

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

JUNE 07



FORD v HOLDEN SPEED SERIES ROUND 2 Phillip Island



COMING EVENTS



ROUND 3

FORD v HOLDEN
SPEED SERIES
WINTON - 14th July

ROUND 4

FORD v HOLDEN
SPEED SERIES
SANDOWN - 22nd July



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Welcome to the June 2007 Edition of

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

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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 and each months items must be received by midnight on the second Thursday of each month. Quarter page ads are free to members; advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page

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

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

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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.



President - W. Paola

Hi all for another month. It's hard to believe we are nearing the second half of the year.

I guess the main news since the May magazine was published are the results and stories from Phillip Island. This was the Jag sprint held in May. I think most news worthy on the event was that the only club that outnumbered HSCCV at this event was the Jag club themselves. We had well and truly over 20 entrants representing our car club. To all HSCCV members that came down, spent a considerable amount of time and money to do so, well done.

There were lots of good stories and some tough ones. Mark, Stacy and bubs came all the way from Mt Gambier on Friday, stayed at the Island Friday night, only to expire on the second or so lap in his 350 Chev HJ. The McConchie's did not even make it past the dummy grid in the tuition session, the Dulux special having suffered a split sump somewhere along the line, and losing it's Mobil 1 on the said grid. Bruce and Kris only got the Gemini off the trailer for half a lap, with a broken diff. Vlad had his share of problems before scrutineering, with a crook distributor. Dave Davies, well poor old Dave and Lawrence. Another engine gone, with bits of main bearings or big end bearings found in the valley. During the course of running, Greg Black had fuel supply issues (or something interrupting the power to the rear wheels), and my car, not only suffered the same carby problems as Winton in February, but the indignity of being black flagged for the second year in a row at the same event for noise. Thanks

to Greg Black for bringing a spare Rocky along. That got Chris and I out of the poo somewhat, because we were able to keep running all day, albeit, not as smoothly as we would have liked. Still, Chris managed to avoid being black flagged again, and in doing so, scored 7th outright. My time was once again slower than the Sunday bloke (surprise surprise)

St Peter had a brilliant week end, having picked up between 5 and 7 seconds on his previous best at the Island. This was largely due to his ballsy driving and Greg Blacks chassis nous. Chris Loxton keeps driving the Munro better and better too. Dave Williams seemed to have a trouble free run with his new engine, as did our new member, Steve Crupi with the XF Falcon. This is a normally aspirated 4.1 litre engine guys, fuel injected with 145 rwkw. Simply, Steve is a damn fine steerer, and a clever car sorter too. He was the fastest HSCCV member at the Island, and in a Drof. The FFCC guys and gals will be trying to steal him from HSCCV for next year. I am sure I have probably missed someone, but its not my intention to cover the event in my report, just to give all other members an idea of how many turned out, and what some had to go through to make the first lap. Heartache, and joy, pleasure and pain, wealth, and varying degree's of financial ruin, that was the Island. Organization of the event was not strong, and I would suggest the Jag guys should give up entirely on the idea of passenger and tuition sessions. Just go sprinting, and start at 10 sharp. And do not let Neo loose with the noise meter on the pit wall.

That leads to the next race meet-

ing. Due to circumstances beyond our control, the next two sprints are on consecutive weekends in July. Both are FFCC v HSCCV Speed Series Sprints, one at Winton on the 14th July (Sat) and the other at Sandown on the 22nd of July 2007 (Sun). We will be more successful with next years calendar I am sure, but please members, support these events as best you all can. We will need the usual helpers and competitors.

The Sup Regs are now out for the 6 Hour at Phillip Island. I reckon our club can enter as many as four or five teams with the cars and members we have. Only thing is, you need to be forming your teams now people, come up with names and team managers, and entrants etc. Get the regs from www.6hourrelay.com.au or something that looks like that, send them in.

The committee have decided it is appropriate to publish a set of guidelines in this months magazine for members that have, and or plan to have CH plates on cars. There is a fair bit of misinformation around about CH plates, and this we hope will clear some of that up. Did you know, A car with CH plates is *unregistered*.

So, if you have such items, and did not know that, you should definitely read on. If you are planning a CH plate car, read on. Don't let your understanding of the system get mixed up with the facts. As the administrators of the CH plate system, clubs have an obligation to make sure members adhere to the rules set out in the guidelines.

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Hope to see heaps of you at the next meeting and Xmas in June.

Wayne Paola

Vice President - G. Mason

Hello all and welcome to June. Holden continues on its merry winning way, with congratulations to Mark Skaife, who is now the record holder for most round wins in the Australian Touring Car Championship. Quite an amazing effort and well deserved. Those two Holden teams (HRT and Toll) are really on their game at the moment, and are certainly the class of the field.

The big news for us this week was the release of the Supp. Regs for the Six Hour relay at Phillip Island. As detailed previously in these pages, this is just the best event I have ever been involved with. The fact we finished third was a great achievement and I very proudly display the medallion at home.

The committee has decided that if you are going to enter this event, we will assist by sending off the entry for your team. This is to ensure that you will be in early as this event will fill very quickly. You can then pay back your entry fee as soon as you can, without the worry of trying to get it all together up front. Warning, we will send da boys around to collect if needed!! So, if you want to compete, let us know asap, and start to get organized!! If you need any help or information, don't hesitate to ask any of us, we are only too happy to help.

I went across to Sandown with our esteemed Treasurer, St Peter Stuart, on Saturday 9/6/07 to have a look at Craig Bennett driving his torrie. This was a private event, invite only, and we were interested to see how it ran. For \$300.00 the entrants were able to drive as many laps as they could fit in. It was similar to a training day, in that pace was to be kept to around 80% of an all out time, and anyone being a bit silly would be dealt with accordingly. The day ran very well, with most people having LOTS of track time. There were some lovely cars (GT3 Porsches, RS Porsches, Lambo Gallardo, etc) which were worth going to see on their own! Craig learnt a bit as the day went on, and this appeared to be a great way to learn the track and improve your car/your driving during the day. Passengers were allowed all day also. Lunch, tea/coffee and all supplied as part of the day as well. I appreciated the chance to go along and have a look at something a little different to the usual, and now just need to find out how to get invited!!

Supp. Regs for Winton are now available, and Sandown should be ready too by the time you read this. I can't wait to have a go now that my shoulder is feeling up to the task of driving, and improving all the time. See you at the next meeting, or on the track.

Drive well, drive safe

Glenn.

Secretary - K. Kastelic

Welcome to the cold part of the year. At least in this weather, waiting for your run in the upcoming rounds of the HSCCV

Vs FFCC series won't require any regretful thoughts about when you removed the air-conditioning unit from your track car.

Speaking of the upcoming rounds we are (as a result of circumstances out of our control) in need of officials for some very closely spaced events. If you can't afford to run in both, please offer your services as an official, we would really appreciate it.

We have had some unfortunate news. One of our newer members, Saeid has had an accident and was injured. His wife rang me to say that he would not be able to participate in club events for a while. The club and committee wish Saeid all the best for a speedy recovery and hope we will see him at a meeting in the future.

Greg and I have not participated in much racing related of late. Though we did go along to the VMC at Werribee last month. I drove in my usual manner, which basically means that I started poorly and only got good after the lunch break. Did manage to win the ladies class though, which is kind of embarrassing considering the lack of skill I displayed over 60% of the day!

