HOLDEN TORQUE

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

Holden Sporting Car Club of Victoria

SEPTEMBER 07

FATHER'S DAY DISPLAY

COMING EVENTS

Victorian 6 Hour Regularity Relay

Phillip Island
September 29th and 30th 2007

Mount Panorama Bathurst

October 6th and 7th 2007

BROCK - one year on.

holdenclub.com

Welcome to the September 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

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

Disclaimer

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

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Executive TORQUE - President, Vice President, Secretary, Treasurer

President - W. Paola

Hi all for another exciting instalment of Holden Torque,

It's going to be a busy month in motor sport, and for the club, so lets get straight into it.
The first order of business is pretty straight forward. It has now been twelve months since our greatest driver has passed on. I think there has not been a day that has gone in the last year where I have not thought about Brocky. Do we all realise how much his influence meant to us. Some do and some don't. I for one miss the fact he is not around to entertain us in Targa, or at Bathurst any more. And when I hear and watch the club DVD with it's tribute to him, I shed a tear. I think it's also a reminder to us all how much of a treasure that people like Moff, Harve's, Gricey, Rogers, Perkins etc etc are. In our memorie's, long live Peter Brock. We miss you mate.

At the start of September, on fathers day, some members of the club put on a display at Repco in Bayswater. Peter was approached by a staff member there, that knew of his involvement with the HSCCV. It was a great excuse for us to get together and have a chat about the upcoming federal election, global warming, the APEC meeting in Sydney, and of course our cars and club etc. Some interesting cars pulled in to look at what was going on, and we may even have scored two new members. Cars that came in for a look included a WB Caprice on 22 inch rims, a HG Monaro, two XP Falcons, LJ Torana's etc. In attendance was Steve Crupi, Peter Stewart, Greg Black, Greg and Kylie Kastelic, Al Davies, and Jeremy Watt as well as myself. We all had our cars there on display, and had a terrific day in the sunshine, and a BBQ to boot.

Next up is The Sandown 500. By the time the magazine comes out, it will have been run and won by hopefully a Holden. You know what, I hope the car that is classed as the winner, for both Sandown and Bathurst has Glen Seton's name on it.

The FFCC are running a round of the AMC at Somerton on the weekend of the 22nd and 23rd of September. They have invited the HSCCV to cater for both days in the supply of food and refreshments. Peter Stewart has a food handlers licence, and he is organising the permits required. Martin is supplying the bread, courtesy of Aroma Bakery's. We can do with lots of help, and it's all good relationship nurturing with the FFCC if a few members turn up to help. Its being run at Dunlop on the Hume Highway, talk to Pete for details.

Next up will also be in the yet to run basket, and that's the 6 Hour. All competitors have been furiously working on their cars in preparation for two days of solid running. Accommodation has been booked for about 30 beds on Friday and Saturday night's. Even if you are not competing, but would like to come down, there may be a spare bed or two for a minimum charge. Every one is paying for there own beds at approximately $20 per bed per night. Each team has some solid sponsorships to help cover costs. We are planning BBQ lunch each day, and of course egg and bacon breakfasts. It is also the treasurers birthday, so will be like a big party for uncle Peter.

My car has been with SMC Automotive since fathers day, having some general servicing done, and the exhaust fixed. Steve found a couple of problems with the car, like no oil in the gear box and no brake pads left etc etc. I just don't have time to do full services lately, and Steve looks after club members very well. One bonus I didn't know my VK did have, was bearing stiffeners in the front. I had been planning to do this job for a couple of years, so now I don't have to. Our sponsors so far this year include Summit Holden, Gary Dumbrell's Wynn's, Sol-Chem, and hopefully one more. That's for team Marquee De Sade. Wait till you see our team logo. Nice work James. Due to late entries, two teams missed out, including Glen Masons team and Dan Carrigy's team, so a couple of guys that did miss out, moved into each successful entry. That means Glen and Chris are now with Team MDS, and Vlad and Dave Williams are with team Allsorts.

Until next time, see you at the club meeting.
WAYNE PAOLA
PRESIDENT

Vice President - G. Mason

Hello all,
Welcome to another month in the life of the HSCCV. The website now has some photos and results from the Hillclimb. As you can see there was some very interesting driving on display!! There is nothing as good

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Executive TORQUE - President, Vice President, Secretary, Treasurer

(Continued from page 3)

as some wet weather to make things interesting for us all. Speaking of which, I guess it will rain like blazes Sunday afternoon. Doesn't it always when the V8 boys arrive in town for the 500? Those who missed the news, Skaife was rushed off to hospital with appendicitis, hope all is well and the recovery, err, speedy. . . . . !

The big event for us all is the Six Hour at Phillip Island. If any-one is interested in coming along to give us a hand, we would be most appreciative. It takes quite a good deal of effort to keep this all running well and the more help we have the easier it is. So if you feel like some time at the Island would be some fun, and you can spare some time, please come across and say G'day. There are things like stop watches to hold, pit boards to operate, organizing of those pesky drivers to do (and they are just plain testy to deal with!), or even just some moral support. Whatever you can manage, it would be great to see you there.

On a personal note, I was SUPPOSED to go to the Aussie Muscle Car Masters. Err, yep! My boss at work chose to take annual leave and left me holding the bag at work. As I was the only other person able to do as needed to open and run the department, I unfortunately had to cancel my plans. . . . . not happy at all. I spent the weekend pulling down all four calipers of the A9X so that I knew they would be fine for the Six Hour. So not a total loss, but hardly as much fun as Eastern Creek, although almost. . . . . NOT!! Getting close to the point now where I can use my shoulder/arm almost as normal. So the project LX race car is starting to get a little bit closer now. I have moved it to the roomiest part of the garage and pulled the rear end out. Hopefully it will all be running before the end of the year. I would have liked it ready for Sandown on Melbourne Cup day, but that is unlikely now, so the A9X goes around again.
Gees it's hard having drive it all the time. . . . . ☺

Drive well, drive safe,
Glenn.

Secretary - K. Kastelic

Happy September.
There is only a couple of weeks until the 6 Hour at Phillip Island. How do I know this? Well, Wayne reminds me every single day. Turns out it is an occupational hazard of working at Summit. I am actually looking forward to it myself. I had a ball last year, the team work involved in such an event fosters new friendships and solidifies those that already exist. If you are wanting to get more involved in the club and are unsure how to start, please come along to the 6 Hour and volunteer some time to help run our teams. There is plenty to do, even if you are not driving and it is a good chance to see how it all works so you can have a go next year.
Please come along to the October club meeting. We have arranged a special surprise in the form of a guest vehicle and speaker. Details are elsewhere in this magazine. Even if you normally can't make it, this is a meeting not to be missed.
On a personal note, by the time you are reading this, Greg and I will have moved into our new home. We were running out of space and our new place has room for a shed out the back. I am really looking forward to moving in, but unfortunately moving in coincides with the V8's at Sandown. Looks like this is the first year in a while that it won't be raining for the event. This is the fourth year in a row that I have been wanting to go, and missed out! Oh well, there is always next year!
Please take a close look at the pointscore (Page 22). If you notice anything missing, please give me a hard copy at the next meeting. This is the last month that the pointscore will appear in the magazine before the presentation at our Christmas party.
Good luck to you all.
See you in the dirt,
Kylie.

