



# HOLDEN

*torque*

Journal of the Holden Sporting Car Club of Victoria (Inc)



[www.holdenclub.com](http://www.holdenclub.com)

**March 2006**



# Executive *Torque*

## *President*

Well well, March has come around quickly.

Very sadly though, this month marks the loss of another long time member of our club. I did not know Neil Thompson at all well. In fact, I had only really had a couple of discussions with him, that were invariably only about issues effecting the club, not about the man himself. My impressions of Neil were of an extremely confident and capable man, sincere and generous with his time and knowledge. I do regret not having got to know him. All it would have taken is a phone call to say giddy, what have you been up to. The turn out at his funeral was just amazing. It was a measure of the mans standing among his family and friends and the motor racing community in general, not to mention the Air Force Cadets. To Neils family and many many friends, our condolences to you all.

The HSCCV Motorkhana has been run and won. What a great day that was had by all. With 46 entries in heaps of different and interesting cars, there was little time to get bored. The Monaro turned it's first wheel in anger, and though the driver got the first pattern wrong, from there it just got better. It filled up with dust pretty bad, even though I kept all the windows closed. It did seem funny to have to turn off the traction control before each run, not nessessary in the old mount, because they did not get traction. A bonus was leaving the Climate Control on set to "c" for cold. The only thing missing from the Monaro which the ute did have was sound of the beautiful Gen 111 with extractors and sports exhaust. Results were not in when I wrote this article, so I don't quite know how I went in my class, but thanks to my navigator, I only got two WD's. With my nickname having been WD, then WWW, it has now progressed to WWWD. I just have to learn not to make so much dust, then I will be able to see the finish garage.

On the Monaro, the fuel consumption is just sensational. Between Mornington and work it is averaging 11.5 litres per 100 kilometers. Thats around 24 miles per gallon in the old money. One of my theories is this. If a 5.7 litre car can return 11.5 litres for every 100 k's, then a 1.8 litre car should be able to return 3 times the economy, so better than 4 litres per 100. It annoys me when magazine journo's with nothing better to do than pander to the European and Japanese Auto makers, criticise large cars and their manufacturers for being inefficient, when clearly, the larger the engine,(more torque) the more efficient. Peter McKay take note.

With the club finances improving so dramatically at the moment, you will hopefully see some new merchandise sometime during the year. I may have asked at some other stage, but if anyone has anything they would like to see the committee develop in terms of merchandise this year, please drop us a line. Some of the ideas that have been floated late last year include buying a trailer with a folding top, built in BBQ, Awning, space for stock and sign written with the new emblem. Another is to purchase some beanies for winter, even to design some scarves. Come on guys, tell us what you would like to see. Dave Williams has some of his own ideas too, so let him know.

Went to the Motor Show one friday night with some mates from work. All I can say is that I know now why I have not been to a motor show for 20 years. Boring. Efigy and the last Australian delivery Monaro were the only highlights for me. When only the finest will do, Holden is it. The only other highlight was the stand girls. Joel, Sandro and Nick were beside themselves. Me too.

The Barina sedan got a lot of looks, and has so far sold very well too. Huge boot and a beep beep sound when you open the boot or lock the car are nice touches. I personally can't wait for the VE. This will re-

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invigorate the large car segment, which is taking a battering at the moment. Thinking on my way into work this morning about VE, and the impending challenge from the likes of Toyota. Australians generally like large rear drive cars for the long distances we travel, so large cars will bounce back. I don't think I have ever had a front drive car yet. Call me anything you like, but don't call me a puller. Speaking earlier of fuel prices, the one positive effect of high petrol prices is that four wheel drive sales have also slowed dramatically. There is a god after all.

Anyway, until next time, leave your mark and see you at the meeting.

Wayne Paola  
President.

## *Vice President*

This month my report is opening with the sad news of the passing of another long time life member, Neil Thompson, he was a good friend, a keen and enthusiastic member and dedicated volunteer race official. Many past and present members attended his very large funeral (over two hundred people), which was a celebration of Neil's life that was short (55 years) but very much crammed packed full. After the funeral a large number of attendees crossed the road to the pub and we literally took over a whole bar to talk about many fond memories of Neil and give him a great send off.

Farewell my friend, you will be very sadly missed.

Motor racing has kicked off with the first GP at Bahrain and the red cars had a good start to the year (they didn't win), and by the time you read this, Malaysia will have been run and the V8s are about to kick off the season in Adelaide (Yippee), hope the Holden boys can kick some Drof arse (hate the word butt) and win not only Bathurst and Sandown enduro's, but also win the championship. The Aussie GP is only a couple of weeks away and I'm looking forward to it. I really want to see the McClaren's paint job up close, as usual I'm working as a track marshal and will be on turn 5 this year, so if your there, stop by and say g'day. Amelia is also working this year on turn 16 so say g'day to her too.

We have had the final profit figure for the first round of the Holden Ford challenge and to quote Big Kev, I'm excited, but you'll have to read Pete's report to find out.

Our Motorkhana has been run and was another financial success, it was well supported by our members competing but we were a bit short of helpers on the day and had to call for helpers from the people who were not competing. Anyhow, we had a good event and everyone went home with a smile on their faces.

Troy and Alan are firing up the HD to compete in the Grand Prix rally. I competed in a Jaguar XKR as navigator in 2002 and I had an absolute ball, it was an experience that I will remember for a long time, it's not quite targa Tassie, but I'm sure the guys will enjoy themselves. Good luck fellas.

Cheers big ears and see ya at the next meeting.  
Bruce

## *Secretary*

Hi All,

Well the year is rocketing ahead all ready. We already have two events under our belt and a healthy looking bank balance, so check out the treasury report. It seems that the partnership between FFCC and us is mutually beneficial, resulting in large fields for events and some new friendships.

Speaking of friendships, if you have not paid your membership renewal, this will be the last magazine that you

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receive! We don't want to miss you, so please renew.

If you have not been to a meeting in a while, please come along to Bells on the 27<sup>th</sup> of this month and catch up with us. We have some exciting stories from our motorkhana, which was another raging success for us. Last year the committee put in a lot of ground work to be able to run events. We were concerned last year that the general membership of the club wasn't seeing the fruits of our hard work and decided we needed another year in office to consolidate. Well this is the year, I have a feeling we are in for a ride!

The incoming mail is comprised of:

PO Box renewal, crmit mag, ANZ cheque book, ANZ statement, Greg Ritchie travel promo, TCCA mag, Elite waterless car wash promo, Affiliation reminder, VHRR promo for Nov 11-12, Entertainment promo, Drive In speaker promo.

If you would like to look at any of the mail we receive, come along to the monthly meeting and you are welcome to browse.

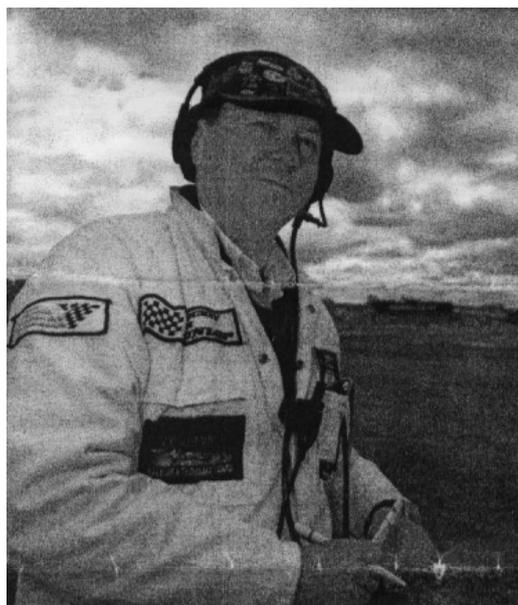
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**Vale**  
**Neil Morgan Thompson**  
7/7/1950 – 28/2/2006

It is with great sadness to report the loss of our long time life member Neil Thompson.