To all those who have asked after Kracker the wonder dog, thank you. He is doing much better, he has healed and even be rechristened "Phantom" (from the Phantom of the Opera) by Alan, due to the graft that was used to rebuild his face.

Incoming mail; Seymour motorsport promo, Taylor competition engines promo, Alfred's homestead promo, 2007 Winter-sun Classic Vehicle Auction promo, ANZ statement, TCCA

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mag, Gippsland Vehicle Collection promo, CAMS annual report.

See you in the dirt (if I manage to get out to an autocross this year),
Kylie.

Treasurer - P. Stewart

This month has seen a 'steady' of the accounts' with just a few payments being made, and the receipt of a similar amount of income, which included four new memberships. Welcome to these new members

Traditionally, this is the financial 'quiet' time of the year, that's what it's been in previous years, but not so this year. When you see what's 'on offer' in the calendar it's obvious that this is going to be one of the busiest years on record. Motorkhanas, Hill climbs, the Holden - Ford series, it's all in there.

How are we all going? Well this time last year we had \$6,969.18 in the bank accounts, so we have approximately doubled that amount now.

We are actually a little bit behind in where we had planned to be financially at this point in time, and this was due in principle to an event that was held earlier this year, that whilst in itself, was a fantastic event, fi-

nancially it fell just a bit short for both the HSCCV, and FFCC.

It's possible that we may even have to face a similar type of situation again soon, due to similar circumstances, while this would be disappointing from my point of view as Treasurer, I have to say that fundamentally it's not just about the money all the time, it's all about the clubs enjoyment at the events.

In particular I'm referring to a great event coming up at Winton on the 14th July, which falls on a Saturday. If you can manage it, please support this event at this great track.

Other plans in place at the moment, a sub committee has been formed within the committee to investigate whether a 'financial model' can be produced involving a target group of three car clubs being able to acquire suitable land over the next three years.

The object being, to set up a business group between the clubs, to run this property as a motor sport venue, at a basic level within four years, It is envisioned that the venue would initially provide areas for motorkhana, autocross, and other training areas for schools, at a size in which all events can be run safely simultaneously if required, and still have area left for future development, more on this later.

Last general meeting, I mentioned that we were pursuing support from a couple of insurance companies regarding a basic low cost form of insurance to ease the financial pain of not starting an event due to mechanical failure after Scutineering approval.

I'll keep you informed as things 'progress', or 'don't progress' on this project. It could be a long 'drawn out' project this one.

Phillip Island

Also of great importance, is the Phillip Island 6 hour event coming up at the end of September. Last year, the inaugural event, was a huge success, this year it promises to be even better. To help prepare for this event teams intending to enter this two day event are urged to contact me as soon as possible so that the club can send off entry fees quickly to secure a place for your team.

The club would then receive instalments back from you, over the next three general meetings, June, July, August, instalments as reimbursement, one nice painless way to do things, please consider this option

Once again, the club will contribute to food and accommodation for the weekend, more details on this later, Until I see you next, Onwards and...oh, you know the rest
Pete



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Treasurers Report**Deposits for the period 18th May 2007 to 15th June 2007**

<i>Membership Renewals and general income</i>	\$ 192.00
Advertising Aroma Bakeries	\$ 40.00
Donation Home Loans	\$ 57.85
Stock	\$ 20.00
Transfer from ING Account	\$ 400.00
Total	\$ 709.85

Payments for the period 18th May 2007 to 15th June 2007

Mail	\$ 50.00
Go Kart refund	\$ 75.00
CAMS Trophy fund VMC	\$ 62.00
A. Davies costs reimbursement Warrnambool run	\$ 233.36
B. & K Clough reimbursement Warrnambool food	\$ 140.00
	\$ 560.36
Accounts	
Cheque Account	\$ 149.49
ING Investment account. Includes \$73.51 interest May	\$ 13,469.34
Petty cash tin	\$ 25.00
Total	\$ 13,643.83

**Coming Soon - But Only
With Your Help! The HSCCV
2007 DVD!!**

Please send all your latest video clips to Peter Stewart, camera, phone, whatever, for the next edition of the fabulous club DVD 2007! Send now, send next week, but send by October so the latest and greatest is ready for Christmas!

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Club TORQUE - Club Calendar 2007

Dates & Venues subject to change. Please advise of events that need to be added

JUNE	
3 rd	PIARC Gr5 Sprint – Phillip Island
9-11 th	V8 Supercars Eastern Creek (Queens Birthday)
11 th	HSCCV Committee Meeting
16 th	PAC VCAS Autocross Rnd 4 Twilight meet - Maffra
17 th	PAC VMC Motorkhana - Tooradin (to be confirmed)
18 th	HSCCV Print Night
22-24 th	V8 Supercars Skycity Triple crown Darwin
23 rd	HSCCV Christmas in June at Poppy's Thai Restaurant - see Social pages
25 th	HSCCV General Meeting - Bells Hotel

JULY	
<i>Please note the changes to this months events - it's a busy month for sprints.....</i>	
1 st	PIARC Gr5 Motorkhana – Moorabbin
9 th	HSCCV Committee Meeting
14 th	MUCC VMC Rnd 7 Motorkhana - Bendigo
14 th	HSCCV/FFCC Holden Ford Challenge Sprint – Winton <u>SATURDAY</u>
16 th	HSCCV Print Night
20-23 rd	V8 Supercars Queensland 300 Ipswich
21 st	MADCC VCAS Autocross Rnd 5 Twilight meet - Maffra
22 nd	HSCCV/FFCC Holden Ford Challenge Sprint – Sandown
23 rd	HSCCV General Meeting - Bells Hotel
29 th	NCCA Gr5 Sprint Rnd5 – Sandown

AUGUST	
5 th	TCCA Gr5 Motorkhana - Werribee
12 th	HAC Interclub Motorkhana - Moorabbin (venue to be confirmed)
13 th	HSCCV Committee Meeting
17 th -19 th	V8 Supercars Oran Park Sydney
19 th	SDCC VMC Rnd 8 Motorkhana - Shepparton DECA
20 th	HSCCV Print Night
25 th	CCC VCAS Autocross - Bendigo
26 th	HSCCV Gr5 Holden Ford Challenge Hillclimb – Morwell/Haunted Hills
27 th	HSCCV General Meeting

SEPTEMBER	
2 nd	NCCA Gr5 Motorkhana - Werribee
2 nd	Australian Muscle Car Masters - Eastern Creek Raceway NSW
8 th	BCC VMC Rnd9 Motorkhana - Bendigo
9 th	MMSC VCAS Autocross - Melton
10 th	HSCCV Committee Meeting
14-16 th	V8 Supercars Sandown 500
17 th	HSCCV Print Night
24 th	HSCCV General Meeting
29-30 th	PIARC/VMCi/GCC 6 Hour relay - Phillip Island

Thanks to every one who submitted pictures for this months magazine - and a special thanks to Julie for the Phillip Island shots, and persevering in very ordinary conditions. For a full suite of pictures check out the club website. Awesome!!

