

# HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

holdencub.com

JUNE 2006



## HSCCV Victorian Motorkhana Championships

Round 4 at Werribee

Member  
Profile  
DAVID DAVIES



PLUS!  
Special Events Night at  
Performance Ignition Services



Ford v Holden  
Challenge

Round 2 at Phillip Island



JAGUAR CAR CLUB hosts the Round 2 FvH Sprint

## Executive **Torque**

### President

Only 2 weeks to go to our next HSCCV- FFCC Challenge event. This one is taking place at Sandown on the 25<sup>th</sup> June. I hope to see a heap of members turn up on the day to have a run, or just to HELP. We need flaggies badly, only for half a day. That's the agreement between ourselves and FFCC, that we provide an equal number of officials. It just happens that at Sandown, being such a large circuit, we need a total of 10 flag marshals. So nominate your selves PLEASE.

Phillip Island was an interesting event. Firstly the rain got the better of my head. I have seen too many boys and girls make a mess of their cars and their bodies there when it's raining, to become a statistic. ( won't mention green XU-1's at Lukey Heights) So caution was the intended measure of the day. This did not stop me having a near lose the first time through Honda, or a full loose through the same corner in the second session. Most annoying part of the day was my black flag for exceeding 75DB during the practice/warm up session. Peter got done for the same thing, twice in the first session, so that under the rules, meant instant disqualification . I was lucky, in that I came in to gather my thought's on receiving the first notification, during which time Alf and a few of our clever co members came up with a fix that actually worked. A bracket from what appeared to come from a fence or gate lock, screwed onto the end of the exhaust pipe to deflect the sound from the sound measuring device. (see pic in last months mag)

I still had an ordinary day though, cursing the fact I had done nothing to put the power steering on the

car. Since the cars previous outing, at Sandown last year, the effort to turn the car seemed so much higher, and I was having trouble. More on that later. Plenty of members came to play for the day, although we were out numbered by the FFCC. Most congratulations should go to one of our newest members, Greg Black. On a rather miserable day and in a field of 69 cars, Greg managed to finish 6<sup>th</sup> outright. Well done Gregory. The Persistence Award, no matter what the conditions were, should go to Dave and Lawrence in the VK. Even though the day turned out an expensive one with a blown motor, Dave and Lawrence were out there for most of the day. Dave was probably going to up spec the engine anyway. Chris can tell a few tales too of a moment or two on the grass. Well done all the HSCCV boys and girls. Too bad about the XJS, bent in half.

Further on the Island, Greg did a fabulous job of posting on the web, results and the photos he took on the day, very soon after the event. Our web site is so far in front of any other club's I have seen, it's just not funny anymore. Good to know we are setting the benchmark.

Our VMC Motor Khana was a roaring success, thanks to all those members that pitched in to help and others to compete. It was a good feeling to hear competitors from other car clubs thank HSCCV for making the day so successful and so enjoyable. We made a significant profit on the day, between food and merchandise, and of course entries. It was also an opportunity to welcome our newest members, David and Irene with the kids. Hope to see you guys at a general meeting in the near future.

Thanks to Al Davies for organizing a brilliant night at Performance

Ignition, and I for one look forward to the next special event by Al, an engine night which is advertised in this issue.

Now, onto my VK. I have after 4 years of driving it, decided it needed to go to the next level in terms of drivability. Thus the front end has had some significant surgery. The track is now 2 to 3 inches wider, it now has a fair amount of caster, still good camber and power steering. The wider track and increased caster meant some body work alterations were needed to fit everything in to the confines of the wheel arches. It now looks completely different up front, and after a gentle test, I can say the car feels significantly better. Time will tell of course. If it works by making the thing easier to drive, and as a bonus, improves my lap times, then great. If I have gone the wrong way, then the knockers can come out. And only then. Thanks Peter Stewart for all your help, and Greg Black for doing the alignment and sharing with Peter and myself how it's done.

On another note, we received our first Astra Diesel last week. It's a manual, a 6 speeder with 110kw and 320nm of torque. All I can say is "WOW" This thing pulls like a muscle car and gets around 800kms to a tank of fuel. If you get the chance, come down to Summit and have a drive.

Talking of Summit Holden, I have scored from them an unwanted illuminated sign, used for Holden merchandising of accessories. We can get use out of it when we have our own club rooms one day, or even at our static displays where power is provided. The idea is to put photo's of club members cars in it, it holds 22, and turn the light on.

Until next time, leave your mark

## Vice President

Wayne Paola

Hi guys, it's June, tax time soon so get out those receipts for the race car and see if you can get little Johnny to pay for your hobby.

Had a great trip to Tassie, found myself in snow 2 hours after getting off the boat at Cradle Mountain and experienced snow driving for the first time, it's just like driving at Werribee on a very wet day without the mud. Paid \$1.48 for fuel in Queenstown, that was the most expensive with \$1.38 being the norm everywhere else. Found a great little place in Hobart called Joe's garage, it's a motor sport come motoring themed bar that makes great hot dogs and serves lovely cold beer. The place is full of motoring bits and pieces including an FJ ute drag car sitting up in the loft, several motorbikes, engines etc. decorating the place, there were motor sport videos on the telly and on the night we were there, there were a bunch of guys telling their stories of the recent Targa Tasmania that they had competed in (lucky bastards). There is a website ([www.joesgarage.com.au](http://www.joesgarage.com.au)) and is well worth a look and a visit if you get down to Hobart.

As I mentioned Targa had just been run a week or so before I arrived and I found some of the Targa roads in my travels. The road from Straun to Queenstown was one of them, still with the rubber on the road, that turned out to be magnetic, I found it very hard to keep the Commodore off them on the open corners. I also found a section out of Queenstown on the road to Hobart that was 47 kms long, I'm sure the crews would

Hello all from David Williams, As I am touring Australia in one of the Generals finest during the month of June, I have not prepared a full stock report. I will say however that both Anne and myself enjoyed the Motor Khana day immensely. We sold plenty of stock, mostly the beanies and a few other bits and pieces. Also on the day, we sold so much food, we did not have time to scratch ourselves. The new HSCCV BBQ that Peter procured for the club, worked a whole lot better than last years BBQ, which took all day just to brown one sausage. By the end of the day

have been pretty buggered after this section, as it was a combination of windy roads and long straight sections that would have required a lot of attention. There certainly are great driving roads in Tassie.

We held round 4 of the Victorian motorkhana championship on May 21<sup>st</sup> at Werribee and from the feedback I have received, we got a two thumbs up rating.

Round 3 of the Holden Ford challenge is at Sandown on June 25<sup>th</sup>, hope you have your entry in as it is filling fast, it should be a great day and I hope the club is well represented, we can't let FFCC win all the trophies.