Treasurer - P. Stewart

Welcome to September,

Just checking back to this time last year.
We had $9,461 in the bank then, and yes, it was exciting.

This year, whilst it may appear that a $4,000 gain over the last 12 months is a rather modest gain, it is a quite significant gain really, considering fact that despite two unusually placed events (Saturdays and a 'back to back' event with Winton and Sandown), and a with small loss on the Morwell Hill climb, we are still able to achieve this positive result.
Adding to this, during this period, the purchase of radios, TV, Trailer, DVD player, Fire and safety equipment etc and now, a brand new range of Club apparel as well
Now that we have a lot more new members in the club, and such a solid interest in the

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FFCC HSCCV series, it means that we are able to ride any financial 'bump' a lot easier now, and actually able to plan ahead a bit.

We also still have the proceeds of the last event at Sandown to add to the vault, which should be around $1,200 after the money for the trophies have been subtracted.

Important note
We have been asked by the FFCC, who are running the AMC at Somerton if we would like to take care of the catering at this event over the two days (22nd and 23rd September).
The Club has said that it will help out with this.
The usual people have put up their hand to help, but there is a definite need more helpers to help out on both days, particularly the Saturday. Please call me if you can help, as this will be a very busy event.
This is another opportunity to add funds to our account and show your support for the club.

On Fathers day we held a club display at the Repco Store in Canterbury Road Bayswater, which was a wonderfully relaxing social day.
The display attracted quite a lot of people, who took the time to look at, and talk with us about our cars, interestingly, each car attracted it's own group of fans, and possibly a couple of new members.
We had four 'special interest ' cars there, and four race cars, and of course, the obligatory BBQ (which ran out of gas)

Thanks to everyone who took the time to support the event

Pete

Treasurers Report

Deposits for the period 18th August 2007 to 13th September 2007	
D. Williams	$ 290.00
Advertising Aroma Bakeries	$ 40.00
Donation Home Loans	$ 60.05
Booran Holden sponsorship Team Allsorts P.I.6hr	$ 275.00
Interest ING account	$ 46.87
Total	**$ 711.92**
Payments for the period 18th August 2007 to 13th September 2007	
Magazine postage	$ 52.00
Elk Promotional products (Club apparel)	$ 941.00
St Johns Ambulance (Morwell Hill climb)	$ 333.00
Total	**$ 1,326.00**
Accounts	
Cheque Account	$ 4,531.68
ING account. Includes $46.87 interest August	$ 9,025.04
Petty cash tin	$ 25.00
Total	**$ 13,581.72**

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Special offer to members!

Only until the end of October - be quick!

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

Thanks to every one who submitted pictures, articles, good advise and a fine mix of wit, wisdom and humour for this months magazine. And don't forget for a full suite of pictures check out the club website. Still Awesome!!

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NOTICE OF ANNUAL GENERAL MEETING.

The Annual General Meeting of the Holden Sporting Car Club of Victoria will be held at

8:00 p.m.
on
Monday 26th November 2007

The meeting is to be held at

Bells Hotel
Cnr Moray & Coventry Street's
South Melbourne.
Melways ref: Map 2K E1

All Committee positions will be declared vacant at the commencement of the Meeting, and an election will be held for the Positions of President, Vice-President, Secretary and Treasurer.

The minor committee positions may be filled by volunteers, unless there are more nominations than positions, when an election will be held.

Any further agenda items, and proxy voting notices must be received by the Secretary prior to the commencement of the AGM. Proxy voting forms will be printed in the October and November magazines.

Kylie Lewis
Secretary
HSCCV Inc.

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Club TORQUE - Club Calendar 2007

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

SEPTEMBER	
2nd	NCCA Gr5 **Motorkhana** - Werribee
2nd	Fathers Day Club Display Repco Bayswater /Australian Muscle Car Masters - Eastern Creek Raceway NSW
8th	BCC VMC Rnd9 **Motorkhana** - Bendigo
9th	MMSC **VCAS Autocross** - Melton
10th	HSCCV Committee Meeting
14-16th	V8 Supercars Sandown 500
17th	HSCCV Print Night
22-23rd	Good Year Aust Motorkhana Championship Somerton
24th	HSCCV General Meeting
29-30th	PIARC/VMCi/GCC **6 Hour relay** - Phillip Island

OCTOBER	
4-7th	V8 Supercars Supercheap Auto Bathurst 1000
8th	HSCCV Committee Meeting
14th	FFCC **VCAS Autocross** Gr5 - Melton
14th	TCCA Grp 5 **Motorkhana** - Werribee
15th	HSCCV Print Night
18-21st	V8 Supercar Challenge Gold Coast
20-21st	PIARC Gr5 **Sprint** – Phillip Island
22nd	HSCCV General Meeting
28th	RAAF **Sprint** - Sale

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

DECEMBER	
1-2nd	V8 Supercars Grand Finale Phillip Island
2nd	WDCC & GMCC **VCAS Autocross** - Avalon (last event at this venue)
8th	**HSCCV Christmas Party & Presentation Night**
9th	FFCC VMC Rnd 10 **Motorkhana** - Tooradin

Don't miss the October Meeting!

Special guest: the Spencer Martin HDT Monaro HT 350!

As recently seen in Unique Cars, we are planning to have this vehicle at the October meeting. Don't miss the opportunity to have a close look at a real piece of Holden history, and hear the story behind it!

October 22, Bells Hotel, 8.00pm start

Picture courtesy of 10 Tenths Motorsport, www.ten-tenths.com

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Club TORQUE - Club DVD 2007

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Club TORQUE - Motorsport - G. Black

This month is a bit on the dry side for sprint events, although there is some main game activity with Sandown 500 and not long afterwards the ONE that counts, Bathurst. Hopefully this year the race will be free flowing and the "safety" car does not get third place; it is hard to get excited over a close finish that is contrived by "safety" car interventions.
The heyday of Ford versus Holden has to be Group C racing and the fabulous Torana A9X setting a lap record on the last lap (and beating everyone by how much!!). I know the "good ol' days" are gone forever, and in some areas looking backwards is through rose coloured glasses; Wagon wheels seemed bigger when you were a kid and 10 cents for a paddle pop was a treat, but through a kids eyes going to Sandown and seeing Formula 5000 for the first time and watching Brock in an A9X Torana win, it all seemed so simple and fun. Peter Perfect would stand at the front of the pit tent by the bunting and chat to everyone about how the car was going and all sorts of things. These days if the bonnet goes up a crew member will fling his body over the engine in a desperate life saving maneuver to hide the contents of the engine bay. Guess what, there is an engine in there; your competitors know what's in there too because their pit crew used to work for you.

So racing has changed, it is big business and very professional with the million dollar budgets; (as one Ford team constantly likes to remind us while complaining about something, although 'my mate out back' thinks he is a bit of a sook). However the sport needs to stay healthy so we can all continue to enjoy it and its health is very dependant on what happens now. It took some time for the size of entry lists to grow after the demise of the Turbo era, the Holden V Ford formula did not snap into place in one go. Remember the 2 litre tourers, they died fairly quickly when the going got tough.