Club TORQUE - Club Calendar 2007

OCTOBER	
4-7 th	V8 Supercars Supercheap Auto Bathurst 1000
8 th	HSCCV Committee Meeting
14 th	FFCC VCAS Autocross Gr5 - Melton
15 th	HSCCV Print Night
18-21 st	V8 Supercar Challenge Gold Coast
21 st	PIARC Gr5 Sprint – Phillip Island
22 nd	HSCCV General Meeting

NOVEMBER	<i>Note October 28 Sandown Sprint now on Melb Cup day.</i>
1-3 rd	V8 Supercars Bahrain International
6 th	HSCCV/FFCC Gr5 Holden Ford Challenge Sprint – Sandown - Melbourne Cup day
12 th	HSCCV Committee Meeting
16-18 th	V8 Supercars Challenge Launceston
17 th	NCCA VCAS Autocross - Kynton Twilight
18 th	PIARC Gr5 Sprint – Phillip Island
19 th	HSCCV Print Night
26 th	HSCCV AGM - Bells Hotel

DECEMBER	
1-2 nd	V8 Supercars Grand Finale Phillip Island
2 nd	WDCC & GMCC VCAS Autocross - Avalon
8 th	HSCCV Christmas Party & Presentation Night
9 th	FFCC VMC Rnd 10 Motorkhana - Tooradin



We finally had a sprint, and was it great to get out on the Philip Island track again. The turn out was pretty impressive, new faces, regulars and some others; it was great to see so many club members there, spectators and all. The weather was a little unkind to us, quite cold and very wet at times (usually just as you head out of pit lane). I think some residents may invite us back to help with drought relief.



Waiting, waiting, waiting.

The day started well for Mr Ed, on the side of the road just metres from the entrance with a flat tyre. The day ended not much later with a split sump and no timed laps. Something we never would have thought possible, the Dulux datto has it's limitations. (Not bad for the car that set the land speed record at Winton earlier this year!!)

Not long after there was the unfortunate demise of the Gemini, and Bruce's day was done. You would think a diff could last long enough to appease Bruce's need for speed, but alas not even one timed lap. Hopefully we will see him out again at Winton on July 14th.

Fastest (HSCCV) for the day was Stephen Crupi in a Falcon XF, with a 6 cylinder I believe (please tell me it was a supercharged V8). It is nicely presented and does have an impressive rear wing and decent tyres; and 1:56 is a good time, well done. Unfortunately I did not see this car on the track (probably due to crossover in pit lane or something, or maybe I just drive like a fairy....) but I will keep an eye out for it, hopefully at the next event at Winton on July 14th?



The carby gremlins struck again for Wayne and Chris, resulting in the fabulous fuel fountain which fairly stuffs things up. Amazing as it may seem there was a HSCCV spare parts store running at Philip Island, and Chris managed to source a spare Rochester for the day, and then set (HSCCV) 2nd fastest time of 1:58. Admittedly this time is probably from the only brief glimmer of sunlight to be had, but the track did grip up well (for 120 seconds) and Chris used it. Not bad considering the carby was not even set up for re-installation yet! Wayne was right there with 3rd fastest desperately trying to avoid being pinged for noise a second time. It's amazing what some steel wool will do for the exhaust, although spitting it out at turn 12 does not help much. Fortunately the next event won't have these problems because on July 14th at Winton the noise limit is 95dB.



Peter has to get the prize for most amount of real estate gained with an improvement of 7 seconds! Like all good experiments there was 4 or 5 things changed at once, so all you can really say was "it

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must be the superb driving skills". The VD Commodore looked great coming through turn 11. I hear rumour there is some minor changes being made to alleviate the "no oil death rattle" on long sweeping corners. Might come in handy at Winton on July 14th.



After some early problems Vlad managed to fix them without going to the HSCCV spare parts store and put in some consistent and respectable times. I don't think we have any two wheel shots which is probably a good thing (can you imagine getting air under your car while sweeping through turn one; sends a shiver down your spine).



Go on, get it on two wheels here, I dare you.

There was a very flash looking car with new paint-work for the weekend, the Holc's car looked fantastic with the paint scheme used on the VL's I think. A reasonably successful day with only minor problems, although they were another customer of the HSCCV spare parts store with a lost power steering belt. That Philip Island track eats belts, I never see them turn up anywhere but I know they're out there somewhere. Philip Island also eats engines, so watch out for that too.

Philip Island is not a pleasant place in the wet, for drivers or spectators, but Stan managed to turn in some good times with the BMW, and seemed to have some fun as well. It is early days in the development of the BM so things should go steadily faster, and Winton on Saturday 14th July should be an ideal track to really have red hot go with a car known for it's good handling.

Brad was not having a great day in the VH, with overheating (of the car) and timing problems to really muck things up the day ended a bit early; same as for Gordon and his 323 (my first car was a 323, and if it looked or went like Gordon's I would

(Continued on page 11)

still have it!)

First time out was Alex and the Monaro with the Chev 327 and original brakes (nothing like Chris's Monaro). A real muscle car, probably named so for the steering effort required. There will be more on this car in later months (yes, I have said this before, but the articles will come, really.)



HB Torana brakes would go well here.

There were plenty of other competitors there on the day, with Victor Argento and the XB coupe doing a top job again. The Ford versus Holden parity panel held their top secret meeting and have decreed the success penalty applied to Chris Loxton should be removed and handed to Victor. Furthermore Victor is to fit HB Torana brakes, with his current brakes going to the highest bidder, and 3mm trimmed from the rear wing. Naturally Victor can protest, in triplicate to the parity panel directly.



Bet you can't fix steering and return before the next session....

Most importantly, did I mention the next sprint round at Winton on July 14th? It should be a good day with 95dB noise limits and possibly a few more laps than at Philip Island. Hope to see you there.

Club TORQUE - Stock - G. Mason

Hello all,

We are going to order some shirts very soon, and we would happily take deposits from anyone who would care to give us money. I will have samples for you to see at the general meeting. If your old stuff is starting to look a little tatty (I'm sure it

is because you wear it everywhere, right?!?), then come along and have a look. There is still a little of the old stock left too, so talk to me and see if we can't do a "special" deal!! See you at the meeting, Glenn.

KHANA

Things are a little bit quieter just at the moment, or at least it would seem that way. As mentioned in last month's mag, Nissan killed the idea of running out at Werribee on the 20th May due to significant rainfall the day before. Without a doubt it would have turned the ground into a slippery mudbowl, which is fun for buggerising around but totally useless for competition. Timers and drivers would very quickly would run out of patience, with next to zero traction travelling five metres can take a good minute. I know, I've seen it, timed it, even bought the t-shirt! The event is rescheduled for early September.

Only one weekend later on the 27th May, again at Werribee, VMCI ran Round 5 of the Vic Motorkhana Championship. We had a rain-free day (even though it was a little cool and quite windy) and the surface was in good nick with the exception of a couple of rocks which forever seem to come to the surface. The rocks were cordoned off and had next to no impact on the tests anyway. We had 9 tests for 38 people, 5 of which flew the flag for HSCCV. Greg Kastelic picked up 3rd in Class (well done Greg!) against some stiff competition, then myself, then Kylie in Class B. Kylie also took out Ladies Class - good one Kylie! Ray Cardwell took out Class E just ahead of Bruce Lethborg who rounded out the class in his Dunnydoor.