Neil had many loves in his life, motorsport and our club were two of them. He joined the club in the early days when it was the Torana club of Victoria and enjoyed many sprints in his HQ prem, Neil was also a keen flag Marshall a skill that took him to many places including the V8s at Darwin where he was assistant starter, all the Grand Prix's in Adelaide and Melbourne as a flaggie and later sector marshal - a feat not achieved by many. Neil was selected by CAMS to go to Bahrain for their inaugural F1 grand prix to help train track and flag marshals, at his funeral it was mentioned that Neil was on so many boards and committee's he couldn't remember just how many he was on.

Neil's other love was the Australian Air Force Cadets, which he had been a part of since the age of 12, he rose through the ranks to Squadron Leader for his flight at Tyabb. In recent years, as much as he wanted, Neil was only able to come to our club meetings when he had a night off from the cadets.



Neil will be sadly missed but fondly remembered in our club, the motor racing fraternity has lost one of the great characters, gentleman and most importantly race official from the sport in not only Victoria, but also in Australia. The Grand Prix will not be the same this year for many.

Rest in peace my friend, and keep the flags flying up on gods great race track.

Bruce Lethborg

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# Club *Calendar*

<i>MARCH</i>	
4 <sup>th</sup>	David Nutter Ford Used Cars Rally
5 <sup>th</sup>	<b>HSCCV Grp5 Motorkhana Rnd2 - Werribee</b>
11 <sup>th</sup>	Challenge of Clubs Trial
12 <sup>th</sup>	GCC Multiclub Hillclimb - Morewell
13 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
19 <sup>th</sup>	PAC VMC Motorkhana Rnd1 - Werribee
23 <sup>rd</sup>	<b>HSCCV Print Night</b>
23-26 <sup>th</sup>	V8 Supercars Clipsal 500 Adelaide
26 <sup>th</sup>	VWCC Grp5 Motorkhana Rnd3 - Avalon
27 <sup>th</sup>	Grand Prix Rally
27 <sup>th</sup>	<b>HSCCV General Meeting – Bells Hotel</b>
30-2 <sup>nd</sup>	V8 Supercars Australian grand Prix Melbourne

<i>APRIL</i>	
2 <sup>nd</sup>	Fosters Australian GP – Albert Park
8 <sup>th</sup>	VRC Rnd2 Cerberus Stages
9 <sup>th</sup>	DSCC VMC Motorkhana - Denilliquin
10 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
17 <sup>th</sup>	<b>HSCCV Print Night</b>
21-23 <sup>rd</sup>	V8 Supercars Placemakers New Zealand
22 <sup>nd</sup>	Forest Classic Rally
23 <sup>rd</sup>	VWCC/HAC Gr5 Autocross Rnd2 – Avalon
24 <sup>th</sup>	<b>HSCCV General Meeting – Bells Hotel</b>
30 <sup>th</sup>	PCCA VMC Motorkhana Rnd3 – Werribee

<i>MAY</i>	
6/7 <sup>th</sup>	PIARC Gr5 Sprint Rnd3 – Phillip Island
7 <sup>th</sup>	VRC Rnd3 Akademos Rally
8 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
12-14 <sup>th</sup>	V8 Supercars Perth 400
13 <sup>th</sup>	<b>JCC Holden Ford Challenge Sprint Rnd2 – Phillip Island</b>
14 <sup>th</sup>	VMCI Gr5 Motorkhana Rnd4 – Werribee
15 <sup>th</sup>	<b>HSCCV Print Night</b>
20 <sup>th</sup>	VCRS Rnd2 Autumn Sprintrally
21 <sup>st</sup>	<b>HSCCV VMC Motorkhana Rnd4 – Werribee</b>
22 <sup>nd</sup>	General Meeting
27/28 <sup>th</sup>	Winton Historic Racing - Winton
28 <sup>th</sup>	TCCA Gr5 Motorkhana Rnd5 – Werribee

<i>JUNE</i>	
3 <sup>rd</sup>	Night Stalker Trial Rally
4 <sup>th</sup>	PIARC Gr5 Sprint Rnd4 – Phillip Island
11 <sup>th</sup>	VRC Rnd4 Bega Valley Motors Rally
12 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
17 <sup>th</sup>	<b>HSCCV Go Kart Fun Day - Sunshine</b>
19 <sup>th</sup>	<b>HSCCV Print Night</b>
24 <sup>th</sup>	VCRS Rnd3 Nissan Nightmoves
25 <sup>th</sup>	TCCA VMC Motorkhana Rnd5 – Werribee
25 <sup>th</sup>	<b>HSCCV/FFCC Holden Ford Challenge Sprint – Sandown</b>

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26 <sup>th</sup> 30-2 <sup>nd</sup>	<b>HSCCV General Meeting</b> V8 Supercars Skycity Triple crown Darwin
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<b>JULY</b>	
2 <sup>nd</sup>	CRBCC Gr5 Motorkhana Rnd6 – Somerton
8 <sup>th</sup>	Daryl Tunbridge Trial Rally
10 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
16 <sup>th</sup>	PIARC Gr5 Sprint Rnd5 – Phillip Island
17 <sup>th</sup>	<b>HSCCV Print Night</b>
19 <sup>th</sup>	<b>HSCCV Pig Out/Xmas in July – Agapi’s Greek Tavern</b>
21-23 <sup>rd</sup>	V8 Supercars Queensland 300 Ipswich
22 <sup>nd</sup>	VCRS Rnd4 George Derrick Memorial Trial
23 <sup>rd</sup>	FFCC VMC Motorkhana Rnd6 – Somerton
24 <sup>th</sup>	<b>HSCCV General Meeting</b>
30 <sup>th</sup>	NCCA Gr5 Sprint Rnd6 – Sandown

<b>AUGUST</b>	
5/6 <sup>th</sup>	<b>HSCCV Grand Ridge Brewery Weekend</b>
5 <sup>th</sup>	Ivans Folly Rally
11 <sup>th</sup> -13 <sup>th</sup>	V8 Supercars Oran Park Sydney
13 <sup>th</sup>	HAC Interclub Gr5 Motorkhana – Morrabbin
14 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
20 <sup>th</sup>	RCCV VMC Motorkhana Rnd7 – Mafeking
21 <sup>st</sup>	<b>HSCCV Print Night</b>
25/26 <sup>th</sup>	Winter Classic Rally & Tour
27 <sup>th</sup>	<b>HSCCV Gr5 Holden Ford Challenge Hillclimb Rnd4 – Morewell</b>
28 <sup>th</sup>	<b>HSCCV General Meeting</b>