Where is all this going? Good question, the future of our sport will rely on generations to come being interested and getting involved in Motorsport. Other sporting codes recognize this and have quite good programs in place to recruit kids and are well aware of where their competition lies. Aussie rules know the competition is the 'round ball' games, and have a well established program which is reasonably priced to gets kids into football. Through an Auskick program they learn skills, both life and sporting, get to play games on grounds such as the MCG in front of main game crowds and have players from AFL teams visit the kids clinics. Imagine being 8 years old and stepping out onto the MCG in front of 80,000 people to play. I know that most of the spectators don't watch the half time games, however when you're 8 that doesn't matter and the memory will be there for some time.

OK, so that is what the AFL does, what can we do for motorsport? We can't start a kids program called Auscars (because Bob Jane already has that…), or give them an Aussie racing car for $40 and send them out onto the track. Sounds good to an 8 year old and probably a bunch of lawyers who need another house or two, but that won't work. Many corporations use the "advertise to kids and get the parents in" model; works very well for the golden arches. Several years ago there was only one Holden team that sold a decent kids size T-shirt at the track. It was black and had excellent design and cost $10. We bought it and it was worn out before he grew out of it; $10 well spent. I thought it was good when other teams realized the value of having decent kids merchandise, but sadly it is profit making rather than recruiting; $50 for a kids shirt is never going to work. Have decent priced merchandise and risk having loyal followers for years.

Earlier this year I reported on an open day by a Holden team where the merchandise was more reasonable and while not sure if it was intended or not, they seemed very family and kids oriented. I was impressed when the drivers actually spoke to the kids, introduced themselves, asked names and then posed for a photo. From limited experience this is where motorsport is better than AFL. The drivers seem to be more pleasant than AFL stars, they acknowledge and give respect to the kids who have quite an influence on household budgets. Mark Skaife did this very well to a 5 year old many years ago, and he still has Skaife as his favourite. All it took was a few questions, a poster, texta and less than 60 seconds; and the 5 year old has a new best friend! (He couldn't believe Mark actually spoke to him!)
Maybe more of this type of thing would be good for Motorsport, have days away from the track where drivers can be real, rather than attend to avoid being fined. They can talk to people and give something to the public that watches and attends events. Maybe this was part of PB's charm; he would spend

time with the people that support racing. Corporations have sponsorship with teams and get great fringe benefits but don't forget where corporate profits come from ultimately.

Well that's the main game, what can we do? Obviously CAMS should be going out and recruiting, with more publicity and everything the AFL does right? Yes, the AFL does provide infrastructure, support and access to games and teams but they don't do the recruiting or leg work. That is done by the Auskick clinics which in motorsport terms would be us, the car clubs. CAMS and promoters have been involved in the past with some major motorsport event fillers where kids get rides in a Porsche convoy or whatever; this is a good idea but often it gets lost or cut due to time pressure. Most often it just does not happen; but it should. It does not have to be a major event; just like AFL, you can still get a buzz playing on the MCG even if there is no crowd. Many ideas would require CAMS and track owners support, but clubs could give rides to sick kids, or raise money for charities (some might suggest car clubs will be charity cases soon!) or even give demonstration rides for teens. This could lead into driver education, better public awareness and image and hopefully more participants. Even if it only gives better public profile it will be worth it.

Why would clubs be interested in doing this? It's an investment in the future, all car clubs depend on members to be involved, we need entrants at events to keep control over entry fees and make events viable. From a self centered perspective, we need entrants so we can keep going racing without paying a fortune. If we create a good community reputation through driver education programs we have a better chance of funding support for projects. All of this is good for the sport and good for clubs.

Ultimately it all comes down to someone has to give the time to do it. If 'car clinics' were held a few times a year, with the number of car clubs in Victoria you would only have to do it once every few years.

Will I put my money where my mouth is? Sure will, and feel free to hold me to it. The health of motorsport and our club depends on all of us.

Footnote: CAMS might be thinking the same way based on some of the restructuring points in their latest media release (link below) http://www.cams.com.au/content.asp?PageID=Article&ObjectID=943 (Article heading: CAMS sets path for future change)

For those without internet, or time challenged here is an extract from media release:

From this information – which highlighted some crucial areas for improvement – the team made some powerful decisions which included:

- *The critical evaluation and restructuring of the leadership within CAMS – starting at the Board level and working downwards;*
- *A renewed focus for CAMS which moved beyond regulation and extended to representing motor enthusiasts;*
- *A redefined role for CAMS which will now more explicitly include being a facilitator for a wide array of avenues of motor sport and also motor enthusiasts; A clear strategy of shifting and improving the brand of CAMS and communication within both the motoring and the wider community in general*

Club TORQUE - VMC Motorkhana Directors Report - V. Kowal

The very successful day for HSCCV's Motorkhana for the VMC round (May 6, 2007) had firm foundations built up from its genesis many weeks earlier. The key to its success lay with our group of very enthusiastic club members, all willing to make a generous contribution of their time to make the day a success. Every director should be so fortunate!
The first and most vital person who came on board immediately was Richard Wales, followed closely by Peter Stewart. The detail in their preparation and the thoroughness they showed in providing for every contingency is now legendary with me. We certainly helped to support the Telstra/Optus/Vodaphone networks and several other mobile providers with all the calls we made.
After some concern about what paperwork was needed and the "I" dotted and "t"s crossed (I'm still relatively new to this) with CAMS, we were ready to run.
A close watch on the weather led to some concerns about rain on the Werribee course and the possibility of canceling the event. Thankfully, a call to Neil Gilby from TCCV allayed our fears and it was all go.
The morning started fine and clear. I was delighted to see Ray Cardwell make a special trip just to help set up the tests before heading off to his family commitments! It's this sort of commitment which has made and will continue to make HSCCV an ongoing success. Thanks heaps, Ray.
Peter Stewart came nice and early with his HSCCV Gypsy caravan full of flags, generator, tables BBQ and everything we needed. This on top of acting as a CAMS steward for the day.
The team of Kylie, Ray, Greg C., Peter, Wayne, Greg B. and new member (John?) all looking like a Vic Roads survey crew quickly set up some challenging tests and we were ready for the day. All with a minimum of fuss and very few disagreements!
Greg Black conducted our scrutineering competently assisted by Kylie. Very few issues here with the exception of one competitor trying to "pull rank" with his expertise on roll cages and body integrity. He soon found out not to tangle with OUR GREG BLACK.

Our very capable volunteer timekeepers were Kylie, Greg, Wayne Phil and Julie. Relatively dust-free to begin with and Northern Territory grade talcum dust soon to follow. Many thanks to these competent people going above and beyond their duty!!
The ground was nearly perfect. Quite a hard crust but not too much dust when the tyres broke through. (Well-at first at least!)
Lots of compliments from competitors about the challenging tests and how everything ran on time.
Just when I thought the day was going to be a doddle, we discovered that one of the test areas planned for after lunch was going to be too limited for space and we had to turn the garages and the test area through 90 degrees. A huge effort by the team had the new tests set up again quickly. Amazing! It's a real privilege to be a part of such a club which is greater than the sum of its members!
Richard Wales coordinated the entries, kept track of the times from each of the test areas and published results as we moved through the day. Yet another feature of a great day to be supported by a very competent secretary for the event. And then he topped it all off by sending out the results complete with a Director's report.
With such great club support, many of our club members should be able to run events such as this.
Thanks to the whole team and particularly to the support from Peter, Wayne and the committee.(Did I leave someone out?) I had no trouble understanding why Sol Photios from CAMS was so complimentary of this event and our club, as were the competitors who seemed to all have a great day.
Bring on the next one!
Vlad

Club TORQUE - Motor Khana & Social - F. Rogan

Motorkhana & Group 5

It's been pretty full-on over the last few weeks, with virtually an event on every weekend.
We had a small field who khanacrossed at Werribee on the 26th August. It was a lot of fun, we used the whole field, and you'd be out there for maybe two to two and a half minutes. If your adrenals weren't working after that, someone needs to check your pulse and heart rate too, see if you're still with us...
Most memorable for me were the large "square" tests where I was full noise, full opposite lock, and fully loving it!
Whilst I'm talking about the Khanacross, there's another one organised for the 25th November. As the organiser (Nick Charrett from FFCC) wants larger numbers than the dozen that attended in August,

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Club TORQUE - Motor Khana & Social - F. Rogan

I've put this out there to increase the HSCCV contingent for next time.