By the time you read this, Peugeot's VMC will have been run and won. I'll be in attendance but I don't know who else from

the club will be there. Once again, we'll be traversing to the other side of Melbourne to Werribee. So that's the 17th of June done with, cross that one off. I'm going to do myself a favour and go to bed early on Saturday night. That's often my secret weapon...I know, I know, I'm giving away all my trade secrets. Yep, that's it. So how often does it happen in reality though? Usually rarely! Come and ask me if I did!

On 1st of July we have PIARC's Group 5 motorkhana at Moorabbin. This is typically a great event. Firstly because it's on the eastern side of Melbourne, and secondly, passengers are allowed. If you want to learn about this thing called "motorkhana", just pop along for a look. If you are lucky, you might even get chauffeured sideways.

Then on the 14th of July, Melbourne Uni Car Club are hosting a VMC at Bendigo. Whilst unconfirmed, its supposed to be a Saturday and in beautiful Bendigo. This event is the same day as our Holden/Ford Sprint at Winton. Sorry guys, I'll be heading up North to work on my tan (what tan?) in Bendigo and let it rip on the concrete/bitumen. It can be a bit slippery up there thanks to the stockyard slime but that's quite okay with me. It won't do much for the tan though.

On a more serious note, the situation of shrinking numbers of dedicated motorsport facilities is becoming increasingly evident across all disciplines, not just motorkhanas. Motorkhana heads are probably the easiest group to cater for as we require the smallest footprint and require the least infrastructure to

conduct our events. Over the last handful of years we've lost various venues - Croydon, Carrum, Lilydale, Pakenham and recently Somerton to name a few. So if we are having issues with grounds, then everyone else is going to be in real strife. Simply put, without grounds most disciplines will not survive.

As such, CAMS are currently conducting a study into motorsport facilities. This may lead to funding from the Sport and Recreational Minister and/or CAMS. Certain members of Holden Sporting Car Club are also looking into this situation as well. The view of the club over the longer term is to secure a site in conjunction with one or two other clubs so we can host various car club activities. Greg Black, Peter Stewart and myself have banded together to focus on this for the club. We are open to ideas and suggestions from other members about possibilities, so please get in touch with us. Better yet, join us to move the club towards a bigger, brighter, better future!

Enough from me for this month. I'll leave you with a story I came across some months ago entitled "Can you afford to own a Ferrari?" It's an interesting read about depreciation and the cost of ownership. I hope you enjoy it! Until next month, see you sideways...

(See "Can You Afford A Ferrari on page 14)

SOCIAL

You don't want to read about it, you want to be there and be part of it...Saturday night, 23rd

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June. Poppy's Thai Restaurant, 298 Bridge Road Richmond.

Melways Reference 2H B6, roughly opposite the Town Hall.

At this stage we have the upstairs function room to ourselves. All the more reason to watch out for a guy by the name of Peter Stewart.

He's apparently the instigator for any food that might become projectile...from throwing it of course, what were you thinking?

If only we were doing go-karts afterwards...Just kidding Pete! Anyway, I've got some vouchers I'll be handing out on arrival at 6.30, which entitles everyone to 5 smackers off their meals. If you somehow haven't seen the emails (or you don't have an email address) about the cuisine on the night, well here it is:

There are two other banquets to choose from at \$33 and \$37 respectively (includes the \$5 discount).

They both contain seafood in one of each of their courses, one also has a tiger prawn soup. Banquets must be ordered for two or more people, you can choose on the night.

Bon appétit!



printed by Maroondah Printing

Poppy Banquet \$28 p.p (\$33 with \$5 discount)

- Fresh Mieng Lettuce salad cups
Lettuce leaf cups with nuts, lime, coconut, shrimps, onion & tamarind dressing
- A Variety of Entrees
Spring rolls, fish cakes & samosas
- Pad Manuang Beef
Wok fried beef with seasonal vegetables, sweet chilli soy sauce & roasted cashew nuts
- Green Curry Chicken
Fragrant coconut & green chilli curry with chicken breast fillet, bambo & sweet basil
- Pad Pak Ruamit
Stir fried vegetables in oyster sauce
- Steamed Jasmine Rice
- Tea or Espresso Coffee

Jasmine Vegetarian Banquet \$25 p.p (\$30 with \$5 discount)

- Fresh Mieng Lettuce salad cups
Lettuce leaf cups with nuts, lime, coconut, shrimps, onion & tamarind dressing
- A Variety of Entrees
Spring rolls, fish cakes & riceflour samosas
- Pad Thai Noodles
Rice noodles stir-fried with spring onions, broccolli & tofu
- Anna & the King
Our award winning Panang curry with tofu
- Kra Pow Pak
A spicy hot stir-fry with tofu, bamboo, beans, chilli & holy basil
- Steamed Jasmine Rice
- Tea or Espresso Coffee

Can You Afford to Drive a Ferrari?

MICHAEL SHEEHAN has been a Ferrari broker and race car driver for 30 years.



Cheaper than a jet, but more than a Jetta

“Only weeks into ownership, the 30,000-mile service was repeated and the front shocks were replaced, for a total of \$6,196.57.....”

Answering daily phone calls and emails provides a never-ending supply of topics on which to pontificate. The "real-world" cost to drive a late model Ferrari is one of the more frequent questions I'm asked. I recently sold an unusually well-documented 1998 550 Maranello, S/N 111317, with 36,200 miles to a client in the jet aircraft industry, and comparisons between Ferrari and jet costs inspired this column. Like a private jet that requires three to four hours of maintenance for every hour of flight time, Ferraris are not cheap to own.

FIRST TWO YEARS ALMOST FREE

550 Ferrari S/N 111317 was sold new on March 19, 1998, at \$225,000, to a wealthy Santa Monica real estate investor and used for weekend retreats to his ranch in Ojai, a 150-plus-mile round trip. Thanks to an unlimited mileage warranty, the first two years were relatively expense free.

The first bite came in August 2000, five months after the warranty expired. At 13,637 miles, the owner brought the car in for a 15,000-mile service, two rear tires, and an oil, filter, and coolant change for \$2,665.70. Two months later, in October, at 17,220 miles, noisy cam belts and bearings were replaced at

no cost (thanks to a warranty extension by Ferrari). The windshield washer reservoir was also replaced for \$529.25. A month later, in November, at 17,618 miles, the front spoiler and three wheels were refinished because of road-rash, at \$1,285. Total for the first year out of warranty, and about 4,000 miles: \$4,479.95, or \$1.12 per mile.

As 2001 rolled around, in January, at 18,124 miles, two ball joints and sway bar bushings were replaced at \$253.47, a standard procedure for a heavy, high performance, front-engined car with power steering. Three months later, in April, at 18,998 miles, a coolant leak, new front tires, another repaint of the wheels, and a detail added \$2,718 to the ongoing maintenance bill.

A few days later, at 19,002 miles, the check engine light came on and an O2 sensor was replaced at \$261.31. A month later, in late May, at 19,329 miles, the dash pod had to come out for an instrument panel repair, at \$1,290.18. Five months and 1,289 miles later, in early October, at 20,618 miles, an annual oil and filter service and new rear tires added \$2,386.60 to the expense column.

\$8,988 FOR SECOND YEAR OUT OF WARRANTY

In December 2001, a service at 21,358 miles for dash lights, rattles, and a radiator R & R for coolant leaks closed the year out at \$2,078.82. Total for the second year out of warranty, and another 3,740 miles: \$8,988.38, or \$2.40 a mile.