<b>SEPTEMBER</b>	
2 <sup>nd</sup>	Olde BP Tasmania Rally
3 <sup>rd</sup>	PIARC Gr5 Motorkhana Rnd7 – Morrabbin
8-10 <sup>th</sup>	V8 Supercars Betta Electrical 500 - Sandown
10 <sup>th</sup>	<b>HSCCV/FFCC Holden Ford Challenge Sprint Rnd5 – Winton</b>
11 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
16 <sup>th</sup>	VMC Motorkhana Rnd8 – Bendigo
18 <sup>th</sup>	<b>HSCCV Print Night</b>
22 <sup>nd</sup>	VRC Rnd5 Rally of Melbourne
23/24 <sup>th</sup>	ARC NGK Rally of Melbourne – Yarra Valley
24 <sup>th</sup>	VMCI Gr5 Hillclimb Rnd8 – Morewell
25 <sup>th</sup>	<b>HSCCV General Meeting</b>

<b>OCTOBER</b>	
7 <sup>th</sup>	NECC Spring Rally Sprint
5-8 <sup>th</sup>	V8 Supercars Supercheap Auto Bathurst 1000
9 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
14 <sup>th</sup>	VRC Rnd7 Begonia Classic Rally
15 <sup>th</sup>	<b>HSCCV/FFCC Holden Ford Challenge Rnd6 – Sandown</b>
16 <sup>th</sup>	<b>HSCCV Print Night</b>
19-22 <sup>nd</sup>	V8 Supercar Challenge Gold Coast
21 <sup>st</sup>	VCRS Rnd5 Spring 200 Trial
22 <sup>nd</sup>	NCCA Gr5 Motorkhana Rnd8 – Somerton
23 <sup>rd</sup>	<b>HSCCV General Meeting</b>
28 <sup>th</sup>	<b>HSCCV Crackerjack Lawn Bowls Day – StKilda</b>

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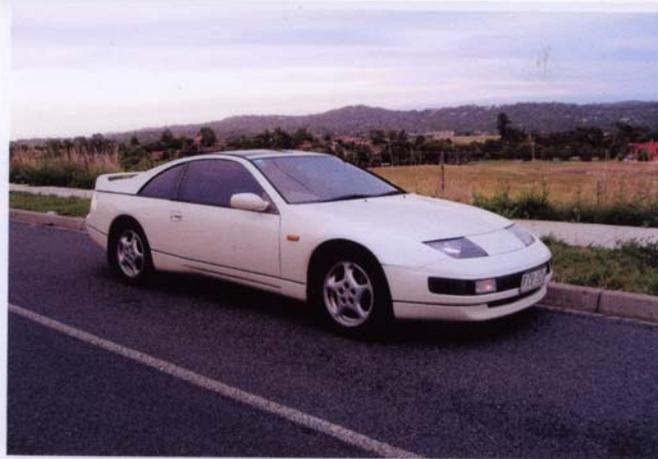
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<i>NOVEMBER</i>	
4 <sup>th</sup>	The 3 Valleys Trial Rally
7 <sup>th</sup>	FFCC Gr5 Motorkhana – TBA
10-12 <sup>th</sup>	V8 Supercars Ferodo Triple Challenge Launceston
11 <sup>th</sup>	Mirboo Meander Historic Rally
12 <sup>th</sup>	VMCI VMC Motorkhana Rnd9 – Werribee
13 <sup>th</sup>	<b>HSCCV Committee Meeting</b>
18 <sup>th</sup>	VCRS Rnd6 Yakkerboo Trial
20 <sup>th</sup>	<b>HSCCV Print Night</b>
22-24 <sup>th</sup>	V8 Supercars Bahrain International
26 <sup>th</sup>	PIARC Gr5 Sprint Rnd9 – Phillip Island
27 <sup>th</sup>	<b>HSCCV General Meeting</b>

<i>DECEMBER</i>	
2 <sup>nd</sup>	Four Pointer Rally
8-10 <sup>th</sup>	V8 Supercars Grand Finale Phillip Island
9 <sup>th</sup>	<b>HSCCV Christmas Party &amp; Presentation Night</b>

**For  
Sale**



**FOR SALE**

**NISSAN 300 ZX 1991**

**PEARL WHITE, AUTO, TARGA ROOF, 4 SEATER,  
 AUSTRALIAN BUILT NOT IMPORT, LADY DRIVER,  
 NISSAN DEALER SERVICED THROUGHOUT LIFE OF CAR,  
 LAST 5 YEARS UNDER NISSAN SERVICE CONTRACT,  
 3.0 LTR V6 QUAD CAM VVTI ENGINE, L.S.D., VELOUR INT,  
 C.D PLAYER, POWER STEERING, PWR WINDOWS, PWR MIRRORS,  
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 174,000 KMS.  
 \$ 14,500 O.N.O.**

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 OR KAYE ON : 0407 257 282**



2006

## Committee

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## Club Information

### Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at [editor@holdenclub.com](mailto:editor@holdenclub.com). Microsoft Word format is preferred and each months items must be received by midnight on the second Thursday of each month.

### Website

Why not visit our website for further information. You can also download all competitive supplementary regulations (entry forms) via the site. Find us at: [www.holdenclub.com](http://www.holdenclub.com)

### Club Meetings

Meetings are held on the fourth Monday of every month (except December) at Bells Hotel, cnr Moray and Coventry Sts, South Melbourne, 7.30pm for an 8.00pm start. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices.

### Correspondence

All correspondence for the Holden Sporting Car Club of Victoria, Inc. should be addressed to The Secretary, Holden Sporting Car Club of Victoria Inc., GPO Box 791, Melbourne, Vic 3001

### Disclaimer

The views written are not necessarily those of the committee and the producers of the Holden Sporting Car Club of Victoria Inc.'s newsletter, "Holden Torque". We accept no responsibility for the accuracy of the information printed and quality of any item or service advertised or mentioned in this publication.

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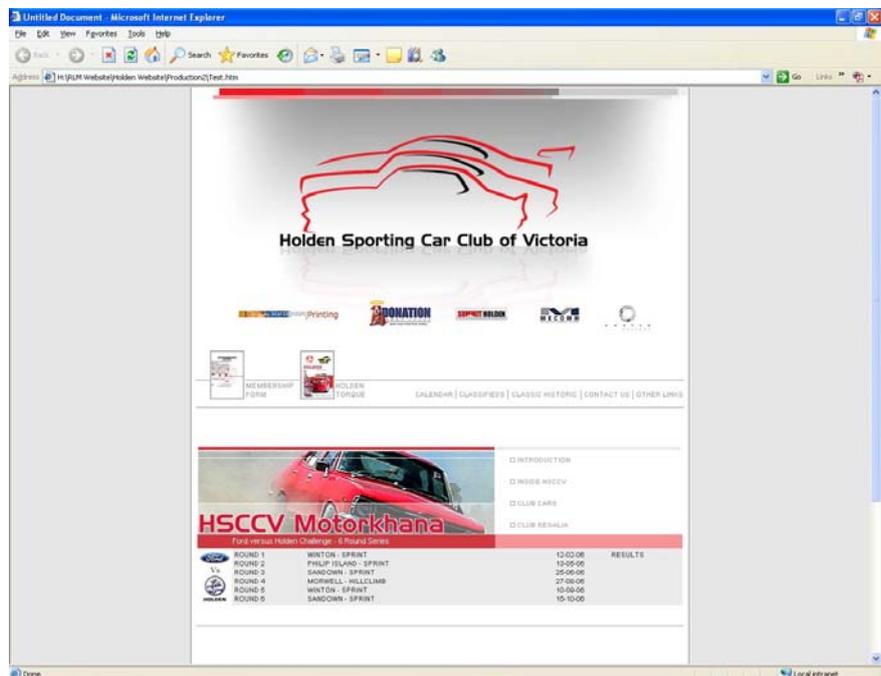
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# Website *Update*

Its not often I have something to write about and it certainly isn't about our recent club motorkhana as I would like to fffffffforget that event. I do have some exciting news and that is that the Holden Sporting Car Club will be launching a new look website hopefully by the time you get your magazine. At the time of writing I have hit a small hurdle where my computer will be unavailable because it will be getting reinstalled because of a virus that got through my temporarily disabled firewall.