Nissan ran their Group 5 round on the 2nd of this month, 12 mostly obscure tests and and we had lot of our crew there. Mal took third in class B, followed very closely by brother Ray in the Gemini. Samantha had all clean runs in the Gem as well. David LeMottee even with his WD on T-Rex, took honours in the Liana in Class C ahead of wife Irene, with Monique also in the little Suzie rounding out the Class. I had the speed on the day as I recorded fastest times in Class on seven of the tests, but just didn't have enough precision. Those flags were starting to love me, and I was starting to loath them! Then I got lazy on one of the last tests where I bowled a flag down and it was the same one to go around at the end. I kind of made a half attempt at going around , then decided against it. Despite all the dust and there was plenty of it, the official could see what I was doing and recorded a WD. Just made my results even worse. Meh, too bad, I'll take the lessons from that event and move on...
At least I got to play. The Gallagher were to debut their little RWD lancer (which was freshly painted in Brightside Largo Blue) and got less than half the tests done before the car decided it was going to spit the dummy. At least it broke while dad was driving. Jakes' maiden voyage was cut short, maybe next time boys. Some sort of carby issue as it turned out, Stephen put some fuel down it when he got home and it was working properly again.

I ventured up to Bendigo for the State Round on Saturday the 8th, nobody else from our club was in attendance. A gorgeous day, about 55 people competing, about half the field being BCC members. A pretty well organised event, well laid out tests. The secret weapon didn't help very much, going to bed early is only part of the story for a good day of motorsport. I knew my power steering was a bit NQR, but being a sealed event it was really noticeable this particular day. I've got air in the system somewhere and so there was a delay between my steering input and the wheels actually turning. That made things interesting as I was then trying to drive around the problem; using the back of the car to steer the car more. I had the rear losing grip sometimes on the slalom part of the tests. The best part of the day was the free practice at the end, a few of us must have spent an hour just doing the same test over and over, giving a few of the spectators a scary ride at the same time. This is something that happens rarely so we lapped it up. The day still finished quite early and most Melbourne people would have gotten home and unpacked before dark. Results were issued on the Monday after, giving me a very close 3rd in Class.

A quick mention, a Group 5 meeting is scheduled for this week. In July we looked at some new directions on the way things have been done in the past relating to how Group 5 is run internally, so this meeting may well bear some different outcomes. There's still the 2006 presentations to happen as well, amongst other things. Oh dear! I'll keep you all posted.

Coming up there's quite a few events still before Christmas. We have the Australian Motorkhana Championship on this weekend the 22/23rd. The best drivers from around the country will be there to compete, there's even some prize money riding on this one. I changed my mind (not due to the money!) and decided to show up as a competitor. I had plans to show up on the Sunday anyway to watch a few people, and then our Club became the official AMC tuckshop. As I hadn't done one since the last AMC in Melbourne which I think was 2002, I thought I'd look at the supp regs to see how different it was. Looking at it, it wasn't going to take up the whole Saturday as well as the Sunday, and I know about the withdrawal symptoms I get over Christmas where I then wished I'd done more events during the year.
So I threw my hat in the ring and my entry in the mail. Sorry guys, I won't be helping you with the grub that weekend after all, but I'll be flying the Holden Sporting Flag anyway!
I think the LeMottees may have entered as well, but I don't know who else from the club might be running. Too late now if they want to, entries closed on Friday 14th.

A week later, on the 29th and 30th we have the Phillip Island 6 hour, and if it's anything like last year, it will be absolutely great. I've been asked to head one our teams, so I'll have another go as team manager. I'm sure others will have things to say about this event in the lead-up so I'll keep it really brief. The supp regs look very similar to last year, and we had a formula that worked very well then. So if we can replicate that, look out for The All-sorts and

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Club TORQUE - Motor Khana & Social - F. Rogan

(Continued from page 13)

hopefully another podium finish this year! Come down and cheer us on!

A week off and then on the 14th Werribee hosts another Group 5, this time TCCA are running it. The following Sunday Ford Four will run their state round in the Western Port Bay region at good ol' Tooradin on 21st October.

Until next month, see you sideways.

Social Stuff

With the amount of speed and non-speed events that have recently been run or scheduled to run be over the next month, there hasn't been a lot of time available for HSCCV members to get together for social outings. That being said, different ad-hoc events have popped up where we had opportunities to get together, e.g. last month I reported on the Tasman Motorsport open day and the Comedy Lounge invite courtesy of FFCC. Well, Sunday the 16th September has a bunch of us going to the Sandown 500 (complimentary I might add, thanks to one of our members) so that's kind of a social event. And as a committee member, I view the monthly Print Night and Committee Meeting nights as social events in a way. Every time that I leave one of those nights, I do so after having had a good laugh or two and generally a fun time. I've found being on the Committee to be relatively easy even though I've got two roles. Sure there's some stuff to be organised and we've all got things going on in our lives outside of the club. So whilst organising things and going to meetings does take up some of your time, the pleasure derived from those evenings usually more than makes up for it! Back to the calendar, with it being so jam-packed full of motorsport events, I had to get all the dates for everything together and go from there. I'm led to believe that the Rod Hadfield museum is to be on the first weekend in November. To my knowledge it's not booked so I don't know for sure, but that's when it's aimed to happen. Don't know which day Andy Collins from Ford Four will pick. As for the Mick Molloy-style lawn bowls afternoon, that is going to be on a Saturday as there's simply nothing else available in the calendar. Despite my efforts to date, so far I have been unsuccessful in getting a booking at the St. Kilda venue. As soon as I do, you'll hear about it...The Four Four Car Club have been invited to this, so we might end up with some Holden Sporting-Ford Four argy-bargy on some nice turf in the form of a bowling challenge! Other than that, it's time to start considering Christmas. Yes, it's closer than we think...so our Chrissy function is to be at the traditional venue again this year. There'll be food to eat, trophies and speeches to enjoy, stuff for the kids to do as well. Good family fun...

Ciao.

Club TORQUE - Editors Ramblings - Kim McConchie

Lordy do I hate blackouts! Sitting at keyboard putting together this months mag, one eye on the Sandown 500 and listening to them describing the foul weather heading over from the west, trying to get fonts, files fotos, flotsam and jetsam into order so that this excuse for a fish wrapper looks half way respectable and - all the electrons come to a sudden halt.
Bugga!!
Three thoughts come immediately to mind:
- when did I save this file last?
- did I pay the last bill?
And most important - what's happening at Sandown??
So we wait. And wait. The ever helpful power provider hopes to have services restored by 8pm, but as the rain and wind finally arrive in force that becomes a bit optimistic.
So the family and I enjoyed a candle lit dinner (thank heavens Webers don't need power), and around 9pm all comes back to life again.
Now I find how much I had added since saving the file last time…...bugga.