In January 2002, at 21,966 miles, the owner had the battery replaced, new suspension bushings installed, and a wheel alignment for \$1,228.35. In March, at 22,956 miles, the license plate frame was replaced for \$124.99, and in May, at 23,802 miles, the power steering pump was replaced and the fluids serviced, at \$500.95.

Four months and 2,657 miles later, in September, at 25,607 miles, the steering box, power steering rack, and rear shocks were replaced, and the wheels were aligned for \$8,641.69. The year ended at 26,236 miles, with a compression and leakdown problem discovered in late December at the 30,000-mile service. New cam belts, engine mounts, and a valve job followed, with all 24 valves and valve guides replaced at \$7,954.66. Fortunately for the owner, Ferrari supplied the valves and guides under an extended warranty. Another year, another 4,878 miles, adding up to \$18,450.64, or \$3.78 a mile.

TOYOTA MONEY: 37 CENTS PER MILE

The Ferrari gods were smiling in 2003, with only 672 miles added and one service for hood shocks, in

(Continued on page 15)

(Continued from page 14)

March, at 26,908 miles. Cost of ownership was only \$249.38. Little use means no visits to ever-vigilant Ferrari mechanics, who point out problems that need to be resolved. This year cost Toyota money—just 37 cents per mile. Of course, there weren't many miles driven either.

In 2004, 550 S/N 111317 saw little use, but frequent visits to the service centre, beginning in January, at 31,688 miles, for a seat control switch and wiper blades at \$1,366.43.

A week later, in early February, at 31,860 miles, sway bar bushings were replaced at \$208.63. In late February, at 32,035 miles, the handbrake shoes and rear brake rotors were replaced and four new tires were fitted, at \$3,365.79. In early March, at 32,122 miles, a coolant leak added \$903.21 to the annual cost. Another year, another 5,214 miles, another \$5,844.06. The cost per mile, \$1.12.

In late December 2004, Ferrari 550 S/N 111317 moved on to her second owner, for \$90,000, and no service bills were added to the year. A real estate investor and self-confessed "Porsche guy," the second owner had always wanted a Ferrari and bought the 550 simply because he knew the car through the original owner.

Only weeks into Ferrari ownership, in January 2005, at 32,945 miles, a 30,000-mile service was again done, under the "while-you're-at-it" theory, because of oil leaks. The front shocks were also replaced, at \$6,196.57. Only weeks later, the second owner also had the nose repainted, and his 550 "personalized" with the front fenders modified for fender shields and the calipers redone in yellow, at \$7,759.70.

NOT FOR THE TIMID: \$10.27 PER MILE

A month later, in March, the steering wheel was recovered for \$450, and in April the windows were tinted and a "clear bra" installed for \$935. Only weeks later, the owner continued to personalize his 550 with a Tubi Exhaust for \$3,155.94. In August, at 34,235 miles, the oil hoses and other minor items were replaced, at \$3,194.44. Total mileage for the second owner: 2,113 miles and \$21,691.65. Most of this work was pure pride-of-ownership personalization, but the financially timid need not apply, as the cost per mile, at \$10.27 per mile, was approaching that of an M1 tank.

As 2006 rolled in, our second owner next had a new clutch installed, in January, at 35,625 miles, for \$4,852.59. After sitting for six months, the second owner decided that he really was a "Porsche guy" at heart. The 550 was too big for his tastes and so, in August, 550 Ferrari S/N 111317 was picked up from his home and dropped off for an a/c service, at 36,196

miles, for \$519.40. Cost of ownership for the second owner, for 2006: 1,961 miles at \$5,371.99, or \$2.73 per mile.

In August 2006, our subject 550 was again sold for \$90,000, with 36,196 miles, to the third owner, the president of a corporate jet maintenance and sales company. During the pre-purchase, an oil leak was found, and while the estimate was \$3,000, the final bill was \$1,582.58. The third owner appreciated the subtle lines and wanted a user-friendly Ferrari that could be driven daily in New York weather and traffic.

A long-time Ferrari owner, he appreciated that virtually all of the depreciation was reflected in the purchase price and that at 36,000 miles, adding mileage wouldn't kill the value. His last toy was a new Porsche Turbo at \$160,000, and while it had been nice to order a car exactly as he wanted, the depreciation wasn't worth the thrill when he sold it after three years for \$95,000.

The warranty on 550 S/N 111317 ran out in March, 2000, at about 13,500 miles. Our subject 550 went to the third owner in September 2006 at 36,200 miles, so the total miles out of warranty was 22,700 miles, with a total spent of \$65,760.50, or \$2.90 a mile, right at \$11,000 a year.

Ferrari ownership is both a lifestyle and a socio-economic statement, just as owning a polo pony is a different venture than keeping a draught horse. As one former owner of S/N 111317 put it, "I spend more than that on crap on eBay every year." No other statement quite sums up the difference between those who lust for a Ferrari from those who can pay the price of ownership.

1998 Ferrari 550 Maranello Serial Number 111317



We are pleased to offer 1998 Ferrari 550 Maranello s/n 111317. Finished in a very attractive Tour de France Blue with tan power Daytona seats, black trim and blue carpets. This USA model 550 comes with an extensive and fully documented service history, with all mechanical work completed at the local authorized Ferrari dealership. **Comes with 39 pages of service receipts and invoices.** Priced right at **\$99,500** or best offer.

Hi everybody,
 Welcome to the June magazine.
 Thanks as always to this months contributors and photographers!
 If you've cast your eye over the calendar you'll see a big month for sprints coming up, which is great if finances allow for it.
 For the Winton sprint on Saturday 14th, we will need helpers so if you are available and not hav-

ing a run, please come up and lend a hand.
 The Dulux Dato's sump is oil tight once again, however it was a bit disconcerting to see odd bits of gears come out in the oil when I drained the box, so I have a fair idea what's going to be the next pull it apart project - I certainly don't want it failing during the 6 hour event.
 Other projects are moving along

slowly, however it looks like the A9X will get a run up to Eastern Creek early September for the Australian Muscle Car Masters, along with Glenn's A9X and Wayne's HDT Magnum - anybody else fancy a pleasant week-end away playing with cars?
 Cheers,
 Kim

FORD VS HOLDEN SPEED SERIES



ROUND 3 - WINTON
 July 14th Saturday



ROUND 4 - SANDOWN
 July 22th Sunday

Helpers Needed!!
Winton Meeting
Sat July 14

If you are not running at Winton, please come up and lend a hand if you can; and if you are new to Club Motorsport it's a great opportunity to see how the events are run, as well as a chance to get involved and support the club.
 As always, no volunteers means no event!!
 (Pics taken from Belgian marshalls Gallery at www.belgianmarshalls.be)



Hi all,

As many of you know there is a permit scheme available to certain vehicles attached to eligible car clubs - including ours.

We have quite a few members in our club who have taken up this option in the past.

We have decided to publish the related rules and regulations for this scheme so there can be no misunderstandings.

We will be organizing a day where ALL "CH" plated cars attached to our club will have to attend unless your car is currently not running.

On this day we will be checking the vehicles for eligibility for the scheme and general roadworthiness.