The site will not only look different it will have more relevant club information in the new INSIDE HSCCV section such as a video (internet friendly version coming soon), events, social and up to date points system for the Club Championship, Club Speed Championship and Motorkhana Championship. The Ford versus Holden Challenge dates, results and pics will be available from the Home page as this is our feature series for this year and we are looking for good turn outs to each round. I am working on providing Club members access to download their monthly magazine by entering their name and club membership number.



There will be a gallery of club cars with detailed information on those who have provided the information. If you would like your car displayed please email me your pics and detailed information on your car to [webmaster@holdenclub.com](mailto:webmaster@holdenclub.com). It doesn't have to be a Holden either. Enjoy.

NOTE: Sorry for any inconveniences for the current website not being updated.

Greg

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Don't forget if you are looking into home loans, consider DONATION Home loans – one of our members did, and the club benefits accordingly!



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## Treasurers

# Report

*(otherwise known as the buck stops here)*

Treasurers report 15<sup>TH</sup> MARCH 2006

### Deposits for the period 15<sup>th</sup> February 2006 to 15 March 2006

Membership renewals	\$	60.00
Donation Home Loans (Sept Period)	\$	60.08
Werribee Motorkhana	\$	844.50

**Total deposits** **\$ 964.58**

### Payments for the period 15<sup>th</sup> February 2006 to 15 March 2006

TCCV TRACK HIRE WERRIBEE	\$	150.00
YELLOW SAFETY VESTS (4)	\$	36.85
WERRIBEE COSTS	\$	110.82
CLUB OFFICE REQUIREMENTS	\$	71.40

**Total** **\$ 369.07**

**Transfer from HSCCV account to ING account** **\$ 800.00**

**H.S.C.C.V. cheque account** **\$ 152.08**

**H.S.C.C.V. ING account** **\$ 5,336.63**

**Round 1 HSCCV FFCC Series Winton** **\$ 1,500.00**

**Summit Holden Advertising (Feb edition)** **\$ 35.00**

**Total accounts** **\$ 7,023.71**

Nothing matches the feeling of having loads of fun, (and making money while you're doing it,) but we are now achieving this, yes, it has been hard getting over, and staying over, that number '7' again on the account, but we've now managed to do just that. Now, on to our next targets

It's also a pleasure to see members returning to the meetings, some members that we haven't seen for some months, and listening the enthusiastic conversations around the room about the calendar this year, and to actually have choices on what events to run this year.

I wasn't fortunate to be a member of the club in 'those times' probably known as the 'good 'ol days', but hey, after the 'adjustment we had to had to have', (apologies to Paul Keating) the future is looking very, very, exciting.

In the mean time, cast your eyes over the "Financials" from the last Motorkhana

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Financial breakdown of the  
H.S.C.C.V Motorkhana  
Werribee  
5<sup>th</sup> March 2006

**income**

adults	41	\$ 15.00	\$ 615.00
juniors	5	\$ 10.00	\$ 50.00
hats	2	\$ 15.00	\$ 30.00
stickers	1	\$ 5.00	\$ 5.00
food & drink	1	\$ 144.50	\$ 144.50
			<b>\$ 844.50</b>

<b>costs</b>	hot dogs	\$ 49.90	\$ 794.60
	p/copying	\$ 13.00	\$ 781.60
	drinks	\$ 47.92	\$ 733.68
	CAMS permit	\$ 130.00	\$ 603.68
	Track hire	\$ 150.00	\$ 453.68
<b>TOTAL COSTS</b>		<b>\$ 390.82</b>	

**PROFIT**

**\$ 453.68**

I know there will be lots of reports on Werribee, so I won't go into details, but it was fun, what I saw of it that is, I was standing there timing all day and I looked more like a huge dusty anthill with glasses and a hat at the end.

(Being Werribee, I don't really want to know what that dust actually was, no really)

Onwards...you know the rest

Pete



Our man at Werribee



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**16 Astras to  
clear now!  
Out they go!**

**Sale ends  
Sunday  
night 5pm.**



**2005 & 2006 MODELS, ASTRA CD & CDX MANUAL & AUTO**

- 1.8 Litre ECOTEC
- Manual & Auto
- ABS
- Brake Assist
- 15" Alloy Wheels
- Heated Power Windows
- Cruise Control
- Folding Keys
- Blaupunkt CD/MP3
- 4 Airbags
- Seat Belt Pretensioners
- Engine Immobiliser
- 16" Alloys (CDX Model)
- Leather Steering Wheel (CDX Model)
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## Editors

### *Report*

Hi everybody, another month another mag! **HOWEVER** if you have not paid your membership renewal yet, then this is the last one you will be reading.....so get that form in with cheque attached real quick! The club khana was a great event, with 2 of my boys having their first event in the fabulous Dulux Dato – they had an absolute ball despite some occasional confusion caused by having 3 pedals and only 2 feet – sorry to all those WD'ers who picked up some of their times as a result! They have figured out cranking cars around in the dirt beats a Playstation hands down, and can't wait for the next event – so you have all been warned!

You will have seen the calendar now covers the full year – thanks to Amelia for preparing that, makes my life a lot easier!

cheers Kim.

---

## Social

### *Report*

This year we've had a fantastic start to the year! We have run our first Ford Holden Challenge round, our own motorkhana, had cars on display at the All Holden Day, introduced 'Grid Girls' to the club and just had a really good time. Our financial position is better than it has been in a long time, which puts a smile on the committee members faces because it means more fun times for the club.

We have a jam-packed year ahead of us with social events, the first being our Go Kart Fun Day at Ace Karts in Sunshine on Saturday 17<sup>th</sup> June. This will be a great day for the whole family. We hope to get a large enough group to have a championship, which will make it even more fun for us! So if you are interested please let me know. There will be more details to follow closer to the date.

As for other events for the year we have our Christmas in July Pig Out at Agapi's Greek restaurant in Richmond. We will be having a small Kris Kringle and Santa will be there.

A new event for this year will be a weekend away at the Grand Ridge Brewery in Mirboo Nth. We will have a cruise up there, as the road is just spectacular. Then we will have a tour of the brewery and taste all their amazing beers. Afterwards when we're all very happy from beer sampling we will cross the road to their Grand Ridge brewery cottage and have a big sleep over!! This will be heaps of fun for all. So let me know if you are interested.

After popular demand Crackerjack Lawn Bowls at St.Kilda bowls club has been re-added to the social calendar. This will be held later in the year when the weather is a bit better. We actually raise money for the club at this event by adding on a few dollars to the cost of the lawn bowls, so be sure to bare your feet for this one.

Last but defiantly not least is our famous Christmas Party and Presentation night at Cresco Park in Warrandyte. Lots of fun and games for everyone, great food, great music and a heap of trophies for members!! **DON'T MISS THIS ONE!!!**

So as you can see we are gonna have some FUN. If you have any further questions or are interested in organising your own social event let me know. I have done up a yearly calendar for the club which has all of the known events for the year. No doubt there will be more added as the year goes on so keep your eye on it. It will also be posted on our website.

