

# HOLDEN TORQUE



**Magazine of the Holden Sporting Car Club of Victoria**

**February / March 2019**

Photograph below – AGM at Ron’s place in Balnarring 17<sup>th</sup> February / March 2019



## Our valued sponsors



## Next Club Event

2019 Flinders Motoring Heritage (car show) hosted by Lions Flinders District on Sunday 21<sup>st</sup> April 2019 - \$5 per person entry.

[Click here](#) for more detail.

## What's new in this edition?

Holden Monaro, Australia's muscle car icon of the 1970's and 2000's (2<sup>nd</sup> generation)

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## Committee and Club Information

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### 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 for text, pictures as jpg (no larger than 1200x900).

Each months items must be received before print night (refer Calendar). Quarter page ads are free to members.

Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page per edition

### Website

Why not visit our website? Find us at: [www.holdenclub.com](http://www.holdenclub.com) for more information on the club or up to date information on our various events.

### Club Meetings

Refer to Calendar for next club meeting. All members, friends and new visitors are very welcome.

### Correspondence

All should be addressed to:	The Secretary, Holden Sporting Car Club of Victoria Inc, Po Box 282 Chirnside Park Victoria 3116,
or via email to:	<a href="mailto:secretary@holdenclub.com">secretary@holdenclub.com</a>

### Disclaimer

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## Event Calendar

### April 2018

**Sunday April 21<sup>st</sup>** - Flinders Motoring Heritage, hosted by Lions Flinders District. \$5 entry.  
Goto <https://www.facebook.com/events/266198694244974/> or to register.

**Saturday 6<sup>th</sup> / Sunday 7<sup>th</sup> April** – Phillip Island Racing Club Super Sprint. More details forthcoming via email and made available on holdenclub.com web site soon...



### 2019 Motorkhana/Khanacross Calendar – VMC/VKC/G5

**Legend:** VMC VKC G5 Other All Khanacross events in italics V6 – 30/1/2019

February 6 <sup>th</sup>	Trophy Night	Sofias Camberwell Group 5	G5 Trophy Night
February 7 <sup>th</sup>	Trophy Night	Wantima Club	VMC/VKC/HAC I'Club
February 10 <sup>th</sup>	G5 Practice	Werribee	TCCA/FFCC dirt motorkhana
February 17 <sup>th</sup>	VMC 1/G5 1	Pakenham	PAC grass motorkhana
February 23 (Sat.)	VKC 1	Heywood	SEAC dirt khanacross
March 3 <sup>rd</sup>	G5 2	Altona	FFCC/TCCA bitumen motorkhana
March 24 <sup>th</sup>	VMC 2	Pakenham	PCCV grass motorkhana
April 7 <sup>th</sup>	G5 3	Werribee	HSCCV dirt motorkhana
April 14 <sup>th</sup>	VMC 3	Mt. Gambler	SEAC bitumen motorkhana
April 28 <sup>th</sup>	VKC 2	Shepparton	SDCC dirt khanacross
May 11 <sup>th</sup> (Sat.)	G5 4	Werribee	NCCA night khanacross
May 19 <sup>th</sup>	VMC 4	Deniliquin	DSCC dirt motorkhana
June 2 <sup>nd</sup>	G5 5	Parwan	VMCI dirt motorkhana (tbc)
June 15 <sup>th</sup> (Sat.)	VMC 5	Bendigo	BCC bitumen motorkhana
June 23 <sup>rd</sup>	VKC 3	Parwan	VMCI dirt khanacross (tbc)
June 30 <sup>th</sup>	G5 6	Altona	FFCC/TCCA bitumen motorkhana
July 21 <sup>st</sup>	VMC 6	Albury/Wodonga	AWDCC or VMP bitumen m'khana (tbc)
July 27 <sup>th</sup> (Sat.)	G5 7	Altona	FFCC/TCCA night bitumen m'khana
August 4 <sup>th</sup>	VKC 4	Bagshot	BCC dirt khanacross
August 18 <sup>th</sup>	VMC 7	Colac	HAC bitumen motorkhana
September 15 <sup>th</sup>	G5 8	Avalon	GMSC/WDCC dirt khanacross
September ??	AMC	Queensland ??	TBC bitumen motorkhana (tbc)
October 13 <sup>th</sup>	VKC 5	Pakenham	PAC dirt khanacross (tbc)
October 20 <sup>th</sup>	VMC 8	Parwan	VMCI dirt motorkhana (tbc)
October 26 <sup>th</sup> (Sat)	VKC 6/G5 9	Parwan	VMCI night dirt khanacross (tbc)
November 24 <sup>th</sup>	G5 10/HAC	Pakenham	HAC HAC Interclub 50

## **CLUB CONTACTS**

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Always check for updates at [www.motorkhanavic.com.au](http://www.motorkhanavic.com.au) or Facebook Victorian Motorkhana Group.

