

HOLDEN TORQUE



Magazine of the Holden Sporting Car Club of Victoria

July 2021

Photograph below – Meeting at BP Baxter for Ronnie Red Sox Day



What's new in this edition?

A report on Ronnie Red Sox day Sunday 27th June

Australia a Nation of Innovation – A Celebration of Australias history of innovation and Holdens valuable contribution to it.

HOLDEN TORQUE - July 2021

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Next Club Event

Yarra Valley Cruise TBC

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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 . 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 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

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or via email to:	secretary@holdenclub.com

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HOLDEN TORQUE - July 2021

Ronnie Red Sox Rally 2021 – Social Report by Darren McGrath



On the 27 June we gathered at the Peninsula link service centre once again to get together to remember our great friend and larger than life bloke Ron Klein.



The turnout was fantastic with an awesome range of cars looking forward to a leisurely cruise around our lovely Mornington peninsula. We were blessed with great winter weather. With the wonderful support of the Klein family we were honoured to have a collection of Ron's cars along for the ride. The quality and mixture of cars was great, ranging from Ron's BMWs, Holden Torana XU1, Chevrolet Camaro, Commodores (both older and yummy new ones), H series holdens, Mazda Rx7 and even his Rolls Royce driven by his sister Hilda.



Talking to her I found out the roller wouldn't be doing the whole lap. It seems that whenever Hilda borrowed or drove anything with wheels off Ron it would end in tears or dint's....funny stuff.

After having some time to catch up with those we haven't seen for a while due to the ever changing world we live in we saddled up for approximately 100km of cruising together. It was lovely to have

the Klein family waving to us from the side of the road as we frolicked down the back roads of the Peninsula.



Winding through the lovely countryside of Merricks, Balnarring and Shoreham we regrouped in the seaside village of Flinders for a coffee and more chin wags amongst each other.

It was great to have both new people in the club and those who have been around for a

long time now come along its always nice to see new faces and their pride and joys we are a very mixed bunch and its great. After leaving Flinders we meandered our way to the Rosebud RSL for a lunch gathering. In the car park of the RSL we lined up all the red cars and the nicest one in the lineup would have to have been Ron's Holden Torana XU1.



Forty family and friends had an enjoyable lunch at the RSL and exchanged stories and good times. It was lovely to have club members and family from far and wide join us for a great drive once again.

My sincere thanks to Judy and the family for being part of a day that is near to the hearts of the members of

the HSCCV. Thanks to Bruce, club members and friends for coming along.

Vale Ron Klein. A magnificent man sorely missed. We are always looking for places and routes to go for a get together so if you have anywhere you would like to go drop us a email or call.

Thanks everyone regards
Darren Mcgrath Vice President HSCCV.

Darren McGrath Vice President HSCCV

HOLDEN TORQUE - July 2021

Prez Sez July 2021

Hi fellow members,

As I write this article, we are back in lockdown again courtesy of some dicks from NSW. Anyhow, we managed to have a couple of events recently before any lockdowns, one being the cruise to Trafalgar Holden museum. We had 28 people and a great mix of cars. We started from BP officer and travelled the long way over some great roads that Darren found. The museum is bloody awesome, with a great collection of holden cars and memorabilia including a WW2 wooden boat and a Melbourne tram that were built by Holden. After the visit we had lunch at the Trafalgar pub, talked a lot and had a great time. If you missed out on the run or you haven't been there, go and check it out.

Our next event, which meant a lot to me, was Ronnie's Red Sox Rally. Forty members and family came along for a cruise around the Mornington peninsula. Ron's family brought out some of Ron's cars. Judy arrived at our starting point in the Rolls with Ron's sister Hilda acting as chauffer, she looked quite the lady. The other cars were two BMW convertibles and Ron's first resto project, the LJ XU-1. It was a fantastic turnout which ended at the Rosebud RSL for a delicious lunch and more talk.

