Adam Wright (CCC)
Ford Escort Mk 2
3RD O/R

Dean Hubbert (CCC)/Tarnya Hubbert (CCC)
Ford Laser GL
23RD O/R

Jason Whittaker (CCC) /Glen Jagger (BAC)
Subaru WRX
27th O/R

Joseph Peile (CCC)/Jessica Trewin (CCC)
Nissan Pulsar GTi
DNF Rollover SS3

Rob Davis (CCC)/ Kim O'Halloran (NCCA)
Nissan Sunny GTi
Lost Power SS2

ROUND 2 - MARYSVILLE MARATHON - VRC

Justin Dowell (CCC)/Scott Spedding

Mitsubishi Lancer EVOX

1st OR

Franco Liucci(CCC)/Gavin Niall

Mitsubishi Lancer EVO6

2ND O/R

Luke Sytema/Adam Wright (CCC)

Ford Escort

6TH O/R

Rob Davis (CCC)/Kimberley O'Halloran

Nissan Pulsar

DNF ELECTCL

Ashley James(CCC)/Brett Williams(CCRMIT)

Toyota Corolla

13TH O/R

Jason Whittaker (CCC)/Glen Jagger

Subaru WRX

17TH O/R

Dean Hubbert/Tanya Hubbert

Ford Laser

33RD O/R

ROUND 3 - EAST GIPPSLAND STAGES

Ashlea James (CCC)/Brett Williams (CCRMIT)

Toyota Corolla

7TH O/R

Jason Whittaker(CCC)/Glen Jagger(BAC)

Subaru WRX

15TH O/R

Justin Dowel (CCC)/Scott Spedding(NECC)

Mitsubishi Lancer Evo X

25TH O/R

Franco Liucci(CCC)/Niall Gavin (CCRMIT)

Mitsubishi Lancer Evo V

DNS Gbox



As flagged at the last Cerberus Car Club Meeting, Rally Victoria is not applying for an event in 2015 due to insufficient backing. After five years straight it is a great disappointment that this year's event will be the final running of Rally Victoria in this string of successive events.

We have worked hard to put on a quality event within all the administrative constraints of the ARC and provided competitors a fantastic road event in a friendly atmosphere with the highest safety standards possible, to which end I believe we have been successful and delivered well beyond our budget and weight.

That said, we still have this year's event to happen on November 14/15 and planning is well advanced, but we need help in all areas of Officialing and administration to ensure the event goes off successfully and leaves a legacy for the club to be proud of in our 50th year.

The event will again be running out of Lardner Park and forest competition taking place in the Powelltown /Noojee forests on Friday afternoon and Saturday. Lardner will be especially busy on Friday hosting the Armour All Shootout & Power Stage for the ARC Outright Cars followed by the VIP Ride and Media Day and then two runs of a Super Special as they return from the Forest early evening.

Tom has again volunteered to coordinate the Service Park and all the ancillary activities that take place around it but needs to assemble a small army of helpers to carry it off. If you can help please offer your assistance as to him early as possible.

Alan Mackay
Event Manager & Clerk of Course
Rally Victoria
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Web: www.rallyvictoria.com.au
Phone: (03) 5968 8105
Mobile: 0427 395 536

Sec Sez

Well here is another attempt at writing a Sec Sez, for the club mag, plenty has happened since the last Sec Sez.

The Goldfields Intro Trial has been run, very successfully, which couldn't have happened without the continued support from you guys, the club members. Due to the success we have calendered the event again for next year.

There have been some changes to the proposed club 50th celebration, with that looking like happening at the end of the year, but the come and try day at Haunted Hills will still run in October, so make sure you get your entry in for that, its a lot of fun.

There is a few rallies and autocrosses left in the year, I am hoping to have the Falcon back out soon to join the fun with you all. Maybe one day it might actually have brakes!

In the mean time make sure you get down to Daiseys on the first Wednesday of every month at 8pm for the club meeting. Numbers have been very good and it is also \$15 parma night, so get there a bit earlier and join us all for dinner!

Sean



CELEBRATING 50 YEARS OF MOTORSPORT!!

SAVE THE DATE!