For VMC/KC calendar queries contact [John Rosengrave](mailto:John.Rosengrave) and for Group 5 queries contact [Nicholas Charrett](mailto:Nicholas.Charrett).

Further event updates to come through email alerts and through HSCCV Facebook page.



# HOLDEN TORQUE - February / March 2019

## Editors Report

Without wanting to repeat myself from last November 2018's magazine saying "it's been a while" I've once again had a very busy last few months. Not only starting a new job with Val Morgan Outdoor October last year I met my beautiful Fiancé Chansika Chao for the first time mid December last year, proposed in January and had our wedding day on Saturday 23<sup>rd</sup> February so hence the delay in getting out February's magazine that is now in March!

Our AGM hosted at Ron Klein's place in Balnarring that is normally held in October / November was well attended with 26 people attending including myself including my wife.

The screening of some classic Australian car advertisements from the 50's, 60's, 70's and 80's added to the atmosphere and a couple of members rolled up their sleeves to cook up a great BBQ so many thanks to those who organised the catering and last but not least thankyou to Ron and Judy for opening their home up to us for what was a great day.

Even though it's hard to believe that a quarter of 2019 has already flown by I'm excited about the year ahead and the future events at HSCCV and editions of magazine to come out.

I hope you enjoy reading the magazine as much as I do putting it together for you.

Meanwhile here are some pictures of the happy Groom and Bride, Enjoy!



# HOLDEN TORQUE - February / March 2019

## Presidents Report

Hi Members,

The 2019 motorsport season is off and running with sprints and motorkhanas under way.

This year we are teaming up with Ford Four Car Club to share the cost of running sprint events, sharing the profit or the loss. There is only one event on the calendar at Sandown on the Queens birthday weekend in June and possible second date in August to be confirmed. With the change of dates for the Sandown 500, it has upset the track bookings at Sandown.

FFCC and HSCCV combined to run events some years ago, and it worked quite well drawing on our resources for officials and helpers. So it's back to the future for our clubs and like the past, we will be able to run quality events together.

The Supercars season has kicked off in Adelaide with the Mustang setting the pace straight out of the box and getting Roland Dane all upset and talking parity already.

HSCCV member and DJR Team Penske driver, Tony D'Alberto drove the car at the Phillip Island test day and is very excited about the year ahead.

Our presentation was combined with our AGM at Ron's fantastic property at Balnarring recently. The weather was perfect, the food which was generously supplied by The Pantry of Brighton, was excellent and a great day was had by all.

Our club champion for 2018 is Ray Cardwell. Well done Ray.

It was a Cardwell family affair for the Motorkhana championship, with Ray first and Malcolm second. There was no speed champion for 2018 due to no results submitted by members.

On the subject of club points, just a reminder, if you enter an event, it is up to you to submit your results to the membership secretary to gain points for the club championship.

A new committee was elected at the AGM. The committee is basically the same with a new member joining us.....Welcome Lesley Robinson. Lesley has been a past member of the committee and I welcome her back. Lesley will bring some new ideas and a female perspective to the committee.

A big thanks to Ron and his wife Judy for opening their home to us again.

Recently I organised a run for a Mustang cub I'm in along the Old Hume Highway from the Ford factory to Albury then to Yakandandah to visit Kim & Chantelle McConchie's car collection. It was a great run on the old road which is well maintained and has very little traffic so you can enjoy the scenery.

Would you like to do this run? If you are interested, please let me know, and we will arrange a date for later in the year.

Remember.....stay safe and keep it on the black stuff.

**Cheers for now**

**Bruce**

## The Holden Monaro, Australia's Muscle Car Icon born in the 70's

The Holden Monaro's name came from the Aboriginal word for "high plain" or "high plateau".

As legend has it that when Holden was having trouble selecting an appropriate name, Noel Bedford, then Holden's Technical Designer was on holiday passing through Cooma and a road sign labelled Monaro County Council. Since that the name for this nameplate apparently had stuck and Noel was only too excited to get back to work and announce his suggested name to the Holden Sales and Marketing team.

### First Generation HK to HT (1968 to 1970)

The first generation Monaro was released in 1968 as the HK, which followed Holdens family sedan model lettering up to the last of the second generation HZ model in 1977. The Third generation based on a VY / VZ Commodore had their own model lettering schemes.

The HK was initially available in three models, base, Monaro GTS and Monaro GTS 327.