So for now stay cool, enjoy life and look forward to some fun times in the Holden Sporting Car Club :)

Amelia Slater

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# Members

## Write

To the new members to the club,  
(And some of the other members too).

Some really basic tips about going out on the 'track', for the first time.

Before you get on the track, your car needs to be 'checked over' by the scrutineers, who have the very important job of determining whether or not, to allow you on to the track.

This inspection is taken quite seriously as your welfare could be at stake, and no amount of money, pleading, crying, or 'flesh flashing' will sway these officials from their duty of protecting you.

At this level of motorsport, where 'Daily Drivers' are commonly used, some 'decision variations' can be expected between scrutineers from time to time, and track to track.

Of course, their prime concern is to see you that you comply with some basic commonsense rules and requirements, which could help you being retrieved safely from the track should there be an 'incident'. Track time is lot of fun, and when you've strapped in, the helmets on, and you're starting to circulate on the track for the first time, you start to get that big grin on your face and the funny frown.

It's usually not long before the 'red visor' comes down, and you want your trusty car (the one that gets you to work and back safely every day and is also used to go shopping in), to perform like an HRT car.

Usually, hurtling around the track, at unusual speeds, creates some very unusual and interesting situations, which unfortunately, also usually ends up with the usual resultant damage bill.

The radiator can be one of the first things to let you know that it's not happy, Your car has probably never had the accelerator pushed 'through the floor' and held like this before, all that throttle creates a large amount of engine energy and therefore, heat, and your radiator might not be able to cope.

Ultimately it might start 'throwing up' which is not a good sight.

Assuming the radiator is 'well', the other vital thing you should have done is to ensure that you have good high quality oil in the engine. Old oil, can become diluted with fuel contaminates and moisture from cold running during winter, and could disappear, evaporate, or turn to the viscosity of 'water', with all this heat.

Select an oil that will stand up to the rigors of racing. That extra \$20 -\$30 or so that you spend, may save your engine.

Now, as you start to become more familiar with the track, you may start to visualise, the lines that Mark Skaife might take. Wonderful.

Mark would drive probably 10/10ths up to about the '60m' mark out from the corner, stand on the brakes, at the same time 'heel and toe' while selecting the appropriate gear for the exit, start to accelerate just a bit before the apex, let the power push him out to the extremes of the track and be off into the distance.

He would do that, you probably won't.

Picture all this in slow motion...

What you are using is possibly brake pads that are 2 – 5 years old; and the brake fluid in your car may be as old, if not older and contaminated with moisture, which is now starting to boil under heat generated by high speed braking.

Brake pads can generate temperatures conservatively, around 400 degrees F. and can reach up to 700 degrees F. the moisture in the brake fluid will boil at 212 degrees F. releasing bubbles of air, which of course is compressible. That's the end of the brakes.

So now you've driven well into the braking zone with the brakes fading, you now need to turn like Mark did... or run off the end, (like he didn't,) that is, if there is an 'escape area' to run off into,

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As you attempt to turn, and brake, the old shockers cannot prevent the car from dipping to the front or prevent the body starting to lean excessively, so all the weight is transferring to the front corner and the tail is getting light.

Now the rear brakes start to 'lock up' under the lightened weight, and then, around you go into a very impressive, big smokey spin.

Your eyes are now probably as large as dinner plates.

All the spectators will now be beginning to stand up and point at you, yelling out, wow, look at that, woo hoo, the yellow flag will also be out, and now you have to wait for the recovery vehicle to drag you out of the gravel. Bugger!

Motorsport is fun, it's exhilarating, but like anything else you do in life, it requires a little bit of preparation...in the meantime, back to the scrutineers...

The Scrutineers will be checking very seriously for: -

### **Fire extinguishers**

Must be over 0.9kg in capacity.

Mounting bracket must be metal, not plastic.

Twin band metal brackets are available from the more dedicated race / speed shops.

The driver must be able to reach the extinguisher, while still in his/her seat belt or harness.

The extinguisher must be 'full' and the arrow on the gauge is in the 'green' band,

Assuming the pressure is correct, the extinguisher will be accepted for three years after the 'date of manufacture', which is stamped on the extinguisher.

Thereafter, the extinguisher will be accepted for a further 3 years if it's tested and carries an appropriate tag. Generally most drivers would purchase a new extinguisher.

### **Seat Belts**

A minimum requirement for any event at this level of motorsport is a standard lap/sash belt, providing that it is in sound condition and has no frayed edges, and is in good working order.

If using a racing harness it must have 'standard approval' labels, and must be 'in date'.

Mounting positions of harnesses must comply with all specifications as set out in current CAMS manual.

### **Helmet**

Must comply to AS 1698 standard or other approved standard, if unsure of the product, check with CAMS.

Scrutineers may refuse track access, if the helmet is scratched, or damaged in anyway, so always store and protect your helmet carefully.

If the helmet has been decorated, this may be a cause of some concern, as some paints/ lacquers/ adhesive compounds, are known to have a detrimental effect on the compound of the helmet.

### **Bonnet restraints**

Registered production cars produced after 1973, are not required to have an additional bonnet fastener, provided that the original fastenings are operational and secure.

It is still a good idea to have an additional restraint system

Other cars must have additional means of securing the bonnet, (front opening bonnets), and this may be in the form of latches, leather straps, internal chains, or rope.

No octopus straps will be accepted.

### **Clothing**

Basic requirement at 'club level' events, is 'non-flammable clothing which will cover you from neck to wrists, and to the ankles.

Clothing made from cotton or wool is acceptable eg. our Long sleeve cotton 'club' shirts, or, appropriately tagged race suits.

Important; No Flammable synthetic clothing will be allowed. This also includes shoes made of synthetic materials

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### **Oil catch tanks**

Registered cars without any alteration to the engine plumbing do not require an oil catch tank. Racecars, or 'track specific' cars must comply with Schedule B paragraph 2 of CAMS regs.

### **Oil leaks**

Any vehicle with a fluid leak of any kind will not be allowed on the track

### **Battery**

Must be securely fastened,

Place a 'blue triangle' sticker on the vehicles body to indicate the position of the battery, or the battery Isolator switch. Should there be an accident, emergency recovery personnel might need to disable the electrics on your vehicle to ensure there is no fire.

### **Wheels and Tyres**

Obviously, tyres should be in a safe 'roadworthy' condition, have no defects, have an appropriate speed rating, and be suitable for the car.

Hubcaps, spare wheels, tool kits must be removed from the car and some scrutineers may want the glove box emptied, and don't forget the loose change from the ashtray as well.

Slicks are only allowed on cars with Roll cages.

Brake pedal, brake lights, steering wheel free play, and wheel bearings will be checked also.

### **Alcohol**

Under no circumstances is it permitted for a participant to have consumed alcohol before or during the running of an event, Stewards do watch for this in the pit, and the parking areas as well, and offenders will be ordered to leave the venue immediately.