Winton proved to be another crash fest in the reverse grid race, Larry Perkins had a damage bill of \$28000 on one car alone, when is the madness going to stop? I hope TEGA and V8SA come to their senses and return the sport back to the way it was.  
Cheers Bruce

## Secretary

Hi everyone,  
We are halfway through the year and the point score is hotly contested with changing leaders every month. As the secretary, this is pleasing to me as it shows high levels of participation throughout a wide sample of members. I know the point score can be frustrating for a lot of people, as the big points are gained by being the directing official at our events. This is an achievable status, and currently we have a few members working to gain suitable officials licences. If you are interested, please nominate yourself to help out at events. I

have been doing it a bit lately and although it is not as much of an adrenaline rush as competing, you don't have to get up as early, or have any car disasters! It is also a good way to learn more about the club and the members. If you are interested in helping out at Sandown, please call Bruce. You can come out and wave flags with me. Our go kart night was run and won last weekend with the victory going to Greg Kastelic (again). Maybe next time we can insist that he runs in one of the 6.5hp karts whilst we still get the 9hps? The night was great fun with the only sour point being Lachlan and Jaeger McConchie turning up to find out they couldn't run in the race because they were under 18 years. This was rectified by them having a go in a general run after us and therefore were not too disappointed. We have a new member this month, Stuart Dearden from the Ford Coupe Club. Wayne, Greg and I went along to their general meeting and technical night to plug the Ford/Holden series and a couple of them are going to run at Sandown. Please make them welcome if you see them.

Incoming mail:  
CAMS application to conduct a road event, Bathurst international motor festival promo, Shamrock Hotel promo, Quality Inn carriage house Wagga Wagga promo, ANZ statement, ANZ overdrawn account letter, Mick's motor trimming promo, ANZ cheque book, Vigil insurance Modified Muster promo.

though, we did not want to look a another sausage for a long time. In case none of you realised, we had to make two additional trips into Werribee for more snags and onions. We will come back from our trip with lots of tales to tell and maybe even an article for the magazine. Hopefully the Jackaroo arrives back straight as well. See Glen, Wayne or any of the committee at the general meeting if you don't want to miss out on a beanie. And we will see you in July.  
David Williams, Stock Rep.

## 2006 Committee

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<b>Special Events</b>	Alan Davies <a href="mailto:special_events@holdenclub.com">special_events@holdenclub.com</a> 0400188249	<b>CAMSSStateCouncil Rep</b>	Wayne Paola

## 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.

## Treasurers *Report*

### Treasurers report 16th June 2006

#### Deposits for the period 11<sup>th</sup> May 2006 to 16<sup>th</sup> June 2006

Membership (renewals)	\$0.00
Donation Home Loans	\$56.18
Summit Holden May	\$35.00
Go kart night	\$120.00
Stock	\$10.00
Motorkhana	\$796.00
<b><u>Total deposits</u></b>	<b><u>\$ 1019.18</u></b>

#### Payments for the period 11<sup>th</sup> May 2006 to 16<sup>th</sup> June 2006

GoKarts deposit	\$420.00
Bank fee	\$37.70
Food - Perf Ign tech nite	\$60.00
Beanies	\$132.00

**Total Payments**                      **\$ 649.70**

#### ACCOUNTS

H.S.C.C.V.	Cheque account	\$415.51
H.S.C.C.V.	ING account	\$6,508.67
H.S.C.C.V.	Cash box	\$ 45.00
<b><u>TOTAL ACCOUNTS</u></b>		<b><u>\$ 6,969.18</u></b>

As you can see, the accounts are still holding well, and should continue to grow stronger as we head into the last half of the year with all the events that are scheduled between now December. I don't think we'll have time for Christmas this year with so much going on. Especially with the four remaining rounds of the now 'Internationally acclaimed', 'HvF Series'. (Holden verses Ford) to run still. While I have your attention, if you have any videos of your car, or other club members' cars in action that you think could be of interest from a promotional point of view, please let me know. To our new members this month, Welcome

Cheers for now  
Pete

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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## Club *Calendar*

<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>
18 <sup>th</sup>	Shannons Classic Australian Car Show, Sandown
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>
26 <sup>th</sup>	<b>HSCCV General Meeting</b>
30-2 <sup>nd</sup>	V8 Supercars Skycity Triple crown Darwin
<i>JULY</i>	
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>
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>
26 <sup>th</sup>	<b>HSCCV Pig Out/Xmas in July – Agapi’s Greek Tavern—date changed!!!!</b>
30 <sup>th</sup>	NCCA Gr5 Sprint Rnd6 – Sandown
<i>AUGUST</i>	
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 – Moorabbin
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 – Morwell</b>
28 <sup>th</sup>	<b>HSCCV General Meeting</b>
<i>SEPTEMBER</i>	
2 <sup>nd</sup>	Olde BP Tasmania Rally
3 <sup>rd</sup>	PIARC Gr5 Motorkhana Rnd7 – Moorabbin
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 – Morwell
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>

<b>NOVEMBER</b>	
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>

<b>DECEMBER</b>	
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>

## Webmaster **www.holdenclub.com**

The website has now got a lot of content and as a result we have exceeded the maximum amount space that has been allocated to us which seems to be 60Mb. To allow room for further updates the HSCCV video will have to be removed until I can come up with a more internet friendly version which will have a smaller file size.

We are always looking for information on club members cars so if anyone is interested in getting their car details and history displayed in Club Cars on the website please email your pics and information to [webmaster@holdenclub.com](mailto:webmaster@holdenclub.com). The cars we have so with detailed information are:

VL Commodore SS Grp A - Kim  
 LJ Torana XU-1 – Chantelle  
 LJ Torana XU-1 – Kim  
 A9X Torana – Kim  
 Datsun SSS - Kim  
 Mazda RX-7 Series II - Greg Kastelic

VK Commodore HDT - Kylie Lewis  
 HQ Monaro - Bruce Lethborg  
 A9X Torana - Glenn Mason  
 VK Commodore - Wayne Paola  
 Monaro - Wayne Paola

### **CLUB PROMO CD NOW BEING PRODUCED!!!!**

Peter Stewart with son James (the true brains of the outfit) are compiling a video of 'our special moments' on the tracks, and 'paddocks' for an HSCCV PROMO CD set to sound, music, and captions etc. (This is your chance for that 15 seconds of fame). If you have any videos of yourself, or anyone club related for that matter, please email him at [treasurer@holdenclub.com](mailto:treasurer@holdenclub.com), or call Peter (0407 361 426) to arrange a download or copy of it. Should be awesome!

## Motor Racing & Rally Report

Well the F1 racing continues on it's merry and somewhat predictable way. Blue car first, red car second. The two top guys are in a league of their own at the moment, their cars and talent combining to keep them one step ahead of every-one else. Renault never looks like having a mechanical problem, and Alonso is just so much better and consistent than Fisichella. The same for Ferrari as Schumacher shows his undeniable talent by being in the hunt for first place all the time. He does show a flaw in his make-up sometimes though. Monaco qualifying was a prime example of this. What was he thinking when he quite obviously stopped after setting a good time to try and prevent the rest out-qualifying him? It was very clumsy and obvious to all what he had done, and the penalty well deserved.