The GTS versions had enhanced instrumentation that included a centre console mounted tachometer. There were three engine choices on offer starting with a 161 cubic inch (2.6 litre) inline six cylinder, a 186 cubic inch (3 litre) inline six cylinder engine and a Chevrolet sourced 307 cubic inch (5 litre) V8. The top of the line GTS 327 model featured a more powerful 327 cubic inch (5.3 litre) 250 bhp (186 kw) V8.

Whilst the styling was uniquely Holden, styling ideas were borrowed from GM's Camaro, Corvair and Nova Coupes of the late 1960's.

The HK Monaro GTS327 gave Holden it's first Bathurst 500 victory in 1968 driven by Bruce McPhee at the wheel with co-driver Barry Mulholland.

Norm Beechey also achieved third place in a HK Monaro GTS327 in the 1969 Australian Touring Car Championship, also winning final two rounds of the five round series at Surfers Paradise and Symmons Plains.

The HK Monaro won Wheels magazines Car of the year for 1968.

### HK Monaro GTS 327



The facelifted HT replaced the HK in June 1969. The GTS 327 became the GTS 350 due to the upgraded Chevrolet 300 bhp (224 kw) 5.7 litre V8. This powertrain upgrade was in response to Ford's XW GTHO Phase 1 also released in 1969 that was powered by a 351 Windsor V8 engine. A two speed Powerglide automatic transmission option was available with a detuned version of the 350 Chevrolet V8 engine. Eventually Holden phased in a locally developed 5.0 litre V8 of its own, including a 4.2 litre 253. Late in HT's production a three speed automatic transmission named the Trimatic was offered as an option, however not on the GTS 350.

The HT Monaro stands out from the HK using plastic grilles instead of Metal ones on the HK and a round speedometer instead of the strip style, allowing placement of the tachometer next to the speedometer to address a complaint about a separate tachometer getting in the way of the driver (mounted on the floor console) and rattling. Other improvements were the use of rubber front suspension buses replacing sintered bronze ones in the HK, larger tail lights and twin air scoops incorporated into the bonnet.

### **HT Monaro**



The HT GTS350 put The newly formed Holden Dealer Team formed in 1969 on the road map to racing success. HDT entered three Monaros in the 1969 James Hardie Ferodo 500 with lead cars driven by Colin Bond and Tony Roberts taking first, second and third place.

In January 1970 another win was posted in the Rothmans 12 Hour Series Production race at Surfers Paradise driving a HDT Holden Monaro. HDT also upgraded a GTS 350 to 410 kw (550 bhp) which provided series competition, however this did come at the cost of some engine reliability problems.

Due to the 1972 Supercar scare, the improve production class was shut down by CAMS with a new production based Group C touring car class introduced which disqualified Monaro to race at that time.

On 26<sup>th</sup> July 1970 the HG was released as the last of the first generation Coupe design. The HG had cleaner lines and redesigned less flamboyant chrome work.



### Holden Monaro HG



Most mechanical specifications were carried over from the HT series with the exception of the non 350 Monaro GTS which featured a softened suspension tune to make a for a smoother ride. The manual HG GTS retained the stiffer suspension of the HT GTS 350. Thicker front disk brake rotors featured across the range.

Some HT series Monaros were assembled in South Africa and badged as a Chevrolet SS and its own unique front styling featuring four headlights and large turn signal lights in the front edge of the fenders above the bumper. Both the Holden Monaro and Chevrolet SS models had the option of a Holden 308 (5 litre) and Chevrolet 350 (5.7 litre) V8.

### Second Generation HQ to (1971 to 1977)

A new generation body design consistent the with the 4 door HQ counterpart was introduced in July 1971 including a new LS (Luxury Sports) model featuring four headlights and chrome trim rings borrowed from the Holden Premier sedan. Six cylinder power was no longer an option on the Monaro GTS, just the locally produced 253cu 4.2 litre V8 or optional 308cu 5 litre V8. The top level GTS350 was still equipped with the imported 350cu 5.7 litre Chevrolet V8 motor.

The base model Monaro base engine was upgraded to 173cu (2.8 litre) Whilst the Monaro LS had a range of Options from the 202cu 3.3 litre, to the 350 5.7 litre V8.

The new Coupe design allowed for a much larger rear window and squarer rear quarter window, which arguably for some caused this model to lose some of it's sporty look over the previous HK-HT-HG series. However over time it has been considered to be one of the best looking body designs to come out of Australia.