So go on, have fun...but be safe

Pete

---

## Motor Racing & Rally

# *Report*

Hello all,

Well Formula one finally got going with a few surprises, and some predictable outcomes. Toyota must be absolutely kicking themselves at the moment, they were abysmal and performed well below what I'm sure any-one expected. They were NEVER even close to the pace, let alone compete for podium positions. I hope the shame doesn't see too much Hari Kiri at the Toyota HQ!! Ferrari looked on form with both cars, as did Maclaren and Renault. No surprises there! The Maclaren is just the most beautiful car I have seen for a long time. If looks count for anything, it'll be a sure winner! Williams were fast but seemed to have trouble maintaining the pace. Nico Rosberg actually set the fastest lap time during the race and showed his talent very well. Webber managed to finish sixth which is a respectable start to the season. Alonso led home Schumacher and Raikonen, who drove a brilliant race from the back of the grid to finish third. There was no sign of the suspension problem that saw him miss almost all of qualifying.

And qualifying appeared to be a much better thing than last years one lap screamer situation. Now they have a one hour session in which the slowest six drop out after fifteen minutes, then six more after another fifteen minutes, then the last ten cars can do as many laps as they like for the last half hour. They have to choose their fuel load carefully because what they finish the session with is what they start the race with!! All in all I thought the race was quite good, if a little uneventful, and looks like being a great season.

The Toyotas have had a good start to the rally season by winning the Rally of Canberra. It only took Subaru to drop out for them to be a winning car! Neal Bates won the event and seemed quite chuffed about it all. Cody Crocker won the first round of the South Pacific rally Championship held in

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conjunction with the Canberra Rally. He is driving a Subaru for Les Walkden Racing and does not appear to have lost any speed or ability in the change of teams. Here's best wishes to him and the team on a successful stint at the championship, and hopefully they'll walk away champions!!

Drive well, drive safe, Glenn.

## Motorkhana

### *Madness & Group Five*

Round 2 of the G5 motorkhana series was held by our club at Werribee on March 5<sup>th</sup>, 46 entries, 15 from our club, 12 tests run and finished at three. Our main problem for the day was dust, bloody heaps of it. Pete, covered in dust, did a very good impression of a brown and white minstrel. I think Greg's RX7 was cursed or possessed because all the drivers suffered WDs or flag penalties. Greg is now known as fffffff Kastelic because he mowed down no less than seven flags and also managed two WDs level pegging with WD Paola. Wayne had a lot of fun churning up truckloads of dust in the Monaro, that's probably why he had two WDs cause he couldn't see the flags.

Thanks to all the timing officials Chris Excel from HAC, Alan Davies and my daughters boyfriend Kyle Collins and Pete for putting up with the dust, my daughter Erin and Samantha Cardwell for running the catering and the stewards Vlad Kowal and Peter Stewart. I must also thank Ray & Mal Cardwell, Peter and Wayne who helped me in the hardest job of the day, setting up. Thank you. We are holding Round 4 of the Victorian Motorkhana championship at Werribee on May 21<sup>st</sup> and would



like to call for helpers to run the event, I have some people already but a few more won't hurt so if you can help, please call me.

We had group 5 meeting recently and it allowed me a chance to air our clubs views on the clash of dates at the beginning of the year with the sprints, resulting in more meetings at the end of the year to coordinate the calendar and avoid date clashes next year. PIARC wanted to know if our Sept.10 Holden Ford challenge date could be included in the G5 speed series and after talking to Darren Colgan at FFCC the answer is a big NO, it will end up costing an additional \$2000 to run which means we need around 80 entires to make the event as profitable as the last one and there are no guarantees on the numbers. We will run it if PIARC will cover our losses but I can't see that happening  
VWCV's motorkhana on March 26<sup>th</sup> has been rescheduled for July 23<sup>rd</sup> and the April 23<sup>rd</sup> Autocross is in doubt at this stage.

The next G5 khana is on May 14 at Werribee a long way off but you can run in the VMC twice in April on the 9<sup>th</sup> at Deniliquin and on the 30<sup>th</sup> at Werribee contact me for supp regs.

See ya in the dust

Bruce

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# Members

## Cars

In 1985, I fell in love for the second time in my life. I saw a VK Commodore at the shops in Doveton, Victoria. The car was a red unmarked Police car, V8 manual with the recognisably lower suspension. That week I went and bought my first ever Holden and never looked back.

Although always a racing fan, and inclined towards the blue oval, I now found myself going to Sandown hoping to see the General triumph over Henry. All of a sudden, when I changed camps, Holden stops winning races. During 1985, the BMW's were the car to have along with Volvo "SUNBEAM" Special. But oh the sound of a 308, even without extractors, was a beautiful thing.

As the years went by, the affection for the VK only grew stronger, even though I knew the quality of this model was actually worse than GM's previous locally built cars. Gaps between panels as big as Bass Straight were not uncommon. Thank god those days are gone, even if we did at least have a beautiful pushrod 4987cc iron block 8 cylinder engine in a V configuration. WOW,,,,,,,,,,,,,

Anyway, while living in Tamworth during 1997, I got involved with the Tamworth Sporting Car Club, having a run in sprints and Hillclimbs in my SV89 VN. Had a ball, but nearly destroyed the 89 at a Bathurst Hillclimb the same year. At that time I decided to buy a dedicated hillclimb car. On arrival back in Tamworth the following day, the search started and finished at the Tamworth City Wrecking Co. I had found my next car. An SL VK sedan, straight with raised country suspension pack, no engine or box, but otherwise complete. It had started life as a 202 manual in silver.



For a \$1000, I had a start.

Off to a mates panel shop to start preparing the body for painting and a roll cage, even though I had never done either. The rubbing back and bogging up and rubbing back and bogging up was the worst part. I am not a patient man, so although I could see it taking shape, it still felt like it was taking forever. Alan Barnes of Barnes Smash Repair slowed me down to make sure it looked perfect once finished. The air chisle I used to remove the sound deadening from the floor made short work of 25kgs of poo.

After chiseling away at the floor, the next job was the fitting of the roll cage. I had met this guy in Tamworth who had come recommended to me for the job. He had apparently fitted roll cages to racing cars in Sydney, 2 litre Super Tourers, so I gave him the job. I reminded him of the new specifications being introduced by Cams, to which he said he was familiar. Well, as I found out some time later, like a couple of years later before the car was ready for its debut, that the cage had been made of the incorrect grade of steel. \$1000 for the cage in Tamworth down the drain.

Anyway, I prepared more of the body, masked her up, and Alan Barnes painted her for me. First the under coat and spray putty, then white all over.

All this had taken a few weeks from when I took delivery of the shell. It was starting to look half respectable and clean. I started the masking up for the blue and red colours to go



over the white, trying to keep to Brocky's original as much as I could. It was still just intended to be a Hill Climb car, so did not need to be perfect, just similar. Mobil blue went on first then a bright red. Overall, I am happy with the paint job, Barnco only stinging me for \$400. I have been asked by some people at the track if the car is indeed one of Brock's actual cars. I always say no, definitely not, but am pleased to know that some people still remember this colour scheme.

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Brock, Harvey, Moffat and co took this paint scheme to Europe in 1986, to take on the worlds best Touring Car Teams and Manufacturers. The VK's did as well as could be expected against the cheating Euro's. Walkingshaw was one in his Rovers and of course the BMW supported teams were the worst of the cheats. Our (Australia's) cars had all sorts of trouble, particularly with fuel quality affecting head gaskets. While the Euro's were running advanced fuel injected systems controlled by computer, we were still using a four barrel carburetor and not a computer to be found, other than the one the teams flights were booked on. The highlight was at Spa. This is a 24 hour race at one of the best tracks in the world, bar none. Although the VK's only finished in a lowly position, they crossed the line together and won the Kings Cup. The emotion and response from the spectators to the Aussie Spirit displayed by the HDT and Gricey's Chickadee team was awe inspiring. To this day, I am sure locals still speak of the day the Aussies showed why our soldiers are close to the best in the world and why Holden truly is an unbreakable car.