Well its coming up to AGM time again, and the Editors position will be vacated this year. After 3 years in the chair I find its time for a change, partly because work pressure is making the commitment that bit harder, but also for the good of the magazine. Its all about raising the standard again and again, and to do this you need a fresh approach every couple of years. I'm quite happy with what has been achieved during my spell, now its time for somebody else to step up to the plate. Unfortunately I will not be at Octobers meeting, and I'm unlikely to get to the AGM, but if you are interested drop me a line or give me a call for the quick course in Editing 101.
Cheers, Kim

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Club TORQUE - Melton Autocross - P. Stewart

Marvellous Melton
Dusty one day, yep… still dusty the next

MMSC VMAC 9th September

On the 9th September, at Melton, I had the opportunity to see for the first time, an Autocross in action.
I went there with Bruce with his 'Geminator' in tow, which was going to have its 'shakedown' for the Phillip Island 6 hr.
Weatherwise, it was cold, sunny, windy, and dusty. Did I mention the dust? Altogether, a very interesting and entertaining day.
I've only ever done sprints before, where it's not all that good to be sideways, and the odd motorkhana, so I was looking forward to seeing this, and this is the reason I bought the VK from Kylie, to do this kind of event.
The bonus is, that beside being a very challenging event, it's also very economical compared to the sprint series, makes a nice change, and loads of 'full on' car control.

Soon hooked up with Darren Colgan from FFCC who had his new car (Laser) also for a shakedown for the P.I.6hr.as well.
Although I didn't enter the VK , It didn't take long to see the skill needed to do well at this type of event and I'll be looking forward to getting into it more next year.

Felt sorry for a couple of young blokes who had turned up for the first time with their cars totally unprepared, no helmets, no fire extinguishers, no secondary bonnet restraints, batteries not secured, even alloy wheel nuts on steel wheels, just wonder what club they belonged to, and how they arrived so unprepared and under informed.

Fortunately, a few other drivers helped get them into the right shape, lent them helmets, and fire extinguishers etc. and eventually got them out onto the track, rather tentatively at first, as these were novice drivers, but by the end of the day they were learning some car control, which is what it's all about learning driving skills.

Did I mention the dust?
After a couple of runs by everyone, the times started to come down considerably for everyone, as they all learned the track, and during the lunch break, the water tanker went out and damped down the track to settle the (did I mention the dust?) dust..

So now, everyone had an understanding of the track, and were putting in really good times, but now the track had been watered The dust had now turned to red slimy slippery mud.
Watching the drivers now trying to negotiate the corners with their newly gained track confidence, was like watching pigs on stilts, hilarious, I think some cars are still spinning right now.
At the end of the day, Bruce's car had stood the test, and didn't break anything; so he's all set to run in P.I. 6hr
I certainly suggest to anyone looking for a little 'action' (inexpensive car action, that is) to start getting involved this…did I mention the dust?

Pete

Club TORQUE - Fathers Day at Repco - Club Display

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Club TORQUE - Driving the Bugatti Veyron - F. Rogan

Utterly, stunningly, jaw droppingly brilliant…...

By Jeremy Clarkson of The Sunday Times (conversions by Frank Rogan)

When you push a car past 180mph (290 km/h), the world starts to get awfully fuzzy and a little bit frightening. When you go past 200mph (320 km/h) it actually becomes blurred. Almost like you're trapped in an early Queen pop video. At this sort of speed the tyres and the suspension are reacting to events that happened some time ago, and they have not finished reacting before they're being asked to do something else. The result is a terrifying vibration that rattles your optical nerves, causing double vision. This is not good when you're covering 300ft (91 m/s) a second.
Happily, stopping distances become irrelevant because you won't see the obstacle in the first place. By the time you know it was there, you'll have gone through the windscreen, through the Pearly Gates and be half way across God's breakfast table.

It has always been thus. When Louis Rigolly broke the 100mph (160 km/h) barrier in his Gobron in 1904, the vibration would have been terrifying. And I dare say that driving an E-type at 150mph (240 km/h) in 1966 must have been a bit sporty as well.

But once you go past 200mph (320 km/h) it isn't just the suspension and the tyres you have to worry about. The biggest problem is the air. At 100mph (160 km/h) it's relaxed. At 150mph (240 km/h) it's a breeze.
But at 200mph (320 km/h) it has sufficient power to lift an 800,000lb jumbo jet off the ground. A 00mph (320 km/h) gust of wind is strong enough to knock down an entire city. So getting a car to behave itself in conditions like these is tough.

At 200mph (320 km/h) you can feel the front of the car getting light as

it starts to lift. As a result you start to lose your steering, so you aren't even able to steer round whatever it is you can't see because of the vibrations. Make no mistake, 200mph (320 km/h) is at the limit of what man can do right now. Which is why the new Bugatti Veyron is worthy of some industrial strength genuflection. Because it can do 252mph (405 km/h). And that's just mad - 252mph (405 km/h) means that in straight and level flight this car is as near as makes no difference as fast as a Hawker Hurricane.

You might point out at this juncture that the McLaren F1 could top 240mph (386 km/h), but at that speed it was pretty much out of control. And anyway it really isn't in the same league as the Bugatti. In a drag race you could let the McLaren get to 120mph (193 km/h)

Before setting off in the Veyron. And you'd still get to 200mph (320 km/h) first. The Bugatti is way, way faster than anything else the roads have seen.

Of course, at £810,000, it is also jolly expensive, but when you look at the history of its development you'll discover it's rather more than just a car . . .

It all started when Ferdinand Piech, the swivel-eyed former boss of Volkswagen, bought Bugatti and had someone design a concept car. "This," he said, "is what the next Bugatti will look like." And then, without consulting anyone, he went on "And it will have an engine that develops 1000 horsepower and it will be capable of 400kph."

His engineers were horrified. But they set to work anyway, mating two Audi V8s to create an 8 litre W16. Which was then garnished with four turbochargers. Needless to say, the end result produced about as much power as the earth's core, which is fine. But somehow the giant had to be cooled, which is why the Veyron has no engine cover and why it has 10 - count them - 10 radiators. Then things got tricky because the power had to be harnessed.

For this, VW went to Ricardo, a British company that makes gearboxes for various Formula One teams.

"God, it was hard," said one of the engineers I know vaguely. "The gearbox in an F1 car only has to last a few hours. Volkswagen wanted the Veyron's to last 10 or 20 years. And remember, the Bugatti is a damn sight more powerful than any F1 car."

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Club TORQUE - Driving the Bugatti Veyron - F. Rogan

(Continued from page 16)

The result, a seven-speed double-clutch flappy paddle affair, took a team of 50 engineers five years to perfect.

With this done, the Veyron was shipped to Sauber's F1 wind tunnel where it quickly became apparent that while the magic 1000bhp figure had been achieved, they were miles off the target top speed of 400kph (248mph). The body of the car just wasn't aerodynamic enough, and Volkswagen wouldn't let them change the basic

shape to get round the problem.