We are looking at having another run as soon as we can, this time in the Yarra Valley, so stay tuned for that.

You, the members, seem to like the get togethers and cruises, so we will keep doing them.

We have a few planned for later, including a couple of weekend away trips. Echuca Holden museum and Kim's Makendandah motors.

In the last magazine I had just bought a little Mazda 121 for Motorkhanas. I have now done my first one at Toyota in Altona. It was a bitumen event on the "low friction" surface in the test area at the back of the factory. I had a lot of fun but couldn't get the bugga to handbrake turn, so I have machined the drums and adjusted them and hope I can get it to turn.

I have been told by Lesley, our club plate register officer, that there are still a few of you who have not sent her photos of your cars. This is a requirement from VicRoads and **must be done**. So can you please take the required photos and send them to membership@holdenclub.com If you don't, we may not be able to renew your rego until you do. Contact Lesley for what photos you need to provide.

Well guys, that's it for now. Cheers, and keep it on the black stuff

Bruce – President HSCCV

Memberships coming up for renewal in July 2021 / August 2021

Member Name	Subscription Expiry Date	Member #
Daniel Vaughan	16 th July 2021	1534
Andy Holc	26 th July 2021	1706
Steve Danielson	30 th July 2021	1725
Tom, Noel, Melissa, Heidi, Billy Rowe	13 th August 2021	1661, 1558, 1559, 1662,1660
Stephen Jones	14 th August 2021	1533
Kristian Klein	17 th August 2021	1664
Aaron McDonald	27 th August 2021	1726

Upcoming Birthdays:

Member Name	Date
Peter Smyth	10 th July
Ray Cardwell	12 th July
Troy Fitzpatrick	21 st July
Vlad Howal	5 th August
Matthew Rosenfeldt	6 th August
Peter Scott	7 th August
Jan Smith	15 th August
Paul Butterworth	18 th August
Markina Beirouti	25 th August

HOLDEN TORQUE - July 2021

Australia a Nation of Innovation



Given the tumultuous times of late starting in 2020 with the Coronavirus Pandemic and the devastating news on the retirement of our iconic Holden Brand pulling up stumps, I thought it was important to write an article to remind us of our recent past history of engineering innovation.

Whilst my emphasis will be on the Holden Brand, it is important to keep things in context and emphasize that collectively Australia as a nation has had a long history of innovation and technology firsts not just in the automotive industry but other fields such as medicine inventing the Cochlear ear implant, even WIFI (CSIRO) that the world takes for granted today!

The reasons for this are many such as Australia being an island nation and being Geographically isolated from the rest of the World. Also our relatively small population density compared to other major OECD countries which ultimately has meant we have needed to be self reliant and do more with less, especially with our Government cutting back tariffs to protect our own industries and make imports more appealing, giving the general public more choices on where to spend their hard earned money.

One could debate that we now live in a world that is more connected courtesy of readily available broadband internet and free trade agreements made with other countries. However I believe that the Covid19 Pandemic is a reminder that every country needs to be self sufficient and not give up on it's ability to make things for itself and not rely on others to supply us with our key necessities in life that give us the lifestyle that we can be proud of, i.e. Cars, electronics, food, chemicals, etc.

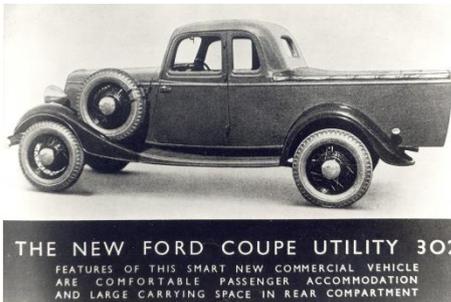
Granted it's impossible for a country with the population size of Australia and currently available talent pool to be all things to all people, it does not mean we should not fight to retain our ability to manufacture things for our selves whilst continuing to stay relevant to the world in other technology areas such as IT Services, Software engineering, Bio medical engineering, specialist manufacturing, etc.