With the paint job done, it was time for the engine and gear box to go in. The 308 I had bought was a tired old thing, but at that stage, I felt it would suffice for Hill Climbs. The gearbox I chose was a single rail, mainly because it was the right price, welded up 10 bolt Salisbury with disc brakes. The carburetor, distributor, springs, shocks, brakes, sway bars and exhaust all came from the wreckers. Once the car was assembled however, it did not matter to me where all the bits came from. It just looked good. Wheels were 15 inch interceptors painted from a can in white.

I then moved to Melbourne, and had to pick a car club to join. On having picked the HSCCV, Chris and I decided to make our first event the Mt Ararat Hill Climb. So off to Mahnken's Automotive for a dyno tune she went. All this was still part of the build of the car I was soon to discover. Wayne Mahnken soon let me know that the state of the existing 308 was such that getting up the driveway may prove to be a hurdle in itself. After some discussion, I agreed to buy from him an ex Auscar 308 fitted, supplied dyno-ed for \$5500.00, including a list of other jobs to make the car technically legal for Cams sanctioned events, like Hillclimbs and Sprints.

The entire project up until now had taken from 1998 to 2003. Where I had set out to spend around \$5000 for the entire car, it had now hit something like \$20k. The wiring, three sets of wheels, two roll cages, two engines, specific bell housing, seemingly a new trailer hire every other weekend, new clutch and pressure plate, the list goes on and on. Many mistakes were made along the way, but they were all soon forgotten when she hit the track for the first time.



It was a Wednesday practice day at Calder, 36 degrees.

March 2003. She still had wrecker spec suspension, no body kit and 5 year old bald 16 inch tyres. But we had a ball. Over the hump on the back straight, the car just wanted to spin the wheels in third gear. This was the first time I had experienced this kind of power before. We were sharing the track with Supercars, Porsche Cup cars, Formula Fords and Sports Sedans too. They were obviously much faster than the VK, we had to learn very quickly to watch our mirrors and get out of the way at the right moment. The FF's were the scariest. The car was fast and reliable, nothing went wrong or fell off, she just got hot, as usual. I actually called Mahnken from the track about the temp being around 110 degrees C, to which he replied in typical fashion, she'll be right mate. Thanks Wayne, it was. One thing we learned that day, was that with wreckers suspension, do not use the kerbs. This was first discovered by Chris trying to go fast through the esses after the hump. He ended up spinning it, nearly clobbering the outside wall backwards. Lap times were in the order of 1.18.

The final question was, was it all worth it. Without a doubt. I felt like I was king of the world's racetracks that day. Like I could go on to do Spa, Bathurst and Laguna Seca in consecutive week ends. And come up the winner. Nice to dream, but if you can't dream, stop the world and get off. Ok, so I know I am a bit on the round side, and not very fit, but I ended up being surprised how much fitness would be required to do a lot of driving at high speeds. So I will never win a race, but the whole point for me, was to give Chris

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and myself a joint activity, and to have fun, push ourselves as far as we could at high speeds to develop into better drivers, and of course, through our chosen club, meet fantastic new people. Everthing we set out to do, we achieved. Thanks to Family Hotel Tamworth. Barnco Smash Repairs Tamworth. Tamworth City Wreckers, Mahnkens Automotive Moorabbin, Tamworth Sporting Car Club, Chris, Peter Stewart, Bruce Lethborg, Coates Hire Oakleigh, and especially to Summit Holden in Elsternwick and The Holden Sporting Car Club of Victoria.

Wayne Paola  
VK 186  
GBGM

## Membership &

## *Pointscore*

### ELIGIBLE EVENTS

NO	EVENT NAME	DATE
1	PRESENTATION	04/12/2005
2	FFCC/HSCCV RND1	12/01/2006
3	JAN GEN MEETING	23/01/2006
4	FEB GEN MEETING	27/02/2006
5	HSCCV MOTORKHANA	05/03/2006
6	HSCCV MKHANA OFFICIALS	05/03/2006

Name	Tot	Evnts	Name	Tot	Evnts
Bruce LETHBORG	30	4	Antonia FITZPATRICK	5	1
Peter STEWART	24	4	Jason PERCY	5	1
Vlad KOWAL	24	4	David WILLIAMS	5	1
Malcolm CARDWELL	23	4	Ken SCOTT	5	1
Kylie LEWIS	21	4	Geoff PATTERSON	5	1
Greg KASTELIC	21	4	Lawrence GLEESON	4	1
Alan DAVIES	19	4	Kristofer LETHBORG	4	2
Ray CARDWELL	19	4	Hamish MCCONCHIE	3	1
Wayne PAOLA	18	4	Lachlan MCCONCHIE	3	1
Greg BLACK	16	3	Jaeger MCCONCHIE	3	1
David DAVIES	16	3	Kim BUCHANAN	3	1
Kim MCCONCHIE	16	3	Frank ROGAN	3	1
Amelia SLATER	15	2	Daniel HOLC	3	1
Matthew CARDWELL	13	3	David LEWIS	3	1
Glenn MASON	13	3	Cassandra CARDWELL	3	1
Kerry CARDWELL	13	3	Chantelle MCCONCHIE	3	1
Philip SLATER	13	2	Rowena CARDWELL	3	1
Chris LOXTON	12	1			
Gordon HALEY	12	1			
Zeljko HOVANCEK	12	1			
Andrew HOLC	10	1			
Cameron CHIVERS	10	1			
Richard WALES	10	2			
Jeremy WATT	8	2			
Martin CARABOTT	8	2			
Samantha CARDWELL	8	2			
Ricky WEBB	5	1			

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## Members

## Pics

**Bruce and Vlad**



**Bruce in Di's car**



**Khana girls**



**Got a bit dusty at Werribee**



**Bruce again, in the Pres's car (does he ever drive his own?) Kris on the grid at Winton**



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## Minutes of Holden Sporting Car Club of Vic. Inc. – General Meeting

Bells Hotel – 27/02/2006

MEETING OPENED AT 8:16PM

### PRESENT

**APOLOGIES** K.McConchie, J.Slater, Z.Waugh, J.Towers T&A Fitzpatrick.

Previous minutes Moved, M.Cardwell. Seconded, B.Lethborg.

Any business arising from previous minutes? Nil

### **PRESIDENT:**

Welcome Greg to first general meeting. Also Ben. Tom Kinsman checking us out tonight.

Ron Jansz passed away.

Winton, firstly fantastic turnout from our club. Also officials from our club made the day sensational. Everyone went home rapt. Fantastic weather and financially rewarding. Looking good for next rounds.

Hands up who is going to the motorkhana, 11. Will get another Class of 06 photo.

Had a phone call from Greg Ritchie tours re overseas V8 rounds.

### **VICE PRESIDENT**

Ron Jansz passed away 27/1/06. Few days later funeral held. Past and present members present. Very religious funeral. Darren stood up again and had a yarn about Ron. Ron taken to Necropolis via Sandown raceway.

Spoke about past club memories. Adina is donating the club raffle prize back to the club.

Winton, what can I say. Very proud of the club. Results pretty good. Faired well. Gordon Haley won the day with the 323.