The race itself was good, I thought, with close and tight racing between the top three. The disappointment on Webbers face was there for all to see. He was on for a possible podium, maybe even first or second, when the car again let him down. He is driving extremely well, as he has since entering F1, however the car is never able to do him justice. This is four of seven races where mechanical failure has left him with zero points, and each time in a points earning position. Maclaren also have some problems on that front with Raikkonen left drinking with his mates on his boat when the Mercedes engine failed while cruising around behind the pace car! Toyota and Honda are having trouble too. They are spending bucket loads of Yen with very little more than mid-field results to show for all that expense. Surely they will have to start to improve in order to keep justifying their existence to the powers that be.

The British GP was blue and red again, with Maclaren out classed by Ferrari strategy that saw Schuie take second from

Raikkonen. I am now certain Mark Webber is looking for the Chinaman he has obviously run over somewhere!! He was taken out by Ralf Schumacher after Ralf had collided with the Red Bull of Christian Klien, this sent him across Webbers path and all three were out. The Williams had shown an amazing turn of slow speed to be out qualified by nearly every-one. Apparently some kid on a push bike was seen to be chasing them down and giving them a hard time! They really need to improve a lot to be competitive at all but the slowest tracks.

In the world of rally, does anyone know if the VRC/VCRS web site EVER gets updated?? I check it all the time and it never changes!! Locally, the Toyota guys are the ones to beat at this point in the season. The husband and wife team of Evans/Evans took out the rally of Perth (2<sup>nd</sup> round ARC). They will be hard to beat this year, with realistically their only competition being teammates Bates and Taylor. Can someone explain why Ford would spend so much time and money building a rear wheel drive Focus?? I can't comprehend what they are trying to achieve with that unit. It can never compete for outright honours against the 4WD cars, and it bears no reflection of what the road car is either. And it broke things on bumps that didn't look like they'd threaten a Ferrari, never mind a supposed purpose built rally car! There is eighteen months of development well spent!!!

Cody Crocker has taken the lead in the South Pacific Rally Championship. He has done very well so far, and will hopefully go on to win the series. Who knows, he may well be our next WRC competitor.

Loebe continues to blitz the WRC, Groenholme is always competitive, though has had lots of bad luck and breakdowns. The Focus just seems to be very fast but a

little fragile. Both Loebe and Groenholme hit the same bump, with the Citroen suffering no problems, and the Ford breaking. If they can sort out the shortcomings of the Focus, it would be quite dominant. Atkinson again made a mistake whilst travelling well. I do hope he can sort that out, as one feels sooner or later it will cost him his drive. There are no other drivers in the series who look like they can challenge the top two. Poor Petter Solberg can't pull a trick at the moment, the Subaru is nearly fast enough, however an amazing amount of tyre failures has seen him appear very disillusioned with the whole thing. If the tyres stay together, the car fails, it is a real pity because he is still as fast as he always was.

The V8's are talking parity again!! Not only is there talk of a standard chassis, now they are talking of a control cylinder head. Seriously, the series is so close now, why would you need to change it? I do not want to see another series of cars, all the same, driving around nose to tail. Surely we have enough one make series already. Let those who put in all the work developing their cars have the advantage that brings. Don't bring the others up to the same level. If they want to be the best, they should have work for it!!

Winton was an interesting event. I believe it once again showed that reverse grid racing is something that needs to be revised. Once again the carnage that evolved was dreadful, with lots of cars damaged quite badly. Who really wants to see tail end drivers, with no chance of winning anything, cruising around in front damaging good drivers championships?? Why should a driver of dubious talent be at the front? Surely the point of getting to front is to stay there, not be penalized for your efforts. The teams have pretty much had enough, and there is supposed to be a meeting to decide

on reverse grid racing's future. Lowndes had a good weekend and walked away with a round win. Triple Eight racing have really had their act together this year, and are looking strong contenders for the championship. HRT were not quite up to speed, however Skaife still had a good result and finished on the podium. Kelly was taken out by Steve Richards doing a U-turn right in front of him. Richards had been turned around by Jason Bright at the esses. He did not re-

ceive a drive through penalty, however, and finished in second spot for the round!! Why do some drivers seem to be penalized and others not? Bright clearly caused the spin, then the resultant crash of Richards and Kelly put them out of contention, with huge damage bills. Seems to me some guys out there are untouchable, and, while trying not to be biased, it seems most of the untouchables are Fords! The series is pretty evenly matched, with two round wins

apiece for Holden and Ford, with Garth Tander the leader. He and Rick Kelly are having a great year with the Toll HSV Team leading the team championship also. Rick is second in the championship, followed by Lowndes. Next in the teams championship is Jack Daniels Racing (Larry Perkins) followed by Team Betta Electrical. All in all, a very close series that again I'm sure will go down to the last round.

## Motorkhana & Group 5 Report

We held round 4 of the VMC at Werribee 21<sup>st</sup> May, this was the first time that the club has held a state round, 35 entries, ten tests were run and finished by 3pm. The surface was in the best condition I have ever seen it in, it was a nice solid surface that produced very little dust.

The feedback has been great and one seasoned VMC competitor told me that it was the best and most well organised VMC round he has competed in. This was achieved due to the fantastic help from club members on the day, the timers, scrutineers, BBQ cooks you all did a great job and I thank you very much for making the day a success. The BBQ was a success, we ran out of sausages twice. The club made a profit of approx \$500.00 on the event.

Ray brought out a power auger that made the set up a breeze, we set the tests up in record time.

Five members entered and Troy in the HD was very entertaining, Kim and Kylie tried to kill Kim's Drof, and Kylie beat Kim by quite a margin. At the end of the day Kylie had a drive in a couple of the specials and found out what Werribee dust tastes like.

Ray came second in class D, Kylie third and Kim fourth. Troy managed seventh in class C with Frank Rogan taking third also in class C.

The fourth round of G5 series was also at Werribee the following week and seven members entered. Kylie shared the Barina with me and decided that power steering and a small car are the way to go. Kim brought the Dulux special out and shared the car with his son Jaeger.