However it's important to point out that once something is lost its very difficult to bring it back. Australia is the only OECD country that has effectively killed off it's Automotive industry. It would appear that those other OECD countries such as Germany realise the economic benefits of supporting their automotive industry through government subsidies to the tune of three million euros. Source -

As history tells us that Holden was founded in Australia in 1856 by James Alexander Holden in Adelaide South Australia as a saddlery business. In 1908 with the increasing popularity of the motor car starting to compete with and replace the traditional horse and carriage the business started to branch out into Automotive production. A few years later after World War I started in 1914 ending November 1918 Holden became involved in making coachwork (motor vehicle bodies) to be coupled to imported complete knock down chassis components that were easier to ship than whole cars due to shipping restrictions during WWI. These were imported from the likes of General Motors USA, Chrysler, and even some British car companies such as Hillman and Humber (later to become part of UK conglomerate The Rootes Group in the 1930's)



An example of Holden's flexibility and ingenuity was the production of 60 W Class tramcar bodies to the Melbourne and Metropolitan Tramways board in the 1920's with an example preserved at Trafalgar's Holden Museum.



THE NEW FORD COUPE UTILITY 302
 FEATURES OF THIS SMART NEW COMMERCIAL VEHICLE
 ARE COMFORTABLE PASSENGER ACCOMMODATION
 AND LARGE CARRYING SPACE IN REAR COMPARTMENT

Another example of Australian invention through necessity is a world first called the "Ute" or utility vehicle that is affectionately named the pickup truck in the US which actually started right here in Australia. Legend has it that in 1933 the wife of a Gippsland farmer wrote a letter to Ford Australia's then boss Hubert French why Ford didn't offer it's customers a vehicle that would take them to Church on a Sunday and then cart the pigs to

market on Monday. Lew Bandt Ford Australia's one and only designer stationed at Geelong head office penned up a design adapted from their V8 sedan with a tray that was braced with extra timber to strengthen the area where the two halves of the vehicle met.

1929 through to the late 1930's also was a challenging time for Australia and the world with the great depression that did not even spare fledgling Holden Motor Body Builders at the time. As a result in 1931 General Motors US purchased HMBB and merged General Motors Australia Pty Ltd to become General Motors Holden's Ltd (GMH).

Below – The original Grey Motor and it's successor the Red Motor

From there Holdens next major milestone was the FX or 48-215 released to the Australian Public in November 1948. Interestingly the 48-215 referred to the year of release and the 2.15 litre straight six cylinder "Grey" motor that would power holdens right up to 1962 where the batton was handed to Holdens new Red motor that featured in the EH Holden.





The FX / 48215 Holden was an instant overnight success pulling on the heartstrings of the Australian Public who could not wait to get their hands on a car to call their own that was designed for Australian conditions, that at the time provided strong



performance compared to some of the more fragile mainstream British cars still loping around with under powered four cylinder engines that were considered by some unsuitable for Australia's unforgiving terrain.



In 1966, Holden was the first local manufacturer to include seat belts on all cars. Again Holden was first local manufacturer to market with an optional Airbag (\$500 option) in the 1995 VR Commodore Executive and standard on higher trim models.

Throughout the years Holden continued to innovate with regular body and engine updates right through to the all new Opel based VB Holden Commodore that was released in 1978 initially with the Red motor that first started service in 1963. The lighter body and ongoing refinement of that motor was Holdens attempt to respond to people's change in car tastes to smaller four cylinder cars due to the emerging oil crisis that started in 1973.

Below – Holden Family II four cylinder marked for export most likely to South Korea



Also in 1977 Holden opened a new local engine manufacturing operation in Fishermans bend Melbourne that made engines for Holden right up to the end of 2016 and export market. Remember the family two engines that featured in Daewoos? Well they were exported from Holden's Fisherman's Bend Engine operations.