So we have settled on a 50th Anniversary celebration spread over two big events. The first will be a "Come & Try Day" Event held at the Morwell Hillclimb Track at Haunted Hills on Saturday, October 11 2014

A Come & Try Event means that all you require to have a go, is a Day Licence and Club Membership. There will be no dirt, just plenty of fun tarmac to have a fang on! Bring your road car if you prefer! But do come along, it will be a fantastic weekend.

The 50th Anniversary Dinner has now been moved back, while we attempt to locate as many past members of the club as we can. The venue is to be advised, however we have loosely planned this for the end of January period in which we usually have our Christmas Party. We will be sure to let you all know of the venue and festivities once they have been hammered out.

In the meantime though ...



WE NEED
YOUR HELP

WE ARE TRYING TO LOCATE AS MANY PAST CLUB MEMBERS TO COME AND JOIN US AT THE CERBERUS 50TH BIG BASH. IF YOU HAVE ANY CONTACT DETAILS – PHONE, EMAIL OR ADDRESS OF ANY PAST MEMBERS COULD YOU PLEASE LET ALAN OR PAUL KNOW ASAP !



NAVIGATOR'S COURSE

From: **Rhianon Gelsomino** <rhianongelsomino@gmail.com>

Date: Tue, Aug 12, 2014 at 5:01 PM

Subject: Co-driver Training Course

To: mark.hallowell@gmail.com

To Mark & Club,

I hope this finds you all well and enjoying the season.

I am writing this email with an idea for the car club which you may or maybe not be of interest to you.

My husband Alex Gelsomino and I have been doing co-driver training in both the USA and Australia and have offered a variety of courses to up-coming or experienced co-drivers.

We will be in based in Wedderburn, Victoria for the month of December and would like to offer your club the opportunity to run a two hour co-driving course. This course would cost members \$99 each and would cover many aspects of co-driving which we can go into further if you have any interest. Both co-drivers and drivers would be welcome to attend.

To make this feasible for us we would need a minimum of 10 people to commit and attend the course. We would run it on a week night from approx 6pm - 8pm depending on what suited the people.

If you have any interest and would like more information please let us know.

Thank you

Kind Regards

Rhianon & Alex Gelsomino

Top Fuel Dragster Facts

Contributed By Alan M.



- * One dragster's 500-inch Hemi makes more horsepower than the first 8 rows at Daytona.
- * Under full throttle, a dragster engine consumes 1 1/2 gallons of nitro per second, the same rate of fuel consumption as a fully loaded 747 but with 4 times the energy volume.
- * The supercharger takes more power to drive than a stock hemi makes.
- * Even with nearly 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into nearly-solid form before ignition. Cylinders run on the verge of hydraulic lock.
- * Dual magnetos apply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- * At stoichiometric (exact) 1.7:1 air/fuel mixture (for nitro), the flame front of nitro methane measures 7050 degrees F.
- * Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing [exhaust](#) gases.
- * Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression-plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting off its fuel flow.

* If spark momentarily fails early in the run, unburned nitro builds up in those cylinders and then explodes with a force that can blow cylinder heads off the block in pieces or blow the block in half.

* Dragsters twist the crank (torsionally) so far (20 degrees in the big end of the track) that sometimes cam lobes are ground offset from front to rear to re-phase the valve timing somewhere closer to synchronization with the pistons.



* To exceed 300mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. But in reaching 200 mph well before 1/2 track, launch acceleration is closer to 8G's.

* If all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs \$1000.00 per second.

* Dragsters reach over 300 miles per hour before you have read this sentence.

* Top Fuel Engines ONLY turn 540 revolutions from light to light!

* The redline is actually quite high at 9500rpm

* To give you an idea of this acceleration, the current TF dragster elapsed time record is 4.477 seconds for the quarter mile. This means that you could be coming across the starting line in your average Lingenfelter powered "twin-turbo" Corvette at 200 mph (on a FLYING START) and the dragster would BEAT you to the finish line FROM A DEAD STOP in a quarter mile distance!

Did you know ...

... that the nitro methane-powered engines of NHRA Top Fuel dragsters and Funny [Cars](#) produce approximately 7,000 horsepower, about 37 times that of the average street car?

... that one cylinder of the eight cylinders of a Top Fuel dragster or a Funny Car produces 750 horsepower, equaling the entire horsepower output of a NASCAR engine?

... that an NHRA Top Fuel dragster accelerates from 0 to 100 mph in less than .8-second, almost 11 seconds quicker than it takes a production Porsche 911 Turbo to reach the same speed?