VicRoads conditions for "CH" permitted vehicles

VicRoads Registration & Licensing - Business Rule Conditions of issue and use of permits

Club permits provide an alternative to full road registration. They allow operators to drive their vehicles on public highways to participate in club events or for specifically approved private use.

A vehicle operating under a club permit may be used:

- for advertised events organised by a club, (club must be authorised to participate in the Club Permit Scheme). Therefore, members of authorised clubs are able to attend general meetings, executive meetings, newsletter and mailing assemblies, club outings and other events organised and publicised by such authorised clubs.
- to maintain, test, repair or prepare the vehicle for an authorised event.

when "Special Use Authorisation" for private use has been obtained this authorisation must be issued in advance of the event and be carried in the vehicle.

o at any time of day or night, in accordance with the above conditions, except for veteran and vintage vehicles without electric lights. Vehicles Without electric lights are not permitted to drive between the hours of sunset and sunrise.

NOTE: Vehicles operating under the club permit scheme are not permitted to be used for hire or reward.

Permit Fees Club Permit Fees

Club permits may be issued to veteran, vintage, classic and historic vehicles, including modified vehicles (street roads). The

The date has yet to be set but we will give all CH plate holders plenty of time to re-arrange their schedules to suit.

This will be a compulsory attendance event unless you can supply us with a valid excuse as to why you cannot attend (eg. you leg has fallen off)

Stay tuned for details and please call me if you are a current CH plate holder and have any questions.

Thanks.

Dave.

HSCCV.

operators of vehicles that are eligible for club permits are required to pay an annual club permit fee of \$32.00 and a Transport Accident Commission charge (TAC code 43).

Note: Plate fees are not payable on the initial application as they are absorbed in the first payment of the club permit fee.

Unregistered Vehicle Permit Fees

Fees for the issue of an Unregistered Vehicle Permit comprise:

- o a permit fee of \$17.00
- * applicable Transport Accident Commission (TAC) charge pro-rated to the number of days requested
- o \$17.00 TAC admin charge
- o insurance duty calculated on the sum of the TAC pro-rata and admin charge

In cases where it is appropriate to issue an Unregistered Vehicle Permit for more than 28 days, the permit fee of \$17.00 is payable for every 28 days or part of 28 days of the permits duration.

Calculation of **the Pro-rata TAC charge for Unregistered Vehicle Permit Fees** All calculation of TAC fees are to be based on the garaged address of the vehicle.

The pro-rata TAC charge is calculated using the common expiry field in VRI.S. Please note that the \$17.00 standard charge is already included in this pro-rata TAC calculation.

The calculation can be done using screen VRI126 by selecting PF21 from the 'Vehicle enquiry maintenance screen'.

Stolen Vehicle Check - A stolen vehicle check may be provided in addition to the issue of an Unregistered Vehicle Permit for an additional \$7.20.

(Continued from page 17)

VicRoads

Registration & Licensing Business Rule

Eligible vehicles which may be issued with a club permit

A club permit can be issued only to vehicles in one of the following categories:

- veteran - manufactured before 1 Jan. 1919;
- vintage - manufactured after 31 Dec. 1918 and before 1 Jan. 1931;
- classic & historic manufactured after 31 Dec. 1930 but more than 25 Years before the date of the application for a club permit.

These categories can include trailers and modified vehicles such as street rods. Vehicles which are replica's of vehicles in one of the above categories may also be issued with a club permit.

Road Safety (Vehicles) Regulations 1999 reg. 309 Issue of club permit

VicRoads

Registration & Licensing - Business Rule

Special Use authorisation

If approval is granted by the relevant motoring club in the form of an "Authorisation for Special Use of Club Permit Vehield', a vehicle may be used for a limited period for activities outside a formal club calendar. Such activities might include parades, family outings and family weddings. Club Permit vehicles operating under Special Use authorisation cannot be used for hire or reward.

VicRoads ,

Registration & Licensing - Business Rule

Left hand drive vehicles

Left hand drive (LHD) vehicles over 25 years, eligible for a club permit, may be issued with a club permit. The following conditions apply to LHD club permit vehicles:

- o if the vehicle does not have all the required lamps, including dipping headlamps suitable for right hand drive, then it must not be used on the road at night.
- o the driver must hold a full (not probationary) driver's licence.

(Refer: Vehicle Standards Information Sheet No. 18)

VicRoads

Registration & Licensing Business Rule

Definition

A club permit allows an unregistered vehicle specified on the permit to be used on the highway during the period of

validity of the permit if the vehicle is used in accordance with the conditions subject to which the permit was granted.

Club permits may be issued to veteran, vintage, classic and historic vehicles, including modified vehicles (street roads). Permits are issued by VicRoads to members of car clubs approved by VicRoads.

Club permits contain a condition that the vehicle must not be used on a highway except:

- (a) in connection with official activities organised by (or under the auspices of) an association approved by VicRoads, or in the preparation of the vehicle for such activities; or
- (b) if authorization for special private use has been granted.

Permits are issued for 12 month periods, and vehicles issued with a club permit are issued with distinctive maroon plates.

Road Safety (Vehicles) Regulations 1999 reg. 505 Club permits Road Safety (Vehicles) Regulations 1999 reg. 311 What does a club permit authorise?

VicRoads

Registration & Licensing Business Rule

Responsibilities and obligations of authorised clubs

Clubs authorised by VicRoads are required to:

1 appoint Safety Check Officers if required by VicRoads, bearing in mind the qualification required as set out below.

2. ensure that periodic, basic safety checks of vehicles are carried out if required by VicRoads.

3. regularly list in the club's journal, newsletter or magazine all coming events, meetings and other activities to which members may bring their club permit vehicles. This list should also indicate whether these events are open or closed, ie. if members of other clubs with eligible vehicles may attend.

4. ensure that members abide by the spirit and terms of the system, and

a) have in place disciplinary measures to control abuse of the scheme,

b) notify the motor club's parent bodies, the Association of Motoring Clubs Incorporated, the Federation of Veteran Vintage and Classic Vehicle Clubs, or in the case of street rods, the Australian Street Rod Federation of abuse of the club permit scheme.

5. ensure that the nominated club official, or in the case of street rods, the Australian Street Rod Federation, promptly endorses members club permit applications and renewals

(Continued on page 19)

Club TORQUE - CH Plates info for members - D. Davies

(Continued from page 18)

verifying current membership.

7. maintain a register of vehicle inspections, if such inspections are required by VicRoads.

Secretary's authorisation. The regulations require that an applicant for a club permit must be a current member of a club or association authorised by VicRoads to conduct official activities as approved by that club.

The applicant must therefore obtain the signature of the club Secretary (or other authorised official) or, in the case of a Street Rod, the signature of an approved representative of the Australian Street Rod Federation will suffice, on the permit application/renewal form as issued by VicRoads, to attest to his/her financial status.

**VicRoads
Registration & Licensing - Business Rule
Responsibilities and obligations of club permit
holders**

After having obtained an initial club permit, club members should:

- 1 ensure they are familiar with their particular club's requirements for club permit holders,
2. maintain their vehicles in a manner which ensures that the vehicle is in a 'safe condition' for use on a highway,
3. present their vehicle for periodic safety checks if prescribed by their club, or in the case of street rods, if prescribed by the Australian Street Rod Federation.
4. maintain financial membership of the club at all times whilst holding a club permit,
5. be aware that club permits and number plates are not transferable with the sale of the vehicle,
6. ensure that the permit is carried in the vehicle at all times when the vehicle is in use,
7. ensure that the number plate(s) as issued by VicRoads are correctly displayed on the vehicle at all times when the vehicle is in use,
8. Plates must be returned if renewal of permit is no longer required.