Bruce & Kylie in the class winning Barina

### Results

#### Class A

Bruce Lethborg 1<sup>st</sup> 9<sup>th</sup> outright  
Kylie Lewis 9<sup>th</sup> 26<sup>th</sup> outright

#### Class B

Vlad Kowal 6<sup>th</sup> 20<sup>th</sup> outright  
Kim McConchie 9<sup>th</sup> 35<sup>th</sup> outright  
Richard Kowal 11<sup>th</sup> 40<sup>th</sup> outright  
Jaeger McConchie 14<sup>th</sup> 43<sup>rd</sup> outright

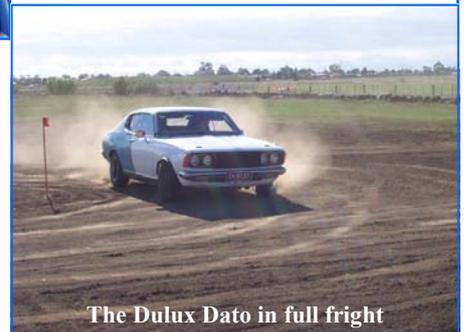


The Kowal Escort in full flight

#### Class D

Frank Rogan 1<sup>st</sup> 12<sup>th</sup> outright  
Ray Cardwell 2<sup>nd</sup> 18<sup>th</sup> outright

The next G5 is 2<sup>nd</sup> July at Somerton and the next VMC is 23<sup>rd</sup> July at Somerton.



The Dulux Dato in full flight

Just a little note to encourage young members, that one of the first things that 15 year old Angus Fitzpatrick wanted to do was hop into his newly restored V.W. racing car, with links to Harry Firth's early days that Simon (Angus's father) was hoping to enter Historic Winton. But due to Angus recently leaving hospital for brain surgery he will have to wait a little longer.

Now the challenge is between Simons car, sister Brittany's car & Angus's who will be on the Black stuff First.

*Troy Fitzpatrick.*

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## Member **Profile**

We thought to get to know our members better we would put one under the microscope each month. The answers given here have not been altered.(much)

This months member is: **DAVID DAVIES**

Age?	33	
Nickname?	<i>Jexy (I have very curly hair)</i>	
Years with the club?	<i>1 (almost)</i>	
Married? Single? Anything you'd like to discuss?	<i>Single (I like my money and freedom) but not for long</i>	
Profession?	<i>Spare parts</i>	
Dream job?	<i>Race driver (any Holden team will do)</i>	
Current vehicle(s)?	<i>Daily? VX Calais. Race? VK 5litre.</i>	
Future projects?	<i>V6 Gemini, motorkhana special</i>	
Years racing?	<i>Less than 2 years circuit &amp; motorkhana; many years racing go-karts against friends</i>	
First Motor sports event?	<i>Motorkhana</i>	
Best racing results?	<i>HSCCV Rookie Of The year, 2005</i>	
Favourite tracks?	<i>Local? Bathurst, Albert Park World? Monaco, Laguna Seca</i>	
Favourite Motors ports events?	<i>1. Bathurst 2. Targa tassie 3. WRC 4. Anything with wheels</i>	
Favourite drivers (not yourself!)	<i>Schumacher, Possum, Webber, Rossi, Stoner.</i>	
First car you owned?	<i>LC Torana 4 door, 131, 3psd but I've had 20 + cars.</i>	
Favourite all-time race car?	<i>Why any Holden of course.</i>	
Ultimate dream car?	<i>McLaren F1 Supercar</i>	
Least favourite car?	<i>Ovlov, although when driven hard they go OK</i>	
Any other sports interests?	<i>Is sex a sport?, any extreme sports.</i>	
Other interests?	<i>Music (making), computers, Home improvements</i>	
Do you own a pet?	<i>Yes, border collie x named Beavis (yes, Beavis &amp; Butthead)</i>	
Favourite movie?	<i>Fast &amp; the furious, Mad Max, Arnie movies.</i>	
Least favourite?	<i>Any chick flick just like Alan</i>	
Favourite music?	<i>All types, I'll give anything a go</i>	
Least favourite?	<i>None</i>	
Stupidest thing done on the road?	<i>230kph plus in a monster port rice burner, nearly went through a school at the end of the road trying to stop 2. Drove from Oakleigh to Lilydale with only 2<sup>nd</sup> gear in my Torana to attend a party, made it there AND back</i>	
If you were PM for a day, what would you change first?	<i>Increase wages for those in lower tax brackets</i>	
If you had George Bush in your garage, what would you do to him?	<i>Give him a brain scan and see if there is any activity (probably be a short test though)</i>	

## Social *Happenings*

# H.S.C.C.V.'s XMAS in JULY

**Where:** AGAPI'S GREEK RESTAURANT  
262 Swan St. Richmond

**When:** Wednesday 26th July 7.30pm

**RSVP:** Mon 17th July  
Amelia Slater, Social Representative

Each year the Holden Sporting Car Club has a big pig out night where we stuff our faces full of yummy food and drink. What better time to celebrate it than XMAS in July??

For this festive occasion we are all required to bring a \$5 Kris Kringle pressie per person attending. Make it funny and interesting; you'll be amazed at what you can get with \$5 these days! Last year we had things ranging from car polish to pocket knives! The \$2 is always great for a bargain.

Agapi's is a fully licensed restaurant so no need to BYO. We will be having a Greek banquet which costs \$35 per head. Please let me know if there are any special dietary requirements and will let the restaurant know.

This is always guaranteed a great night and is very popular amongst our members. Partners and family are always invited, if your new to the club or have never ventured out with us before this is a great time to get to know your fellow club members and have a bit of a gas-bag and laugh. Hope to see you all there with bells on!!!

P.S. Please note that initially the date was the 19<sup>th</sup> July, which has been in our calendar, unfortunately this night was booked so I have made it for the following Wednesday night.

Merry Xmas in July,  
Amelia J

0422 035 204 or [social@holdenclub.com](mailto:social@holdenclub.com)



# SPECIAL EVENT

## Engine Night

Come and learn how an engine is built from the machining to final assembly

Wednesday 30<sup>th</sup> of August 2006  
6.30 – 10.00pm

This informative evening will be held at

**CW Engine Services Pty Ltd**  
12 Beech Street  
Nunawading, 3131

**Maximum of 40 people for this night**

Please register your interest with me so we can correctly cater for the night, thanks



Holden Sporting Car Club of Victoria

Contact: Alan Davies  
Special Events Coordinator  
Ph: 0400 188 249  
Email: [special\\_events@holdenclub.com](mailto:special_events@holdenclub.com)

## Members **Write: Tech Night at Performance Ignitions**

G'day all,

Well, for those who couldn't make it to the Performance Ignitions night, it was most worthwhile. I must admit to thinking, how long can you talk about ignitions for?? Half hour tops. Being a mechanic, I felt there was little for me to learn, however I thought I'd go along and see. How wrong was I!! The talk went on for around two and half to three hours, and I found all of it to be fascinating. The things they can do and build is amazing, and all the information was well worth hearing.