### Holden Monaro HQ GTS:



### Holden Monaro GTS coupe



### **Holden Monaro GTS 350 Sedan**



In October 1974 a heavily facelifted HJ Monaro was released sharing styling cues from a 1970-1972 American Chevrolet Monte Carlo. The 350cu engine option was discontinued in favour of locally produced V8 engines such as the 253cu 4.2 litre and 308cu 5 litre V8. For the first time the GTS was available in a sedan variant. The Monaro LS also was retained with a 3.3 litre six cylinder engine as it's base engine option.

The HJ Monaro LS coupe is regarded as one of the rarest regular production cars ever made in Australia with a claimed 337 units only made. The HJ Monaro GTS Coupe was discontinued in 1975 due to poor demand.

The HX released in July 1976 received some mild facelifts for the Monaro GTS sedan and was also subject to tightened ADR enforced emissions regulations.

HX Holden Monaro GTS Sedan:



580 Limited Edition HX edition Monaro's were produced as a product of surplus HJ bodyshells converted to HX format and various luxury goodies such as an eight track cartridge tape player were added, effectively making it a mix of Monaro GTS and Statesman Caprice. These vehicles were built at the now defunct Pagewood (Sydney) plant.

**Holden Limited Edition:**



The HZ series introduced in October 1977 discontinued the Coupe Shape using the standard Kingswood / Premier HZ platform that also introduced the much improved Radial Tuned Suspension system that sharpened the Holden's road handling and cornering manners. The HZ featured four

headlights, four wheel disc brakes, sports wheels and a 4.2 litre V8 as standard and optional 5 litre V8 becoming standard in June 1978. The GTS ceased production in 1978 after the introduction of the VB Commodore in November 1978 that also offered V8 power. Only 1,438 were built.

### **Third Generation (2001-2006)**

After a 20 year hiatus, the third generation Monaro came back to life in showrooms in 2001, following an overwhelmingly positive public response to a VT Commodore based Holden Coupe concept car displayed at the 1998 Australian International Motor Show. HSV also produced their own version of the Coupe.

2001-2002 Holden Monaro (V2) CV8:



The V2 was released 22 months later at a cost of AUD\$60 million and was based on the VX Commodore platform. Two engines, a 3.8L supercharged V6 mated to a four speed automatic transmission only and CV8 model featuring a 5.7 L Gen III (LS1) V8 available with six speed manual or four speed automatic transmission. A series 2 model was introduced in 2003 with a revised dashboard based on the VY Commodore, new wheel design. The CV6 never sold well and was dropped in mid 2004.

On the 12<sup>th</sup> of September 2004, Holden introduced the VZ Monaro with the 5.7 L Gen III V8 with an additional 15 KW of power. The CV8 featured a 10 speaker audio system with two inbuilt subwoofers, new front / rear bumpers, dual exhausts and various other small tweaks.

The last VZ CV8 was offered as a 1100 unit limited production run known as the CV8-Z.

2004-2005 Holden Monaro VZ CV8:



***Information source for this article courtesy of Wikipedia.org***

MEMBERSHIP APPLICATION / RENEWAL

# Holden Sporting Car Club of Victoria Inc.

PO Box 282 Chirnside Park, Victoria 3116



Holden Sporting Car Club of Victoria

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Phone: A.H.: \_\_\_\_\_ B.H.: \_\_\_\_\_ Mobile: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Occupation: \_\_\_\_\_ Date(s) of Birth: \_\_\_\_\_

Vehicle(s): \_\_\_\_\_

Club Plate reg & car details: \_\_\_\_\_

Membership No(s): \_\_\_\_\_ Introduced by: \_\_\_\_\_ (New Members)

I am interested in: Motorkhana: \_\_\_\_\_ Race: \_\_\_\_\_ Rally: \_\_\_\_\_ Sprint: \_\_\_\_\_ Hillclimb: \_\_\_\_\_

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 car club is affiliated.

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

<b>Membership Fees:</b>	<b>Single:</b>	<b>\$50.00</b> full year
<small>Please mark clearly.</small>	<b>Family:</b>	<b>\$70.00</b> full year (must all be living in the same household)
	<b>Under 18:</b>	<b>\$25.00</b> full year
	<b>Associate:</b>	<b>\$25.00</b> full year (Bona fide members of non CAMS affiliated car clubs only. Proof of membership required.)

***Membership runs for 12 months from the 1st of January to the 31st of December***

*please make cheques payable to 'Holden Sporting Car Club of Victoria'*

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

**Payment:** Cash:  
Cheque:  
Bank Payment to HSCCV account, ANZ BSB 013-250, Acc. No. 1016-73941

**Please return (with cheque or EFT receipt if applicable) to:**

The Membership Secretary, HSCCV Inc., PO Box 282 Chirnside Park, Victoria 3116

(Office Use):

Date Received: \_\_\_\_\_

Licence Processed: \_\_\_\_\_