The bods at Sauber threw up their hands, saying they only had experience of aerodynamics up to maybe 360kph, which is the effective top speed in Formula One. Beyond this point Bugatti was on its own.

Somehow they had to find an extra 30kph, and there was no point in looking to the engine for answers because each extra 1kph increase in speed requires an extra 8bhp from the power plant. An extra 30kph then would need an extra 240bhp. That was not possible.

The extra speed had to come from changing small things on the body. They started by fitting smaller door mirrors, which upped the top speed a bit but at too high a price. It turned out that the bigger ones had been keeping the nose of the car on the ground. Without them the stability was gone.

In other words, the door mirrors were generating down force. That gives you an idea of how much of a bastard the air can be at this speed.

After some public failures, fires and accidents, and one chief being fired, they hit on the idea of a car that automatically changes shape depending on what speed you're going. At 137mph (220 km/h), the nose of the car is lowered by 2in and the big rear spoiler slides into the slipstream. The effect is profound. You can feel the back of the car being pressed into the road. (150kg downforce of the front, 200kg on the rear)

However, with the spoiler in place the drag is so great you're limited to just 231mph (371 km/h). To go faster than that you have to stop and insert your ignition key in a slot on the floor. This lowers the whole car still further and locks the big back wing down. Now you have reduced downforce, which means you won't be going round any corners, but you have a clean shape.

And that means you can top 400kph.

That's 370ft a second.(112 m/s)

You might want to ponder that for a moment. Covering the length of a football pitch, in a second, in a car. And then you might want to think about the braking system. A VW Polo will generate 0.6g if you stamp on the middle pedal hard. You get that from the air brake alone on a Veyron. Factor in the carbon ceramic discs and you will pull up from 250mph (402 km/h) in just 10sec. Sounds good, but in those 10sec you'll have covered a third of a mile.
That's five football pitches to stop.

I didn't care. On a recent drive across Europe I desperately wanted to reach the top speed but I ran out of road when the needle hit 240mph (386 km/h). Where, astonishingly, it felt planted. Totally and utterly rock steady. It felt sublime.

Not quiet, though. The engine sounds like Victorian plumbing -

it looks like Victorian plumbing as well, to be honest - and the roar from the tyres was biblical. But it still felt brilliant. Utterly, stunningly, mind blowingly, jaw droppingly brilliant.

And then I reached the Alps where, unbelievably, it got better.
I expected this road rocket to be absolutely useless in the bends but it felt like a big Lotus Elise.

Occasionally, if I accelerated hard in a tight corner, it behaved strangely as the four-wheel-drive system decided which axle would be best equipped to deal with the wave of power. I won't say it's a nasty feel or dangerous. Just weird, in the

same way that the duck-billed platypus is weird.

You learn to raise an eyebrow at what's only a foible, and then, as the road straightens out, steady yourself for Prince Albert's boiler to gird its loins and play havoc with

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Club TORQUE - Driving the Bugatti Veyron - F. Rogan

(Continued from page 17)

the space-time continuum. No, really, you come round a bend, see what appears to be miles and miles of dead straight road, bury your foot in the carpet and with a big asthmatic wheeze, bang, you're instantly at the next bend, with your eyebrow raised again.

From behind the wheel of a Veyron, France is the size of a small coconut. I cannot tell you how fast I crossed it the other day. Because you simply wouldn't believe me. I also cannot tell you how good this car is. I just don't have the vocabulary. I just end up stammering and dribbling and talking wide-eyed nonsense. And everyone thinks I'm on drugs.

This car cannot be judged in the same way that we judge other cars. It meets drive-by noise and emission regulations and it can be driven by someone whose only qualification is an ability to reverse round corners and do an emergency stop. So technically it is a car. And yet it just isn't.

Other cars are small guesthouses on the front at Brighton and the Bugatti is the Burj Al Arab. It makes even the Enzo and the Porsche Carrera GT feel slow and pointless. It is a triumph for lunacy over common sense, a triumph for man over nature and a triumph for Volkswagen over absolutely every other car maker in the world.

VITAL STATISTICS

Model Bugatti Veyron 16.4 (named after the famous 1930s Bugatti racing driver, Pierre Veyron)
Engine 7993cc, 16 cylinders in a W (quad turbocharged up to 18 psi)
Power 1001bhp (736 kw) @ 6000rpm, Torque 922 lb ft @ 2200rpm (1250Nm spread from 2200 – 5500 rpm)
Transmission 7-speed DSG, manual and auto
Weight 1888kg
Wheels 20 and 21 inch Michelin runflats, recommended pressure 44psi.
Brakes 400mm 8 pot front, 380mm 6 pot rear - Aluminium calipers and carbon ceramic rotors.
Fuel 11.7mpg (combined)
CO2 574g/km
Acceleration 0-62mph (0-100 kmh) : 2.5sec (0 -200 km/h in 7.3sec)
At full power, the engine guzzles more than 180-litres of 98 RON fuel per 100km – its 100-litre tank is dry in little over 12 minutes.
Top speed 253mph (407.16 km/h)
Price £810,345 (Approx $1.95m though you won't get one here, LHD doesn't pass the ADRs!)
Rating Five stars
Verdict Deserves 12 stars. Simply as good - and as fast - as it gets!
Other notes: At high speed (above 220 km/h), the active rear wing also acts as an air brake. As soon as the brakes are applied, the wing flicks to a very steep 55 degree angle. This increases the car's Cd to 0.682 and up to 0.6g braking force is achieved. With its special Michelin tyres, the Bugatti has a maximum deceleration of 1.3g...

Note: First production version on display in late 2005. In Feb 2007, there was a 15 month wait for one. They were equivalent of about AUD $1.1m then. Since then they've stepped up production from 50 to 70 per year to satisfy demand. Price and exchange rates have both changed since then.

FOR LEXOPHILES (LOVERS OF WORDS):

1. A bicycle can't stand alone; it is two tired.
2. A will is a dead giveaway.
3. Time flies like an arrow; fruit flies like a banana.

4. A backward poet writes inverse.
5. In a democracy it's your vote that counts; in feudalism, it's your Count that votes.
6. A chicken crossing the road: poultry in motion.

7. If you don't pay your exorcist you can get repossessed.
8. With her marriage she got a new name and a dress.
9. Show me a piano falling down a mine shaft and I'll show you A-flat miner.

10. When a clock is hungry it goes back four seconds.
11. The guy who fell onto an upholstery machine was fully recovered.
12. A grenade fell onto a kitchen floor in France resulted in Linoleum Blownapart.

13. You are stuck with your debt if you can't budge it.
14. Local Area Network in Australia: The LAN down under.
15. He broke into song because he couldn't find the key.

16. A calendar's days are numbered.
17. A lot of money is tainted: 'Taint yours, and 'taint mine.
18. A boiled egg is hard to beat.

19. He had a photographic memory which was never developed.
20. A plateau is a high form of flattery.
21. The short fortuneteller who escaped from prison: a small medium at large.

22. Those who get too big for their britches will be exposed in the end.
23. When you've seen one shopping center you've seen a mall.
24. If you jump off a Paris bridge, you are in Seine.

25. When she saw her first strands of gray hair, she thought she'd dye.
26. Bakers trade bread recipes on a knead to know basis.
27. Santa's helpers are subordinate clauses.