As history would tell us that for various reasons including perhaps finite financial resources at GMH perhaps Holden were a little off pace keeping up with emerging fuel economy and emissions requirements at the time which could be argued to have been allowed to continue due to the Australian Governments then and even now lax emissions regulations compared to the rest of the world.

However that said it's not that Holden did not try to incrementally improve the Red engine with an early form of Bosh electronic ignition once they evolved to the blue 3.3 litre motor powering the 1982 VC commodore and then the black motor the first with electronic fuel injection powering the Commodore.

Below - The Nissan Derived RB30E in the VL Commodore



Again in 1986 due to tightening emissions standards and mandating the use of unleaded petrol (which the old Holden Six cylinder was not designed for) forced Holden to think outside the box and buy in engines from Nissan in the form of the RB30E three litre six cylinder overhead cam electronic fuel injected inline six which gave the VL commodore improved performance and fuel economy along with an all new 4 speed electronic automatic or 5 speed manual. However that then revolutionary

motor was to be short lived and replaced again in 1988 from GM's Buick 3.8 litre V6 engine used in the second generation VN Commodore. This was alleged to be because of unfavorable exchange rates with the Japanese Yen and Australian Dollar at the time making the continued use of the Nissan inline six too expensive for the new VN Commodore.

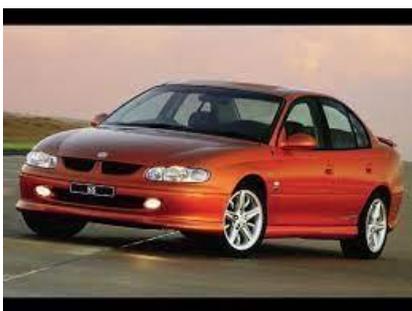


From the 1998 VN Commodore to it's last second generation successor the VS commodore changes were mainly refinements mechanically and subtle interior and body styling improvements.

The third Generation VT Commodore ushered in a new era of European style sophistication to it's styling despite it's underpinnings being based on the proven Opel Omega platform and powertrains from GM Buick carried over from the VS Commodore. It also goes down in History as Holdens best selling Commodore.

Above – GM 3.8 Litre Ecotec V6 engine.

Below SS VT Commodore:



Holden's first all new Australian design since HQ in 1971 came in 2006 as Holden's Billion Dollar Baby the VE Commodore. It's Architecture was codenamed Zeta despite the shared Opel / GM electrical parts, drivetrains, etc. was a completely clean sheet design that I believe did Holden proud in demonstrating to the world that Holden still had the talent and boldness to release a new range of car that could proudly punch above its own weight against some of the world's best cars from Europe and the US and for less money. There is plenty of speculation had the Global Financial Crisis of 2008 not hit and GM being hit hard filing for bankruptcy protection that perhaps the Zeta

platform might have lived on longer and maybe even featured in an SUV built on it (can you imagine another home grown SUV by Holden to better the Holden Captiva?)

Below Left VE SV6 Commodore Sedan and Right WM Caprice Long wheelbase Sedan:



In the bookend of this article I'll outline some of the many clever design features of the Holden designed Zeta architecture that for a while GM Detroit borrowed as the basis of it's 5th Generation Camaro and Nascars.

VE Commodore 2006 to 2013:

Below Left – VE SS Commodore interior with flush centre console

Below right – VE Sportswagon showing neat tailgate door opening into roofline to help opening in tight parking spaces.