... that an NHRA Top Fuel dragster leaves the starting line with a force nearly five times that of gravity, the same force of the space shuttle when it leaves the launching pad at Cape Canaveral?

... that an NHRA Funny Car is slowed by a reverse force more than seven times that of gravity when both parachutes deploy simultaneously?

... that NHRA Top Fuel dragsters and Funny Cars consume between four and five gallons of fuel during a quarter-mile run, which is equivalent to between 16 and 20 gallons per mile?

... that NHRA Top Fuel dragsters and Funny Cars use between 10 and 12 gallons of fuel for a complete pass, including the burnout, backup to the starting line, and quarter-mile run?

... that NHRA Top Fuel dragsters can exceed 280 mph in just 660 feet?

... that from a standing start, NHRA Top Fuel dragsters accelerate faster than a jumbo jet, a fighter jet, and a Formula One [race](#) car?

... that a fuel pump for an NHRA Top Fuel dragster and Funny Car delivers 65 gallons of fuel per minute, equivalent to eight bathroom showers running at the same time?

... that the fuel-line pressure for NHRA Top Fuel dragsters and Funny Cars is between 400 and 500 pounds, about 20 times greater than the pressure on passenger-car fuel pumps?

... that depending on size and angle, the large rear wing on an NHRA Top Fuel dragster develops between 4,000 and 8,000 pounds of down force?

... that the 17-inch rear tires used on NHRA Top Fuel dragsters and Funny Cars wear out after four to six runs, or about two miles? Some brands of passenger-car tires are guaranteed for 80,000 miles.

... that it takes just 15/100ths of a second for all 7,000 horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels?

... that the nitro methane used to power the engines of NHRA Top Fuel dragsters and Funny Cars costs about \$30 per gallon?



Sources: NHRA Communications and Technical Departments, NHRA race teams, motorsports equipment manufacturers (and boostedpimp)

GOLDFIELDS INTRO TRIAL

JULY 12 2014



Paul and Tom in a map huddle!



Hmm ... this will be a most interesting junction for competitors and organisers alike!



Tulips have been drawn, re-drawn, translated to print and then re-drawn again as we work hard to deliver a challenging and well-instructed event for Intro competitors

Tom and I spent a few weekends in April at Dunolly writing the road book for the Goldfields Intro Trial. Writing a route chart from scratch for the first time has been a really interesting task for the both of us and we've learnt a lot by looking at an event through a different set of eyes.

We expected this event to be really well received by everyone. Challenging, varied stages through state forest, a couple of interesting speccy points and a town who throw their support behind the event all make for a fantastic Intro Rally.

The CCC Committee put a lot of effort into making sure we had thought of everything. Plenty of road checking, re-checking and set up was undertaken and then everyone crossed their fingers!

I think I can speak for everyone though, when I say that we had no idea it would be as successful as it was! We had plenty of officials and volunteers on hand. Many members of our club and of others all stepped up to help our club to run this event and as a result, everyone had a fantastic night

GOLDFIELDS INTRO TRIAL

JULY 12 2014

Unfortunately, sourcing pictures from the night has not been as successful ...
It would seem members were all too busy lending a hand in the running of this event to get all snap happy!



If you are aware of anyone with a camera on the night, please do let me know, as we would love to share them with everyone and get them up on the club's website.



HUGE thanks to every single person who helped out on the weekend of the event and in the many weekends that led up to it.

Bring on the Goldfields Intro Trial 2015!

2014 VCRS – SUMMARY OF THE FIRST 3 ROUNDS FOR CERBERUS CAR CLUB MEMBERS

ROUND 1 - NEERIM CLASSIC

Jeremy Coleman (CCC) /Tim Watson (CCC)	Holden Commodore	12 TH O/R
Tom Ruessman (CCC)/Annemaree Dougherty (CCC)	Datsun Stanza	18 TH O/R

ROUND 2 - MARYSVILLE STAGES

Dave Coleman/Steve Eccles Nissan Almera DNF Ignition Failure
Tom Ruessman/Annie Dougherty Datsun Stanza 15th O/R
Jeremy Coleman/Tim Watson Holden Commodore 14TH O/R