Club TORQUE - Membership & Pointscore - Dave Davies

Hi all,

Firstly Welcome to Terry Wallace, our newest member.

Not much else to report this month.

Been pretty busy with work and alike so no updated Pointscore is available yet but I will have this done by this month's meeting.

The website has been updated

with all the current dates for the series so check it out - after all its also the best club website going.

Don't forget the Christmas in June, another e-mail reminder will be sent out shortly.

If you haven't been getting the mag or have changed your e-mail details please send Kim or myself a test e-mail and let us know.

Lastly, if you know of anyone who is thinking of getting started in Motorsport, please pass on there details to me or direct them to the website.

It is up to every one our members to promote and grow this club and help expand club level Motorsport in Victoria.

See you in the trenches.

Dave.

Club TORQUE - Club Web Site - Webmaster G. Kastelic

If you haven't checked out the website there are many pics from Jag Car Club sprint event at Phillip Island. webmaster@holdenclub.com. Greg - Webmaster.

Hits for January, 2007:	1833	Hits for February, 2007:	1989
Hits for March, 2007:	2471	Hits for April, 2007:	Lost due to a malfunction
Hits for May 2007:	2896 (Largest hits for one month, ever)		

Most Popular Cars for the Month:

Alan Davies' XY Falcon GT Replica - 40 (What's going on, its a Holden club)

Chantelle's Torana XU1 - 29

Kim's Torana XU1 - 29



The Steering Wheel Company

ABN 81 893 359 519

Mobile: 0421 983 488

info@steeringwheelcompany.com.au

www.steeringwheelcompany.com.au

PO Box 7373 Geelong West. Vic 3218

About Us..

The Steering Wheel Company provides a professional leathering and re-leathering service for all types of Steering Wheels. Whether your steering wheel has had leather trim or not, we can restore, rejuvenate and leather most steering wheels. Repairs may be also be possible, subject to requirements.

Our service means you may be able to avoid getting a costly new wheel, avoid trying to find a replacement for a hard-to-find wheel, or indeed, if an after-market replacement just wont do for your car.

Specialising in:

- *Leathering and re-leathering of all steering wheels,*
- *Repairing and re-bonding of loose and twisting outer rims,*
- *Customized padding for thinner wheels,*
- *Irreplaceable and original steering wheels,*
- *Racing / sports Suede covering also available*
- *Quick turn-around*

Servicing all areas.

- *We are based in Melbourne and Geelong, and service Australia Wide.*

!!!! Please Note:

For those who already know us, please note our new contact details. After nearly 30 years, in early 2007 we re-located from Mulgrave to Geelong.



A special offer from the Steering Wheel Company to club members: apart from a great price and a great service, the Steering Wheel Company will rebate \$20 to our club for each wheel refinished - so identify yourself as a club member, get the best service, and support our club at the same time!!



FFCC & HSCCV
Presents



Winton Sprint

Saturday 14th July 2007

The meeting shall be held under the National Competition Rules (NCR) of the Australian Auto Sport Alliance Inc. (AASA), the Speed Event and Non-Speed Event Standing Regulations, these supplementary regulations and any further regulations if issued.

The AASA Permit Number is AASA 140707/w195

This will be a Multi-Club Super sprint, promoted by the Ford Four Car Club & Holden sporting car club. To be held at Winton Raceway on Saturday 14th July 2007, open to members of invited car clubs.

The officials of the event are:

Clerk of Course	Kirby O Rourke
Secretary	Darren Colgan 97016171 or 0430245821
Safety Officers	Debbie Coatman

Entries open on 22/05/07 and close on 14/07/07. The field will be limited to 80 entries. Entries will be accepted in order of receipt. The entry fee will be \$140.00 for paid entries received before 14/07/07 and \$160.00 for entries received thereafter. The promoters reserve the right to refuse any entry, in accordance with the NCR's and to cancel the event if insufficient entries are received.

Scrutineering will commence at 8.00 am and finish at 9.30 am 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 AASA Club Licence or equivalent standard competition licence recognised by AASA 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 10 competing cars on the track at any one time, which will be started in 3 groups of 4.

The consumption of Alcohol or drugs by drivers, pit crews or officials is forbidden whilst the event is in progress. Breath testing for alcohol may be carried out at any time after competitors have booked in up until the close of the event.

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

The Chief Scrutineer will be the Judge of Fact 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 the requirements of the Ford Four Car Club Inc.

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 complying with the AASA NCR's.

A fire extinguisher conforming to 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 Crash Helmet complying with the AASA NCR's and acceptable to the FFCC Safety Officers;

A Safety belt or harness complying with the AASA NCR's and acceptable to the FFCC Safety Officers;

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.

Flags to be used are: Red, Yellow, Black, Chequered, and Australian National.

16. Noise level is limited to 95 dBA, measured 30 metres from the track.

WINTON SPRINT ENTRY FORM – Saturday 14th JULY 2007

Please tick this box if you **don't** want a trophy

OWNER / ENTRANT ADDRESS

CLUB

MEMB # POST CODE

PHONE #

LICENCE #

E-MAIL

FIRST DRIVER

CLUB

MEMB #

ADDRESS

POST CODE

PHONE #

LICENCE #

E-MAIL

PREFERRED COMP #

SECOND DRIVER

CLUB

MEMB #

ADDRESS

POST CODE

PHONE #

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

For Entrants

I/We being the entrants of the vehicle described on this entry form with to enter that vehicle for the above event.

For entrants and Drivers

I/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 Australian Auto Sport Alliance ("AASA"). In Exchange for being able to participate in the event (including entering the event), I agree:

To release AASA, 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 AASA 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 AASA and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under AASA 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 the above-named ("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 con-

sent to the minor attending/ participating in* the event at his/her own risk.

Signed.....

Date.....

Parent/Guardian*

* Delete whichever does not apply

SIGNED OWNER / ENTRANTDATE.../.../.....

FIRST DRIVER.....DATE.../.../.....

SECOND DRIVER.....DATE.../.../.....

ENCLOSED CASH/CHEQUE/MONEY ORDER PAYABLE TO FORD FOUR CAR CLUB Inc.

\$ENTRY FEE Cheque No:.....

Forward Entries to: THE SECRETARY 346 Corrigan Road

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

Bells Hotel, South Melbourne – 28/05/2007

MEETING OPENED AT 8:10PM

PRESENT As per sign in book.**APOLOGIES** Ben Barber, Kim McConchie, L.Gleeson, A.Davies, Troy and Toni Fitzpatrick, A.Slater, Mal and Kerry Cardwell.

Previous minutes M:G.Black S: F.Rogan

Any business arising from previous minutes? Nil

PRESIDENT: Suggest strongly that it was a sensational turnout from our club. 13 FFCC and 23 HSCCV out of 80. Not the greatest run event and am sure that Jag club will learn something from it. Thanks to those who went along, we made up a significant part of the field.

Steve was the quickest on the day, driving a Falcon.

Thanks to Vlad and Pete for running the motorkhana, good reports back.