- Holden offered Electronic Stability Control (ESC) For the first time in an Australian car even before Ford as standard on all models. This technology lessens the risk of loss of car control through constant monitoring of wheel slip on all four wheels and applying brake force on selected wheels to control forward stability. This is has been mandatory feature of all Australian cars since November 2013.
- A symmetrical centre console housing a flush fitting hand brake lever was alleged to simplify conversion for left band drive markets.
- Tighter panel gap tolerances and a 50% more rigid body shell over outgoing model resulting in better NVH and better crash safety scores.
- Released in July 2008 VE Sportswagon's sloping rear profile and rear cargo tailgate door hinged up into the roofline means it can be opened in tight spaces with a mere 268 mm or 10.6 Inches of space unlike prior wagons. The only tradeoff is 895 litres of cargo space against the preceding VZ models enormous 1402 litres of Cargo space.
- One compensation is both VE Sedan and Wagon share a near perfect 50:50 weight distribution for excellent road handling characteristics.
- Modular front end design meaning headlights, bumpers, airbag sensors and other accessory components can be assembled off the car for easier assembly and repairs down the track.

- Holden even created a prototype electric vehicle (EV) back in early 2000's based on a VX commodore and again in 2012 based on a VE Series II Calais - <https://www.carsales.com.au/editorial/details/ev-commodore-2012-quick-spin-31435/>
- Engineering mode accessed by pressing and holding left hand side track / CD swap scroll thumb wheel on steering wheel before turning ignition to on. From there you'll see depending on your car's trim level the following:
 - GM Part number for cluster
 - Battery voltage
 - Battery Charge %
 - Remaining Fuel
 - Instant fuel consumption
 - Coolant temp degrees centigrade
 - Speed Km/h
 - Tacho
 - Tyre Pressure (Some HSV cars, Holden Caprice that has TPMS sensors in wheels)
 - Engine oil life % (estimation calculated against temperature, driving habits, engine RPM, etc.)
 - Switch voltage (troubleshoot steering wheel switch gear)
 - Current Gear
 - Active fuel management (4 cylinder or 8 cylinder mode for the 6.0 litre L77 with cylinder deactivation technology)
 - Self test (lights up whole instrument cluster centers gauges and speedo to 100KM/h and emits constant beep)
 - Transmission sump temp (My HSV Grange has this not sure what others have it)

There is even the ability to read OBD II diagnostic trouble codes from the dashboard by pressing and holding the left trip button before you turn the ignition!

Engineering mode illustrated below:



VF Series I (2013 to 2015) and VF Series II (2015 to 2017):

Below

Left VF SSV Interior (Similar interior for SV6 as well except for monochrome centre driver information display and black plastic vents instead of Chrome look) – Right Calais V Interior.



2013 Series I SV6 Sportswagon in Regal Peacock



Summary of VF Commodore Features:

- High Feature V6 features direct injection (Introduced MY09 Series I VE) called SIDI (Spark Ignition Direct Injection) for improved performance and fuel economy.
 - 3.0 V6 (used in Evoke / International / Omega) is good for 190 KW @ 6700 RPM / 290 NM @ 2900 RPM
 - 3.6 V6 used in SV6 / Calais / Statesman / Caprice is good for 210 KW @ 6400 RPM / 350 NM @ 2900 RPM.
- VF Series II offers LS3 6.2 litre V8 engine (lifted from HSV range) with 304 KW and 570 NM of torque on tap.
- First (and last) Australian car to feature electronic power steering.
 - This new feature enabled Holden to offer semi automatic perpendicular and parallel parking assistance to all models from base to flagship models.