ROUND 3 - COOPER MEMORIAL

Andrew Bell (CCC)/Adam Wright (CCC)	Holden Commodore	7 TH O/R
Jeremy Coleman (CCC) /Tim Watson (CCC)	Holden Commodore	19 TH O/R
Tom Ruessman (CCC)/Annemaree Dougherty (CCC)	Datsun Stanza	22 ND O/R
Paul Eccles (CCC) / Stephen Eccles (CCC)	Subaru WRX	DNF

ROUND 4 – NISSAN NIGHTMOVES

Tom Ruessman (CCC)/Annemaree Dougherty (CCC)	Datsun Stanza	13 th O/R
Scott Morton (CCC)/Stephen Eccles (CCC)	Ford Escort	17 [°] O/R
Jeremy Coleman (CCC) /Tim Watson (CCC)	Holden Commodore	DNF

Just a couple of days left until WRC starts in Coffs Harbour! It probably isn't too late to embark on a road trip North to the sunshine and wild roads of Rally Australia! Who's going? We'd love a report of all the action from you on your return ☺



wrc.com

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COFFS COAST NSW
rally4
A U S T R A L I A 11-14 SEPT 2014
ROUND 10: FIA WORLD RALLY CHAMPIONSHIP

COFFS COAST, NSW
11-14 SEPTEMBER 2014

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coateshire



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News From The VRP

Scrutineers Newsletter Issue 4 is on www.vicrally.com.au under Scrutineering.

- Has information re Frontal Head Restraints, Harnesses and Helmets.

- Also informs Simone Martin has taken up CAMS role as Technical Co-ordinator which is good news.

We wish her well.

With October elections for the 2015 Victorian Rally Panel fast approaching time to bring those of you who haven't read the current Terms of Reference up to speed on some changes to the VRP election process.

The VRP Terms of Reference are on www.vicrally.com.au under Rally Panel.

Notices will be posted two weeks prior to the 14th October VRP meeting. These will go to all those who have had a 2015 event calendared.

Anybody can stand for the VRP chair the successful candidate will be determined by the existing VRP. The ARCom delegate will be treated similarly. The incoming chair selects the panel from those expressing an interest of being on the panel.

Except for four panel members who are representatives of other committees.

All the above appointments require State Exec approval.

Yours David Lambie
VRP Chair/Secretary

Rally Calendar 2014

2014	Feb	Mar	Apr	May	Jun	Jul
Intro					1	
VCAS					2	
VCRS					3	1
VRC					4	2
Standalone Rally or Rallysprint (RS)				1	5	3
School Holidays			1	2	6	4
	1	2	3	4	7	5
	2	3	4	5	8	6
	3	4	5	6	9	7
	4	5	6	7	10	8
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		30				

	Aug	Sep	Oct	Nov	Dec
Intro					
VCAS					
VCRS					
VRC					
Standalone Rally or Rallysprint (RS)					
School Holidays					
	1	2	3	4	5
	2	3	4	5	6
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	29	30			
	30				
	31				



MEMBERSHIP APPLICATION / RENEWAL

Applicant 1

Full Name: _____ Date of Birth: _____

Address: _____

Postcode: _____

Ph (AH) _____ Ph (BH) _____ Ph (Mobile): _____

Postal Address (If different): _____

E-mail Address: _____

Current Membership No: _____ Expiry Date: _____

I, of the above address, desire to become a member / renew my membership of CERBERUS CAR CLUB Inc. In the event of my admission as a member, I agree to be bound by the rules and constitution of the CERBERUS CAR CLUB Inc and those of C.A.M.S for the time being in force.

Signature: _____ Date: _____

Applicant 2

Full Name: _____ Date of Birth: _____

E-mail Address: _____

Current Membership No: _____ Expiry Date: _____

I, of the above address, desire to become a member / renew my membership of CERBERUS CAR CLUB Inc. In the event of my admission as a member, I agree to be bound by the rules and constitution of the CERBERUS CAR CLUB Inc and those of C.A.M.S for the time being in force.

Signature: _____ Date: _____

Membership Fees

Single(18+) \$40.00 **Double** \$60.00 **Junior** (under 18) \$20.00
Family (with children up to and including 14 y/o) \$70.00.

I/We apply for new membership/renewal of **CERBERUS CAR CLUB Inc** and enclose payment of \$_____

Cheques should be made payable to 'Cerberus Car Club Inc'

PO Box 4029

Dandenong South Victoria 3164