The trade name is Scorcher ignitions, which I'm sure most of you have heard about. They can build just about any distributor to suit just about any vehicle. Concourse? No worries they can do that. Racing? That too. Performance road car? Yes. Any dizzie can be modified for electronic ignition, re-

curved, re-built or made like new to maintain that "original" look. Many parts that are now unavailable they will manufacture or modify something else to do the job. If this sounds a bit like an ad, I guess it is. I was truly impressed by the professionalism and knowledge in the business, and I'm not easily impressed !!!

Some of the interesting items on display on the premises were an EH Holden driven and owned by some bloke named Norm Beechey!! And a Torana L34 distributor. The EH is significantly changed mechanically from Norms day, though it is still THE car he had, a real piece of Australian motor racing history. And if any of you have an L34 dizzie, this one was purchased for \$1600.00, and we were assured that was a bargain price!! There was also a very tidy little Lotus sports racing car worth looking at too!

Al is planning to run a number of these nights. If you have any interest in cars (and since you're in the HSCCV, I guess you do!) then these events are a very worthwhile investment of your time. I was amazed at how much I didn't know, and am sure my car will be so much better performing for it. Both the Dyno day and the ignition night have left me with information I was unaware of previously. And we have a chance to talk and socialize with everyone as well, and if a mechanic of twenty five years experience can come away with good information from these nights, I imagine others are learning untold amounts about the mechanics and operation of their cars. See you all at the next event!! Glenn.

## Editors **Report**

Hi everybody,

As promised I have moved from the wind powered technology of Word for Wingnuts, via a software upgrade to the far more awesome steam driven Mighty Slow Publisher.

Re-formatting the mag has been slightly more challenging than expected, although to be fair to the extremely rich, extremely influential and extremely benefactual Bill Gates (have to be nice, he might want to join one day and fling a Pagoni Zonda around Werribee) it's not so much the PC stuff, as the World Cup, the red that accompanies the World Cup, the medicinal brandy that follows the red that accompanies the World Cup...OK, you probably get the general idea by now.

However, here is the first crack at it in all its glory, hope you like the changes in layout, changes in look,

and same old content....but you can change any one of these by either:

1. telling me what you think of it;
2. offering to help improve it; and
3. writing articles, sending pics, all the usual stuff.

On a non-editorial note, the family have been having a lot of fun in the Dirty Dulux dato, with the boys having competed in a couple of khanas, which really has shown the value in getting kids behind the wheel early on to learn car control. As they found out, getting the thing sideways is a totally different experience to drifting on a Play-Station....

The car will be making another track appearance at Sandown on the 25th - hope you all have your entries in, or have contacted Bruce if you are able to help out on the

day. Remember Sandown is a NON-SPECTATOR track for casual passers by - if you, or any of your friends, want to stop by and have a look, your names MUST be part of either the entrants or officials list to get in. This is due to the insurance arrangements that apply to Sandown - so please contact Bruce if you are coming. And we do need helpers- we are obliged to field 10 flaggies, no flaggies = no event.

Anyway, that's it for this months edition. See you on the track, in the dirt or down the pub!

Cheers,  
Kim

## Members *Write: Bring on the VE!!*

Well, the release of the VE Commodore is almost on us. 9 years it has been since the last new body shape Commodore, the VT. When a new shape Holden or Ford comes out, it's always big news. This time, it's bigger than it has ever been. Cardigan cars such as Camry's and Corolla's, Magna's and Avalon's just don't ripple the water.

To understand the significance of this new Holden, one should look at Holden's history with this nameplate. The Commodore was first released in 1978 as



an almost straight lift of the Opel Commodore/Rekord. We did have the benefit of a stronger chassis, essential for our high torque engines. It was a low cost car for Holden to redesign for Australia, compared to going their own way again. This was at a time when Holden were looking down a pretty big shotgun barrel. Then came the VN. This model was the start of Holden's comeback, and our position in the world of General Motors owes a lot to this car. The VN cost Holden somewhere in the order of \$200 million to get to market. Flimsy it was, but cheap. Peter Brock once described the VN as a tissue box with an engine. This was especially true of the Group A SS.

Then came the VT series. VT came very close to being Holden's first export to the USA model. Many US engineers came to Australia in the early to mid 1990's to help get this car ready for left hand drive. In the end, the boys from Michigan chickened out, deciding instead to develop more big SUV's,

like, you know them, the big ugly trucks that litter US roads and run at 10 mpg. That left us with a car close to release, designed for both left and right hook, but only the Australian market to sell to. Ah, but clever Holden started looking, and came up with a few opportunities in the Middle East, South America and even South Africa. The VT and it's cousins VX, VY, VZ, WH and WL were shipped to these aforementioned countries and more, at the rate of 25000 per year. A big success for little old Australia. Anyway, cost to market of the VT ended up being in the order of \$600 million.

Now, with VE, this is where it gets interesting. It seems the yanks especially have forgotten how to make a good, large, rear wheel drive motor car. (lets not mention the Poms) They have spent all their energy on F150's and Suburban's. We on the other hand,



kept going with family cars, engine north south, six and eight cylinders. Now, it seems, they have caught on to what we are doing, and, for the second time in 15 years, they have decided to join us. They like what they see here. Passionate people, who care about cars being fun as well as safe, reliable and good value for money. And, so the point. The VE program will cost around \$1.2 billion by the time they hit Australian roads. That's not counting the money spent on HFV6, introduced in the VZ in preparation for VE. You see, the yanks came with more money, to make the car compliant with design regulations for far more countries than Holden could

muster on their own. So, there are aspects of the VE design, that are specifically aimed at buyers all over the world that might ordinarily purchase far more expensive cars, like BMW, JAGUAR, MERC'S, LEXUS, AUDI, ACCURA, and lesser cars like FORD, CHRYSLER, TOYOTA, NISSAN and MITSUBISHI's etc etc etc. This car, VE, has been designed to arrest the slide of GM's US divisions. Sick of selling the worst looking cars in the history of the world, they wanted what we were doing. Be proud. Be very proud.

Ok, what will make the VE a better car than VT-VZ. What is so exciting about it for the nerds that love this time of the decade (9 years remember).

Well, it goes a little like this. Longer wheelbase, front overhang reminiscent of 3 series Beemer, wheel flares to die for, bigger brakes and wheels, much stiffer body, fuel tank under the rear seat, pull door handles, perfect gaps between panels, improved weight distribution, proper dual exhaust (aka VZ Monaro) and a shape that reminds me why some men forget their anniversaries. Under the bonnets, Euro 3 compliant, 200kw V6 and 260kw thumping 6 Litre V8. I still can't believe it, so imagine internet Harry in Los Angeles,



dreaming of updating his Buick whatever, see's what we have. Mmm. I digress. Underneath this svelte looking sexy beast, is a dramatically new chassis and suspension, particularly for the top end models like SS and Calais. Five speed auto for the six pot and 6



Mike, responsible for the Monaro. Genius. Max, not far behind. That's why VE is going to be a smash, with boys and girls, mums and dads, Aussies and Poms, Saudi's and Americans. Its proportions are just that close to perfect, the wheel arch size, the flares, the front and rear overhang. The



speed auto for the mother of all V8's. 19 inch wheels rumoured on at least one model, a plush and sophisticated new interior, featuring upgraded materials, curtain air bags, much improved NV&H, flip keys, better anti theft protection (will need it) dare we say electric adjustment for steering wheel and pedals as part of priority key on



Wagon hit the deck? Sure to be at least a year and some behind VE sedan and it's Statesman equal, the WM. Of course, there are some 20 million people also waiting to see if there will be a follow on from the Mighty Monaro. There will most definitely be a coupe version on VE architecture, the question remains when, and where will it be made.



things that they have done with VE, you can't do with front drive cars. FWD cars will always look like they are out of kilter with nature, hit by physic's ugly stick.