- Electronic power steering is alleged to improve fuel economy by about 0.2 L/100 km as there is no load on the engine with a hydraulic steering pump.
- Reversing camera on VF Series I with updated infotainment system software and VF Series II has dynamic gridline overlays that move in tune with the steering to help you accurately position your vehicle in tight parking maneuvers even working well as night with camera going into night vision mode.
- Reverse cross traffic alert shows a red warning triangle on your reversing camera screen and beep with direction arrow warning you of oncoming traffic you may not see.
- Heads up display on Calais, Caprice and SS models that shows speed, engine RPM, lateral G Forces, and turn by turn navigation instructions in the bottom corner of the driver's field of vision on the windscreen. (this later became standard on SV6 Series II Black Edition models)
- Lane departure warning on SV6 models and upwards (I've even seen it appear on Series II base model Evokes!)
- Innovative voice command system that works well with Australian accents for controlling radio station programming, MP3 album / genre selection, handsfree telephone dialling and even hands free navigation on equipped models! (My Series I SV6 Sportswagon had Navigation pack added as \$500 extra back in the day)
 - Voice command system automatically turns down fan speed when listening for command or making phone call to aid to help system to hear you better.
 - Infotainment screen shows you nearest petrol station list when car is low on petrol.
- Trailer sway control, i.e. vehicle senses you have a trailer attached and upon detection of swaying either brakes or cuts engine power to bring things under control.
- Extended blinker intervals (4 flashes) when trailer is attached instead of 2 blinker flashes when tapping indicator stalk.
- Performance mode lift foot (PMLF) holds down a gear or two in auto sport mode and blips throttle on downshifts when it senses your entering a corner to make for sporty and fun drives on twisty corners (must apply 50% or more throttle in sport mode to activate)
- Remote start function offered on all models base to flagship to warm or cool car depending on last setting of climate control.
- Long range remote that is good for at least 100 metres (I've witnessed this on my VF Series I SV6 remote starting it from across the road in multi level apartment block in the City!)
- VF is the first to seriously implement Canbus technology to simplify electrical systems (less wiring and weight) and provide enhanced driver convenience features listed above including blown headlamp, parking and indicator bulb awareness showing a dashboard warning of which bulb is blown every time you start up.

A final word.....

No doubt all of us have a favorite Holden (Ford, Chrysler, Mitsubishi, Nissan that were once made here as well) model with fond memories. For me it's without doubt the VE/VF Commodore series as my relationship with Holden came very late in 2014 getting my first Holden as a 2013 VF Series I SV6 Sportswagon finished in Regal Peacock Green as a leased company car. Later I added to that with my beloved 2008 WM Series I HSV Grange.

I know there will be many proud Australians cherishing and preserving our favorite Australian made cars, however I feel sorry for those like me who formed a miseducated view that Australian made cars were poorly made against overseas offerings, especially later model offerings. I'm thankful I was given the chance to drive one of the best Holdens made and reverse that bias before it was too late.

My advice is if you've never driven a Commodore made in the last 10 to 20 years you owe it to yourself to experience their honest down to earth practicality, unfussed lazy performance and comfortable driving over long trips before one day it's too late. For me the Holden Commodore is Australia's best kept secret.

Sure all car makers have made duds over the years, however anyone whose driven a late model Holden has to agree they have evolved into a world class car that would not look out of place parked next to a Mercedes, BMW or other Premium brand. Lets face it their solid balance of technology to keep them relevant combined with robust design should make them cheaper to own and maintain in the long run than an equivalent European product.

Sources –

Wikipedia, Google images,

EV Commodore 2012 - <https://www.carsales.com.au/editorial/details/ev-commodore-2012-quick-spin-31435/>

Did Australia invent the Ute? - <https://www.ridgebackbodies.com.au/did-australia-invent-the-ute/>

Other interesting reads:

<https://www.ipaustralia.gov.au/understanding-ip/getting-started-ip/educational-materials-and-resources/history-australian-innovation>

<https://www.nma.gov.au/explore/collection/highlights/essington-lewis-holden>

<https://www.nma.gov.au/explore/collection/highlights/australian-six>

<https://www.theaustralian.com.au/business/business-spectator/news-story/aussie-innovation-and-the-future-of-car-design/ddde60a3332b57b73688fe4dfdb124cd>

MEMBERSHIP APPLICATION / RENEWAL

Holden Sporting Car Club of Victoria Inc.

PO Box 282 Chirnside Park, Victoria 3116



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: _____

Membership Fees:	Single:	\$50.00 full year
<i>Please mark clearly.</i>	Family:	\$70.00 full year (must all be living in the same household)
	Under 18:	\$25.00 full year
	Associate:	\$25.00 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: _____