28. Acupuncture: a jab well done.
29. Marathon runners with bad shoes suffer the agony of de feet.

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Club TORQUE - Boisdale Hillclimb - C. Paola

So here I am writing another article on another club level event that not too many club members have had the good fortune of competing at! On the 26th of August, Maffra and District Car Club held one of their many hill climb's at their Boisdale track. A bit of sideways action thrown in with tarmac is always good, right?

For those of you not familiar with the event, it is run on a dirt track with 2 configurations. The track curls away to the right from the start line, with a downhill slope, before bringing you to a fork where the road heads back uphill. Take the left at the fork and this takes you around the 'Bottom Loop', a dash around a small dam which continuously curves around to the left then spits you back out onto the curving right hander and back up the hill. Once again this brings you to the fork in the road but this time you take the right and continue up the hill a bit more before hooking into the curling left hander known as 'Kiosk'. It's a fairly flat corner and most cars come pretty damn close to clipping the outside bank with their rear ends as they kick through it sideways. A short dash from the exit of kiosk brings you to the 90 degree right hander corner called 'Torana'. Once you've fired through there, we have a bit of a straight that leads into a tight kink, then a long 180 degree right hander called the 'Top Loop'. This brings you into a section of the track that climbs steeply uphill over 'The Rise' then straight into the aptly named 'Esses'. A quick flick of the wheel at the exit of the 'Esses' and you fly over the finish line. All this takes a little over 65seconds in an average car.

Speaking of cars, my noble steed for the day was a car of very similar vintage to my good self. A 1984 Toyota Celica, stock standard apart from a roll cage, race seat and harness, and a set of dirt rally tires. Oh, and a broken exhaust. Once again the car was donated by my girlfriend's old man, even after my best attempts at breaking his car last time out (see the last magazine)! So our Sunday morning began by transporting our two cars for the day to the track. There were 4 of us competing on the day, so we had 2 cars which were both dual entered. The two cars proved very useful later on in the day, which I will get to later……

Now, the Celica I was driving was the slower of our two cars. Not that this concerned me, as I was pretty sure the speed-limiting factor for the day would be the nut behind the wheel, and not any other mechanical deficiencies. The other car, a 180B SSS fitted with a pretty warm L20B with quad carbies, was definitely the horse to bet on. With the majority (actually, all) of my racing experience being on tarmac, I was just enjoying the feeling of having the car sideways without it impacting too much on my times! Dirt is something that I've always had an interest in racing on, but limited chances to do it mean my dirt-driving-skills weren't quite up to the level of my fellow entrants. But by the end of the day all 4 of us had set times within 2 seconds of each other in the same car (the

Celica). But, hang on, I hear you say, why were all for of us in the one car? Well the pivotal moment of the day (there's ALWAYS a pivotal moment when I'm writing a story) came just after lunch.

My good mate, also named Chris, took the Datsun out for its 3rd or 4th run of the day. He was looking good for a class win on the day, until he managed to roll the car. Not once, but twice. According to Chris, he was flat out in second gear, probably doing around 65-75km/h when he got out of shape coming through the kink and clipped the walls

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Club TORQUE - Boisdale Hillclimb - C. Paola

which pitched the car into an awkward roll which dented every panel on the car. The car was a write off, but Chris lived on and all 4 of us saw the day out in the Celica, which held up to the challenge in fine style.

So the event was great fun, and threw up challenges that I have never come across on tarmac. Apart from a rolled car, we called the day a success. The event is very well run, with a lot of competitors each getting 6 runs each. An idea that I liked was that everyone who is entered becomes a potential flag marshal, without missing out on their run. Again there were some interesting cars out there, from paddock bashers to national level rally cars. It's an event well worth attending if you've never raced on dirt before and can teach you some quick lessons about driving that could take you years to learn on tarmac. So if you don't mind getting a bit dusty, driving sideways, and a little bit slower then the front straight of Phillip Island, Boisdale gets a very strong recommendation.

Club TORQUE - Stock - G. Mason

Hello,

Well we presented the new stock at the last general meeting, and what a response!! The gear was very well received and sold well on the night. So you will need to get in soon for yours as it looks like we will sell this lot pretty quickly. The prices are:

Long sleeve T-shirt	$20.00
Polo Shirt	$30.00
Windcheater	$40.00

Cheers,
Glenn.

Club TORQUE - Club Web Site - Webmaster G. Kastelic

August Website Statistics:

Total Visits:
3565 (Down a bit on the previous month)

Most popular cars:

Glenn's A9X

Kim's A9X

Kim's XU-1

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!!!! 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!!**

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Club TORQUE - Pointscore 2007

Club Champion Summary

ELIGIBLE EVENTS

NO	EVENT NAME	DATE
1	PRESENTATION	04/12/2006
2	FFCC/HSCCV RND1	12/01/2007
3	JAN GEN MEETING	23/01/2007
4	HAC MOTORKHANA	19/02/2007
5	FEB GEN MEETING	27/02/2007
6	HSCCV MOTORKHANA	05/03/2007
7	HSCCV MKHNA OFFICIALS	05/03/2007
8	VMC DENNILIQUIN	19/03/2007
9	VCAS BCC	09/04/2007
10	APRIL GEN MEETING	24/04/2007
11	VMCI MOTORKHANA	14/05/2007
12	VMC OFFICIALS	21/05/2007
13	MAY GEN MEETING	22/05/2007
14	TCCA MOTORKHANA	28/05/2007
15	ACE KARTS	17/06/2007
16	SANDOWN OFFICIALS	25/06/2007
17	JUNE GENERAL MEETING	27/06/2007
18	JULY GENERAL MEETING	25/07/2007
19	HAC INTERCLUB	13/08/2007
20	HSCCV HILLCLIMB	27/08/2007
21	HSCCV H'CLIMB OFFICIALS	27/08/2007
22	AUG GEN MEETING	28/08/2007

Club Champion Summary

Name	Tot	Events
Bruce LETHBORG	116	14
Malcolm CARDWELL	92	14
Kylie LEWIS	88	14
Peter STEWART	82	13
Ray CARDWELL	79	13
Greg KASTELIC	75	13
David DAVIES	64	12
Kim MCCONCHIE	60	10
Wayne PAOLA	58	13
Alan DAVIES	54	11
Greg BLACK	53	10
Amelia SLATER	51	8
Frank ROGAN	50	8
Glenn MASON	50	10
Vlad KOWAL	46	7
Kristofer LETHBORG	45	8
Richard WALES	44	8
Chris LOXTON	43	6
Philip SLATER	41	7
David WILLIAMS	29	6
Martin CARABOTT	28	6
Jason PERCY	28	6
Antonia FITZPATRICK	25	5
Kerry CARDWELL	24	5
Ken SCOTT	21	3
David LEWIS	20	4
Matthew CARDWELL	18	4
Jaeger MCCONCHIE	18	4
Richard KOWAL	18	2
Chantelle MCCONCHIE	17	3
Jeremy WATT	13	3
Samantha CARDWELL	13	3
Gordon HALEY	12	1
Zeljko HOVANCEK	12	1
Steve JONES	11	1
Lachlan MCCONCHIE	11	3
Ben BARBER	10	2
Greg EVERY	10	2
David SHEVLIN	10	2
Andrew HOLC	10	1
Cameron CHIVERS	10	1
Troy FITZPATRICK	10	2
James TOWERS	10	1
Geoff PATTERSON	10	2
Justine SLATER	8	1
Cassandra CARDWELL	8	2
Rowena CARDWELL	8	2
Lawrence GLEESON	7	2
Craig PATTERSON	5	1
James MCKENZIE	5	1
David LE MOTTEE	5	1
Criag BENNETT	5	1
Ricky WEBB	5	1
Hamish MCCONCHIE	3	1
Kim BUCHANAN	3	1
Daniel HOLC	3	1

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Club TORQUE - You know you're a race driver when.....