The big questions still unanswered, are when will the next Ute and

some models, scissor style boot lid hinges, roof mounted radio antenna. The list goes on and on. Did I mention how good to look at this car is?



Bring it on, and God Bless General Motors.  
Wayne Paola.

Mike Simcoe has had plenty to do with this car, with his own protégé, Max Wolfe. Remember



## Members *Write: A Night At The Karts*

It was a big night at Ace Karts, Sunshine, when the el primo driving talent from HSCCV gathered for a show down of raw ego and half baked talent, with all the expected brow furrowing, teeth sucking and furtive looks at cheat sheets

Ford vs Holden continued on the night.



of excuses (in case it all turned to merde) that accompanies championship rated contests such as this.

In all 15 members braved the semi-Arctic conditions, although two of our Junior members were unfortunately unable to join the race group due to age restrictions (I think it was a clause along the lines of don't make the poor old farts look bad...) and instead had fun terrorising the general public later in the night.

After a torrid 15 minute practice, which saw the sad demise of Peter "had a big feed of noodles to keep me going" Stewart when said noodles were nearly deposited in the helmet, the remaining contestants were lined up for the gladiatorial affair.

When the flag dropped the bullshit stopped, and with the full 9hp (WOW! That's more than most human beings ever experience!

well, in the 18th century, anyway) being eagerly exploited by all and sundry the battle for honours began.

Cold tyres and close competition made the first couple of laps an interesting affair, with yours truly getting it all sideways on the third corner and copping a t-boning as a result (obviously the cold tyres!) which put me about as far back as is possible while still being on the same track.

Greg—1st place, 9hp Champion!!



The 15 minutes took further toll on some, particularly those who had forgotten minor essential requirements such as gloves—I was in that category, and found I could get in a quick hand wringing down the front straight as I tried to get some sense of feeling, and blood circulation, back into them.

At the end of the race, it was Greg Kastelic who took the honours,

ahead of Paul and Wayne, with another 4 on the same lap. All in all a top night, and remarkable for the fact that we had no incidents re-



quiring either yellow or reds lights, no safety cars were needed and no damage due to reverse grids was encountered—maybe Tony Cochran should make these Karts the basis for the next parity change! Cheers, Kim McC.



**Insurance claims you don't want to have to make.....**



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# HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

## Members Write: Projects, Ramblings....

You may remember early last year an article from Mark Delahoy and his project to build a replica of the first Torana XU-1 V8; well after many trials and tribulations the car was finally finished earlier this year and is now on the road where it looks absolutely sensational.

Unfortunately, while the project was started with the endorsement and advice of Harry Firth, this association was not to continue through to completion. While no doubt both parties have their views on why a parting of the ways occurred, there can be no doubt that the result is a replica in spirit if not in exacting detail. Mark did have to make some compromises along the way, the most obvious being the requirement to reinforce the chassis and sub-frame in order to get engineering approval for registration; and it is fitted with a HQ sourced 308, rather than the HT motor that would have been fitted to the original car. Strangely enough there are now 2 of these replicas in existence—the second car having been built in Queensland, and missing details such as the front and rear spoilers, as well as several other changes to make it suitable for classic road events. Have to say it, by comparison Mark's car really does look the part....



On an entirely different note:

Scrutineers have a difficult and important job and just now and again, something like this happens...

### **Actual conversations : Phillip Island 13 /05 /06**

The scrutineer said....

Q Oh Oh, Where are your headlights?

A It's a track car, it doesn't have headlights

Q Yes but where are the headlights?

A It doesn't need them, it's a track car

Q is the car registered

A No. It's a track car, ...as I said

Q mmmm, don't know about this

A Tell you what, when it gets really dark, I'll come in OK?

Q What's this, the tyres are bald

A They're slicks

Q But they've got no tread, it's all worn away

A No no.. They're Hoosier sport tyres, they've got two grooves, they're sport tyres

Q Maybe, but they look pretty worn. There's no tread left.

A AAAAAHHHHHJEEEEZ!

### **This happened at Winton.**

Turning up with a car running Yokohama A-008 tyres (road version, not R) and being told they were classified as slicks because "there's no tread on the outside edge - that makes them slicks.....so you run in open class against those other race cars"

The fact that three quarters of the tyre width was treaded made no difference to the officious little 'xxxxxxx' whatever - dems dere slicks boy, can't fool ol' Jethro here nosirreeebob!

The stewards (I think they were kin) upheld our appeal - eventually.

### **On the other side**

A scrutineer correctly brought to the attention of the driver, the fact that his fire extinguisher was, 'cable tied' in.

The driver, apparently quite cheerfully said.. 'Yep, that's so it won't come out' er.. right..

Keep 'em coming—Pete.

## Membership and **Point Score**

### 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	HAC MOTORKHANA	19/02/2006
5	FEB GEN MEETING	27/02/2006
6	HSCCV MOTORKHANA	05/03/2006
7	HSCCV MKHANA OFFICIALS	05/03/2006
8	VMC DENNILIQUIN	19/03/2006
9	VCAS BCC	09/04/2006
10	APRIL GEN MEETING	24/04/2006
11	VMCI MOTORKHANA	14/05/2006
12	MAY GEN MEETING	22/05/2006
13	TCCA MOTORKHANA	28/05/2006
14	ACE KARTS	17/06/2006