Not much on in June, 3 events in 3 weekends. Our Sandown date changed due to VRC. Cannot adjust to a more favourable date.

Thanks again to those who went to PI most of us had problems.

Brett Inman new member introduces himself. Steve, returning member has a corolla to run in motorkhana.

VICE PRESIDENT

Drove today for the first time in 8 weeks.

PI poorly run, a lot of events took too much coordination. Only 3 run for the day. Good to see so many out there. Few mechanical issues. Wet and dry sessions on the day. Not the best event for \$160. Which is a pity. Frustrating to be watching.

Long cold day.

The June event now in July. Two events in two weeks followed by the John Mott the week after.

Frustrated not being able to work on my cars. If any one knows of any hatch doors, please let me know.

SECRETARY

Saeid- had an accident and cannot attend car events for a while. Wish him a speedy recovery.

VMCI round run a Werribee. Actually got a place for once, unfortunately in ladies class.

Incoming mail: potential member details from CAMS, Lilydale Brake and Clutch promo, Shannons Winter Auction promo, Camcrusher mag, Invite to attend a Penrite Historic Car collection club night, HZ holden for sale.

TREASURER

Motorkhana 6/5 \$169 profit. Not bad with 30 entrants.

ING- \$13,828.83

ANZ- \$342.96 +40

Petty cash-\$35

TOTAL- \$14,246.81

Ten cars broke down at PI. Looking at an idea with an insurance company due to the high cost of getting to events, discussing an added premium to cover entrants that have a failure after scrutineering to help recover some money. These companies have not discarded the idea. Will look at with the committee.

Brief mention in the mag about collecting video footage for this years club dvd.

PI had five new things done to the car and when the track dried out all new components went well. 7 second improvement on the day. Thanks to all that helped put it together.

WP- CAMS grant. We were unfortunately unsuccessful in our bid for a sports development grant. Despite membership has grown to near our target, we were unsuccessful. Had 35 applications received.

MEMBERSHIP & POINTSCORE

Renewals from BBarber and T Wallace.

162 members.

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Club TORQUE - May General Meeting Minutes

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No pointscore until next issue.

Photos from the Jag event are on the Jag club website.

Congratulations to the new members who were having their first run.

Scrutineering day was run and a big success.

If there is any one not receiving their mag please let me know. David Kimpton is one of those people.

Send articles and photos direct to Kim.

Had a discussion with Damien from FFCC about members not receiving entrants points does not happen if the person did not hit the track.

Spoke to Jag club secretary and told him not happy and will not be doing another event of theirs. If anyone else has complaints, please let him know as they think it was a great day.

Bruce: lets not tag onto Jag club events again next year lets use a PIARC event.

WP- commiserations to Dave had a bad run with engines.

EDITOR

Not present. Articles, articles, articles.

MOTOR RACE AND RALLY

Everyone has said most to say about PI.

Had a camera mounted to the front bumper and no usable footage due to the wet.

Some results read.

Group 5 round this weekend at PI and a sprint event at DECA in Shepparton.

Upcoming Winton event is on a Saturday, don't forget.

Phil has a show n tell from PI. Visual representation of why the brakes on the commodore were not working!!!

Sound testing WP pulled up for noise.

DD- questioning the method for determining noise as unsure as to whether the correct method was used.

SOCIAL

Thanks to those who turned up to the gokart night.

Christmas in June 23rd. 6:30pm. At Poppy's Thai restaurant.

Lawn bowls not reopening until September.

WP- spoke to barman regarding location of our meeting upstairs. Would like to be warned ahead of time if we are being moved as we would like the opportunity to make other arrangements.

SPECIAL EVENTS

Not present.

GRP5/ MOTORKHANA

GB- Two Sandown events in July will be combined points for Group 5 to not make it unfair for people who cannot afford to run two events in a row.

NCCA will push oversubscriptions to our event.

Will be able to run 20 car groups at Sandown now.

October event is now scheduled to run in November on Melbourne cup day which is a Tuesday.

Calendar will be updated.

MK-Event coming up 17th of June is now being run by PCCA and will be at Werribee.

AMC now at South Pacific Tyres in Campbellfield. Few issues with shift workers who will be using the car park.

Khana- two weekends ago was washed out.

VMCI event on the weekend was perfect.

WEBSITE

PI pics are now up. 300 photos taken by Julie. MK VMC rnd 4 12 photos.

Presentation photos and results from go karts.

Points for the FFCC/HSCCV series are up.

No stats last month as the hosting site was not working.

Stats for this month so far 2405 hits. Bigger than Bathurst month last year.

Most popular car again A.Davies XY.

STOCK

Was planning to bring a photo along.

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Club TORQUE - May General Meeting Minutes

(Continued from page 24)

Are organising new polos. \$30. Please make a pre order if interested.

Cotton shirts with long or short sleeves.

All good quality.

CSC

Missed meeting on the 3rd of May.

PUBLIC OFFICER

Nil to report.

GENERAL BUSINESS

Report on Targa by Bruce Lethborg.

CP- Sprint at Sale Airbase yesterday in a Commodore Cup car report.

IS- Thanks to all the members at PI who let me look over their cars and ask questions.

GK- ordered Classic Australian Races vol.2 and has arrived in stock.

FR- show of hands for who is turning up for the Christmas in July.

GM-F1 apparel for sale at Concept Sports in Port Melbourne. Cheap clothing.

Stan asked for a supplier of cheap racing boots.

PS- CD of Holden ads.

WP- Aero rims with tyres \$600.

Corvette rims \$1300.

Door prize- Polo won by Glenn Mason.

BL- trip to Perth. Go to motor museum in Fremantle and the one in York.

KS- Toured the Elfin factory (including Walkinshaw) in Braeside. Well worth the trip.

WP-Editors of Race magazine contacted GM for an article on modifying commodores for sprints. Greg Black wrote it and will be in the next magazine, potentially with a follow up article.

FINE: Bruce fine for handbrake turn in McGrath road.

Vlad for bolting his seat in the car and trapping his helmet in the car.

Stan for swearing

David for swearing.

LOTTO: 7-1-7 Jackpot

MEETING CLOSED: 10:00PM



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PLEASE CONTACT US FOR A NO OBLIGATION CONSULTATION

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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:.....



Introducing Aroma Bakery

For those of you who don't know us Aroma bakery has been baking fresh and healthy breads and pastries for almost ten years. We supply many cafe's and restaurants around Melbourne with high quality bread, pastry, muffin, cake and biscuit products.



Healthy and Nutritious bread

What sets Aroma apart is that all their breads are so healthy and nutritious. Aroma uses unbleached flour premium quality ingredients with no artificial additives or preservatives. Yet remarkably, Aroma bread has a long shelf-life due to its naturally fermented sourdough base. Not only that, but Aroma breads are cholesterol free and have no added sugar. They use 60% less yeast compared with most other breads on the market.



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Drop into one of our many cafes throughout Melbourne for a healthy lunch or call us on 9419 005 for more information on any of our services.

Our cafes are located in: Glenferrie Rd Hawthorn, Langridge St Collingwood, Ormond Rd Elwood, Church St Brighton, Preston Market, Dandenong Market, Glen Huntley Rd Elsternwick, Prahran Market, Glenferrie Rd Malvern and South Melbourne Market

www.aromabakery.com.au