At Garry Rodgers day asked what time they were doing 123's and 323 was doing 130's.

Great day, good member turn out. Murray Walker award to Bruce.

Wayne comes up to the tank and gave rude signal to Al.

Looking forward to next round which is Jag car club round at PI. Unfortunately I will be in Tassie on holiday.

Event made \$2900 and we get \$1450 profit.

BL now wants a V8 after driving Wayne's car.

### **SECRETARY**

Incoming mail: CAMS invoice for motorkhana, Dutton rally promo, Train trak promo, TCCA mag, CCRMIT mag, Rare Spares promo Grand Ridge Brewery promo, Kangan Batman tafe promo, Unicar mag, ANZ statement, Codrington Settlement promo, Summit chq, Grand Prix Rally promo, Wangaratta Shire promo, Fenton Business Products catalogue, FFCC mag, InteleMatics promo.

Renewals: G.Haley, Garrett family, C.Chivers, J.Pasquale, M.Lomas, R.Wales, Douglass family.

RC asked re club promo material.

### **TREASURER**

\$1390 incoming

\$1216 outgoing

ANZ \$619.00

ING \$5498.00

Now total \$6600

Chook raffle to start next month.

Had a fantastic day, sorry to those in range of my spit. Even had a flat on the tow car.

### **MEMBERSHIP & POINTSCORE**

109.

Good for this time of year.

Ben Barber introduces himself. Albury boy who will be great at motorkhana.

**Holden Torque March 2006**

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Tom introduces himself. Tells us about his crap HQ, now has HJ.

### **EDITOR**

Not present.

Kim wishes to pass on diarrhoea to all members.

Wants photos from Winton.

### **MOTOR RACE AND RALLY**

Not much happening yet.

V8 start end of next month. F1 weekend after.

Little bit of rallying. Please help me with rally information.

GCC hillclimb 12<sup>th</sup> March at Morwell.

Please let us know what you are competing in so we can mention it in the mag.

### **SOCIAL**

Probably all seen my grid girls at Winton. I had a nice surprise, a few friends turned up to watch, dressed as grid girls with full kit. They made \$120 profit selling stubby holders. FFCC are having Ford girls next time. Next round will have the flag, etc.

Had fun on the track. Beat last time on the track. Stuck out there with distributor problems.

Social events: Lawn bowls good for club profit. Good for kids and family, early in year as green closes.

Christmas in June/July. Kris Kringle \$5.

Go Karts at Sunshine later in the year.

Car shows and Cruises as we go.

Pentridge market will call to see if they are doing it again.

BL should go to Grand Ridge Brewery on club run one Sunday. AS could make a whole weekend.

Looking for ideas from members.

BL: had run to Echuca for weekend a couple of years ago. Holden museum on the Sunday. October may be a go.

### **SPECIAL EVENTS**

Got opportunity to put article in the Fairfax group of newspapers. I fgoes well could put an article in every second month.

Dyno day \$35-40 per car in Moorabbin. Power runs, no tuning. On Keys Road.

Trade nights, shop visit or talk at meeting, Distributors, diffs, engine builders. Offering article in mag as trade off for visit. Shop visits mid week. Nothing solid just yet.

### **STOCK**

WP- Dave does not have it. I still have most of it at home.

Stubby holders left to sell.

### **GRP5/ MOTORKHANA**

Kicked off for grp5. Speed event run by PIARC week before our event. Spoke to Matt Belcombe and he wasn't overly enthusiastic about numbers that attended.

2 weekends ago, 1<sup>st</sup> grp5 motorkhana. 4 entrants from club and Vlad steward for the day. Got penalised about 12 seconds due to junior in the class. Ground in good condition shame about the results.

Ground should be good after rain this week.

Biggest problem, need helpers on the day. Need two people per course for timing. 6 total.

Hoping for 3 courses and twelve tests.

Vlad chief steward and Peter trainee. Amelia secretary and Kylie scrutineer.

Hopefully thirty entries.

Hillclimb, Morwell track is open until the end of the year. Then they have to be out. Unsure if new track has been started yet. WP: would be good to get someone along to let us know what is going on.

Cof C marcdh 11&12. Three events, motorkhana, rally and autocross.

Our motorkhana on the 5<sup>th</sup>

26<sup>th</sup> March.

VMC 16<sup>th</sup> March run by PAC.

2<sup>nd</sup> round Speed is Auto cross at Avalon.

## **Holden Torque March 2006**



Matt Belcombe assumed our Sandown and Winton events are going to be Group 5 and they are not. Will this affect our entries? Advertising thoroughly so no problem.

RW-when is the John Mott? 30<sup>th</sup> July.

4 sprints in the two months of June/July.

### **WEBSITE**

Some Winton pictures and results up now.

Have been working on club member's cars.

Updating other areas.

Wishing to put up video made a few years ago if no conflict with host of site.

Promo of FFCC/HSCCV challenge with all dates. Maybe grid girl section too.

Changing logo over.

### **CSC**

Not present.

### **PUBLIC OFFICER**

Nil to report.

### **GENERAL BUSINESS**

VK for sale \$25,000.

Electronic distributor for 202 wanted by Amelia. BL has one.

AI looking for a Turbo 700 non computerised.

BL- saw ute with Holden logos all over it, WAS A FORD.

Dd Davies- selling Gemini. Unsure of price.

AS needs crappy 13" rims.

TOM- need quadrajet rejettted as well. Looking for good work.

PS Should do something to remember Ron such as the Croll trophy. Maybe have motorkhana trophy for the club. Best club motorkhana participant.

PS FFCC/HSCCV challenge classes need sorting out. Need another meeting with FFCC to define rules and responsibilities of clubs in the series.

DD- green XU-1 from Winton, any news on the status of the engine.

RW FFCC had safety vests. Need to get our own so we don't have to wear them!

FINE: Greg for passing under yellow at Winton.

Richard for wearing a FFCC vest.

Martin Carabott for being passed by Peter who was running in his engine.

LOTTO: 9-6-4. Jackpot

MEETING CLOSED: 9.40PM

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# HOLDEN SPORTING CAR CLUB of VICTORIA Inc.

P.O. Box 791  
Melbourne Victoria 3001



Please tick MEMBERSHIP APPLICATION  or RENEWAL

Name(s): .....

Address: .....

.....Postcode: .....

Phone: AH.....BH.....Mob.....

Email: .....

Occupation: .....Date(s) of birth:.....

Vehicles: .....

Reg. Numbers:.....

Membership No(s): .....Introduced by:.....(New members)

I am interested in: Motorkhana.....Race:.....Rally:.....Sprint/Hillclimbs:.....

*I hereby certify that I will abide by the rules and regulations of the Holden Sporting car Club of Victoria Inc. and also the National Competition Rules of the Confederation of Australian Motor Sport with which this club is affiliated.*

Signed:.....

Dated:.....

<u>Membership fees:</u>	Single:	\$48.00 full year from January 1
Please mark clearly	Family:	\$70.00 full year from January 1
	Junior (under 18)	\$25.00 full year from January 1
	Associate (Bona fide members of non CAMS affiliated car clubs only with proof of membership)	\$25.00 full year from January 1

Level 2 Licence can only be purchased at Club meetings or events

Payment: Cash..... Cheque.....

Please return to: The Membership Secretary  
HSCCV Inc.  
PO Box 791  
Melbourne 3001

**Office Use:**  
**Date received:**.....  
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