Name	Tot Events
Ray CARDWELL	65 10
Malcolm CARDWELL	63 9
Bruce LETHBORG	61 8
Kylie LEWIS	60 10
Greg KASTELIC	49 9
Kim MCCONCHIE	42 7
Vlad KOWAL	41 6
David DAVIES	37 7
Peter STEWART	37 7
Wayne PAOLA	34 8
Alan DAVIES	32 7
Frank ROGAN	31 5
Greg BLACK	26 5
Amelia SLATER	26 4
Glenn MASON	23 5
Philip SLATER	3 3
Chris LOXTON	22 3
Matthew CARDWELL	18 4
Jaeger MCCONCHIE	18 4
Jason PERCY	18 4
Kerry CARDWELL	18 4
Richard KOWAL	18 2
Kristofer LETHBORG	16 3
Antonia FITZPATRICK	15 3
Richard WALES	15 3
Martin CARABOTT	13 3
Ken SCOTT	13 2
David LEWIS	12 3
Gordon HALEY	12 1
Zeljko HOVANCEK	12 1
Lachlan MCCONCHIE	11 3
Andrew HOLC	10 1
Cameron CHIVERS	10 1
David WILLIAMS	10 2
Troy FITZPATRICK	10 2
Geoff PATTERSON	10 2
Jeremy WATT	8 2
Justine SLATER	8 1
Samantha CARDWELL	8 2
Lawrence GLEESON	7 2
David SHEVLIN	5 1
Ricky WEBB	5 1
Hamish MCCONCHIE	3 1
Kim BUCHANAN	3 1
Daniel HOLC	3 1
Cassandra CARDWELL	3 1
Chantelle MCCONCHIE	3 1
Rowena CARDWELL	3 1

## New Members

Welcome to:

**Stuart Dearden**

**David & Irene LeMottee**



# Sandown Sprint

## 25th June 2006

The meeting shall be held under the International Sporting Code of the F.I.A., the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Limited (CAMS), the Speed Event, these supplementary regulations and any further regulations if issued.

The C.A.M.S. Permit Number is: 306/2506/02

This will be a Multi-Club Super sprint, promoted by the Ford Four Car Club Inc and Holden Sporting Car Club. To be held at Sandown Raceway on Sunday 25 June 2006, open to members of clubs affiliated with CAMS in Victoria.

The officials of the event are:

Clerk of Course	Nicholas Charrett
Secretary	Darren Colgan 9701 6171
Stewards	Vlad Kowal , Debra Coatman

Entries open 22/4/06 on the publication of these regulations and close on 25/6/06 at 9.30am. The field will be limited to 80 entries. Entries will be accepted in order of receipt. The entry fee will be \$130.00 for paid entries received before 23/6/06 and \$150.00 for entries received thereafter. The promoters reserve the right to refuse any entry, in accordance with the NCR and to cancel the event if insufficient entries are received.

Scrutineering will commence at 8.00 am and finish at 9.30am. A compulsory driver's briefing that must be attended by all drivers will then take place after which competition will commence. Competition shall consist of a number of multi start sprints, each of one warm up and three individually timed laps.

Drivers must present their current Club Membership and CA.MS level 2S Licence or Superior to the event secretary before their cars will be scrutineered.

Competition laps will be manually timed to 1/100th second. Prizes will be in the form of trophies for first and second place, and will be determined on the aggregate of a competitor's best three times of the day. If no more than four runs are held, the best two runs will be taken.

There will be a maximum of 12 competing cars on the track at any one time, which will be started in 3 groups of 4.

Classes will be as follows: as per series Group 5 regulations

**The Chief Scrutineer will be the Judge of Fact (in accordance with NCR 177) with regard to class eligibility and vehicle safety. Classes will be combined if there are insufficient competitors in any class. It is the competitor's responsibility to ensure that the competing vehicle complies with the nominated class regulations. Failure to do so may result in the vehicle being re-classified by the promoter or disciplinary action taking place.**

This event shall be open to all vehicles conforming to Section 6, Schedule A and Schedule B of the 2006 CAMS Manual.

For Road Registered cars, the minimum requirements include:

Supplementary Bonnet straps for all vehicles except those with forward hinged bonnets.

A safety belt or harness as prescribed in Schedule I.

A fire extinguisher conforming to CAMS requirements. (AS 1841 [except 1841.2]) firmly fitted and readily accessible (BCF/Halon Type extinguishers will not be accepted).

a. Whilst competing, all competitors must wear:

Non synthetic clothing covering all limbs;

A Helmet conforming with the 2006 CAMS Manual Section 6 Schedule D;

A Safety belt or harness as prescribed in Schedule I.

All open vehicles must have an approved roll bar and the driver must wear approved goggles.

No passengers are allowed in competing vehicles.

Numbers are to be displayed during the course of the competition but must be removed or covered before being used on public roads.

Any competitor exceeding 10kph in the pits/paddock will be excluded.

No re-runs will be permitted for driver error or mechanical failure.

All removable objects (including tools, jacks, spare wheels and wheel trims) must be removed from the vehicle.

Any competitor who after leaving the track re-joins at a dangerous speed or with the wheels spinning will be excluded.

All competing vehicles are required to have an effective muffler in the exhaust system. Megaphones will not be permitted.

Camping within the confines of the circuit is strictly prohibited.

Flags to be used are: Red; Yellow; Chequered; Australian National.

### 15. Noise level is limited to 75 dBA, measured 30 metres form the track

16. The consumption of Alcohol or drugs by drivers, pit crews or officials is forbidden whilst the event is in progress. Any competitor consuming alcohol or deemed to be under its influence, or that of drugs WILL be excluded and face further disciplinary action. Breath testing for alcohol may be carried out at any time after competitors have booked in up until the close of the event.

SANDOWN SPRINT ENTRY FORM – SUNDAY 25 JUNE 2006

**OWNER / ENTRANT.....CLUB..... MEMB #.....**  
**ADDRESS..... POST CODE.....**  
**PHONE #.....CAMS LICENCE #.....**  
**E-MAIL.....**

**FIRST DRIVER.....CLUB ..... MEMB #.....**  
**ADDRESS..... POST CODE.....**  
**PHONE #.....CAMS LICENCE #.....**  
**E-MAIL.....PREFERRED COMP #.....**

**SECOND DRIVER.....CLUB..... MEMB#.....**  
**ADDRESS..... POST CODE.....**  
**PHONE #.....CAMS LICENCE #.....**  
**E-MAIL.....PREFERRED COMP #.....**

**VEHICLE : MAKE / MODEL.....COLOUR.....**  
**CAPACITY.....cc CLASS..... TYRE TYPE.....**  
**MODIFICATIONS.....**

**EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK - ENTRANTS AND/OR DRIVERS**

/We being the entrants of the vehicle described on this entry form with to enter that vehicle for the above event.  
 /We being the entrant/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief. I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").  
 In Exchange for being able to participate in the event (including entering the event), I agree:  
 To release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively the "Associated Entities") from liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("harm") how so ever arising from my participation in or attendance at the event, except to the extent prohibited by law:  
 That CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and  
 To attend and participate in the event at my own risk.  
 I/We acknowledge that: The risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:  
 Motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;  
 Acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and  
 The failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.  
 Motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.  
 I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event service by CAMS and the Associated Entities.  
 I understand that this disclaimer is not intended to exclude any valid claim I may have under CAMS Personal Insurance Scheme.  
 For persons under the age of 18 years the following parent/guardian consent must be completed.

**PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD**

I ..... of [Address] ..... am the parent/ guardian of theabovenamed ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in\* the event at his/her own risk.

**Sign ..... Date.....**

**SIGNED OWNER / ENTRANT .....DATE...../...../.....**  
**FIRST DRIVER .....DATE.../.../.....**  
**SECOND DRIVER.....DATE.../.../.....**

ENCLOSED CASH/CHEQUE/MONEY ORDER \$ .....ENTRY FEE  
 PAYABLE TO FORD FOUR CAR CLUB Inc. Cheque No:.....  
 Forward Entries to : THE SECRETARY  
 346 Corrigan Road  
 Keysborough VIC 3173

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

**Bells Hotel – 22/05/2006**

MEETING OPENED AT 8:15PM

**PRESENT** As per sign in book.

**APOLOGIES** AA.Slater, K.McConchie, D.Williams.

Previous minutes M A.Fitzpatrick S R.Cardwell.  
Any business arising from previous minutes? Nil.

### **PRESIDENT:**

Couple of new members, David and Wayne.

New format this month, no babbling on for two hours. Going to be short so that we can watch video or chat.

M/K yesterday great fun. Only two tests at a time, but worked well.

PI the week before a disaster. PS and I stung for excess noise. Novel fixes. Smashed Jag on website that night!.

Next big one HSCCV vs FFCC at Sandown. At least ten club members entering. G.Patterson asked if supp regs can be put in mag as some do not have internet. Not out in time for mag.

M/K a lot of competitors came and said thank you. Lots of food and stock sold.

Performance Ignition night on Thursday.

### **VICE PRESIDENT**

Missed PI and Dyno Day. Heard and wished I was there with HQ. Surprised a few. Kim had more than 7 at the fly wheel.

Island good and wet. Just wet actually.

Tassie good. Happened to be there a week after Targa and came across a few stages. Great place.

Joe's garage in Hobart is a bar with fantastic memorabilia of cars and bikes. Joesgarage.com.au

Found out how Commodore's go in snow. Sideways.

### **SECRETARY**

Incoming mail: CAMS Annual report, CAMS M/khana statement, CAMS M/khana receipt, TasTravel promo, CCRMIT mag, Sky High Mt Dandenong promo, Euroa Show 'n'Shine promo, Impact promotional products promo, Clunes tourism promo, ANZ statement, Digital speedo promo, TCCA mag, Summit chq, Spirit of Tasmania promo, CAMS Vic newsletter, Unicar mag, FFCC mag.

Motorkhana yesterday was great, was expecting a day of taking photos, with Greg clicking stopwatches. Turned out to have Greg taking photos, whilst I was grateful for the opportunity to drive Kim's car. I made the terrible, but contemporary HSCCV mistake of beating the owner of the car, but my excuse was if I was gonna drive a Ford, I might as well show 'em how it's done.

### **TREASURER**

Exciting month.

Incoming \$501.

Outgoings \$264.

Yesterday M/K incoming \$991.10

\$658.95 taken and five beanies still to be paid for.

Chq \$556

ING \$6662

Grand Total \$7253.

As a steward yesterday saw lots of unique driving styles.

Go Karts coming up. Deposit needs to be sent off. Need another \$20 tonight to make deposit.

Pizza is going to be served at the Performance Ignition.

Limited Edition print to be raffled tonight. Tix \$1.

### **MEMBERSHIP & POINTSCORE**

Singes 32, Families 19, Adults 40, Children 18, Other 23.

Total 113.

Renewals from the Cloughs,

New members as seen at yesterday's m/k David and Irene LeMottee.

### **EDITOR**

Not present.

### **MOTOR RACE AND RALLY**

As per mag.

Channel 7 has V8's for next year. Already talking about moving the motorsport to Saturday to make way for AFL. No good,

must be lots of money involved.

Haven't heard about rally.

DD- Atkinson 5<sup>th</sup> on the 2<sup>nd</sup> day.

Loeb looking for win.

### **SOCIAL**

Reminder for GoKarts. Please pay extra. Time 7pm 17<sup>th</sup> June. Arrive 6:30pm.

Christmas in July at Agapi's on the 19<sup>th</sup>.

### **SPECIAL EVENTS**

Performance Ignition night Thursday. Pizza, tea coffee supplied.

### **GRP5/ MOTORKHANA**

VMC Rnd 3 at Moorabbin has been run, no members attended.

PiARC sprint and HSCCV sprint.

14<sup>th</sup> May GRp 5 M/K only Frank and Mal ran. No food as no one had food handlers certificates.

Yesterday, first time we have held a state round of anything. 35 entries. Only 21 on Saturday night but 14 extra on the day.

Good turn out compared to other VMC events.

Ran 10 tests almost on time and finished at 2:30pm. David and Anne started the barbie at 10:30am and sold flat out. Tossing around idea of bacon and eggs breakfast next time.

Excellent surface. Ray brought out the motorised auger which lowered set up time.

John Rosengrave came up and said best run and organised VMC for many years. Very professional timers (lol). Congratulations to all.

Barbeque worked a treat. Sausages needed two extra trips for new produce. The barbeque was purchased by the club last month.

Thanks to Ray for dragging out the generator.

BL given invitation for Vic motorkhana panel.

Coming up Sandown, need flag marshalls. Need 10.

Deb from FFCC and Pete are stewards. Pete close to qualifying for grade 4 officials licence.

80 entrants.

VK- scrutineers check list is a good idea.

Next MK Grp 5 at Werribee next weekend.

MK at Werribee on 25<sup>th</sup> June as with our sprint.

### **WEBSITE**

Email sent from Damien from FFCC with results and points from HSCCV vs FFCC challenge. Already on website. Support regs for next round up and automated reminders for meetings.

Put info from Dyno day and different comparisons.

New member profile, some guy in a HD.

### **CSC**

No meetings yet. Next in August.

### **PUBLIC OFFICER**

Nil to report.

### **STOCK**

Not present.

WP- new caps at mk yesterday and beanies. Even members of other clubs bought beanies yesterday.

### **GENERAL BUSINESS**

Last year went to PI did a display, won lots of prizes and still have seen none of them. GM to ring him and check .

Classic Car Show at Sandown Kylie organising. If you want to go contact me.

DD- race trailer \$3000 for sale. New sump \$170 high energy.

TF- Al and I were in GP Rally and had an off at the Ford Proving ground. Have framed evidence.

DD- if anyone wants to see what happens to pistons at PI.

RC- Rowena had a brilliant idea. SES bear. Lady who makes them will make ones with HSCCV uniform. Hand made about \$40.

DD- Won raffle with ticket #50. Congratulations.

FINE:WP- got lost going to Glenn's.

KL for driving Ford.

LOTTO: 0-9-0

MEETING CLOSED: 9:30PM



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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:**.....  
**Licence processed:**.....