- You think the primary purpose of wings is to PREVENT flight.
- You take your helmet along when you go to buy new eyeglasses or check out cars.
- You feel compelled, on a road trip, to beat your previous best time.
- You are happiest when your street car's tires are worn to racing depth and the wear bars are showing.
- When something falls off of your car, you wonder how much weight you just saved.
- When you hear 'overcooked it', instead of food you think 'off the track'.
- You change engine oil every other week.
- You sometimes hear little noises from your passengers when you get on the throttle right after turning in.
- You thoroughly enjoy showing the tailgater behind how to drive around a highway off-ramp.
- Your racing budget is one of the big three -- mortgage, car payments/maintenance, dating.
- Your email address refers to your race car rather than to you.
- You walk proper lines through the grocery store.
- You've been known to yell "It means 'check your mirrors' dammit!" at your television.
- You've paid $4.00 a gallon for fuel without complaining.
- You buy new parts because you can't remember where you put the spares.
- You bought a race car before buying a house.
- You bought a race car before buying furniture for the new house.
- You're looking for a tow vehicle and still haven't bought furniture!
- You find that you need a new house because you've outgrown your garage and the neighbours are threatening violence if you park one more vehicle on the street or in the front yard.
- The requirements you give your real estate agent are (in order of importance):

1) 8 car climate controlled garage with an attached shop.
2) Outside parking for 6 cars, a motorhome, a crew cab dualie, a 28'enclosed trailer and a 34' 5th wheel.
3) 3 phase 415V outlets in the garage for your welder.
4) A grease pit.
5) Convenient to a hazardous waste disposal site.
6) Deaf neighbours.
7) Across the street from a paint and body shop.
8) Some sort of house with a working toilet and shower on the property somewhere -or- hook-ups for the motorhome.

- You measure all family acquisitions in terms of the number of race tires that could have been purchased.
- You know that Orthodontic work is the equivalent of three sets of tires.
- You sit in your race car in a dark garage and make car noises and shift and practice your heel and toe, while waiting for your motor to get back from the machine shop.
- You look at the purchase of tools as a long term investment.
- Your wife says, "If you buy another set of tires, I'm getting a new mink."
- Your garage holds more cars than your house has bedrooms.
- You have enough spare parts to build another car.
- More than one race supply house recognizes your voice and greets you by name when you call.
- You have car parts in your cubicle at work.
- If you can't remember when you last worked on weekdays and rested on weekends.
- You're registered for wedding gifts at Pegasus and Racer Wholesale.
- Your Christmas list begins with "another set of BFG R1s and Pauter rods," and your 'significant other' knows what they are.
- After your answer to "What did you do this weekend?" the next question is always: "And you do this for fun? Right?"
- You have a separate drawer for 'garage clothes'.
- The reading material in your bathroom consists of auto parts and racing supply catalogs, several books written by famous drivers, every book Carroll Smith has ever written.... and 400 car magazines, none of which have centrefolds.
- People know you by your class letter, car number, and car colour.
- People know you by your "off's". "Oh, you're the one got stuck in the mud at Winton last weekend!"
- You talk to other cars on the road, calling them by the manufacturer's name.
- Your first date involves asking her to crew for you.
- Your criteria for selecting a significant other include auto repair skills. Air tools optional.
- Your friends don't recognize you without a helmet and driver's suit.
- Your family remembers your hair colour as "grease".
- You plan your wedding around the race schedule.
- You astound the clerk at Repco by bringing in a snapped breaker bar every other week or so.
- You remember the dates and details of every race you've ever been in, but can't remember your phone number.
- Your family brings the couch into the garage so they can spend some time with you.
- You complain when cars in front of you on highway off-ramps don't stay on the line, causing your exit speed to drop.

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

Bells Hotel, South Melbourne – 27/08/2007

MEETING OPENED AT 8:15PM

PRESENT As per sign in book.

APOLOGIES B.Lethborg, A.Davies, K.Cardwell, C.Paola, C.Bennett.
Previous minutes M: R.Cardwell S: I.Smith
Any business arising from previous minutes? Nil.

PRESIDENT:
Welcome.
Sandown: results are out. Everyone is doing well. Rapt to improve my PB.
Hillclimb: Thanks to those who helped out. Terrific day. The one event that we run solely and the FFCC boys have a rest. Good practise for us running events. Only down point was Steve's car hitting the wall.
Unfortunately lost most of the photos for the day due to equipment error. Plenty of video.
Fun on the start line. This circuit is just about finished. There will be a change over meeting apparently for the first event at the new track. Look out for that event.
Coming to the end of the year. Need to start looking at an agenda for next year. If you have any ideas please share them or look at having a go on the committee.
Display at the next club meeting of a Bathurst HDT Monaro.
VE ute is officially being launched at the start of October. Worth a look on the Holden website.

VICE PRESIDENT
Hillclimb was a absolute ball. Lots of runs very wet. Brad did a great job of drifting the Commodore. Would like another go. Just bought a new engine and gear box from Shane Woodman. Looking forward to getting it in the race car.
6hour coming up. Quite a few of us missed out so only two teams from HSCCV running. Disappointing that the third place team from last year missed out.
WP- need to be ready for the 6hour next year so that we don't miss out again.

SECRETARY
Hillclimb had a great day after a false start with the clutch on the Rx-7.
Incoming mail: Shannons Melbourne Spring Auction, 2008 Classic Holden Calendar promo, Kombat apparel promo, Ballarat Springfest Car Display promo, Stop Leak promo, CAMS Vic state Council election notes.

TREASURER
Purchased some safety equipment such as bollard and safety cones.
Morwell was a couple of hundred dollars under the break even point.
ING- $8999.99
ANZ- $3216
Petty cash-$25
TOTAL- $12244

MEMBERSHIP & POINTSCORE
60 singles, 9 family, 55 adult 28 children and 23 other.
Julie and Max Stokes

EDITOR
Colour insert for the 35th birthday.
PS- a couple of us were impressed with the page and would like a blown up version as a poster.
KMc-Quality may be poor when enlarged.
Picked up a new motor 253 commodore cup motor for the VH.

MOTOR RACE AND RALLY
Last article in mag was pretty short.
Oran park round of the V8's was interesting in the wet.
Got an email a while ago about a 100RON fuel but it is about 3-4 dollars per litre. If you are interested let me know.

(Continued on page 25)

Club TORQUE - July General Meeting Minutes

(Continued from page 24)
WP- Next issue of Race magazine is due out in a few weeks with another article from Greg Black.

SOCIAL
Comics Lounge a few of us attended after an invitation from FFCC.
No lawn bowls has been organised yet but about to open so will organise soon.
FFCC are organising to go to Rod Hadfield's shop in Castlemaine for a run. They will invite us.
Christmas will be held at Cresco Park again this year. No date set as yet.

SPECIAL EVENTS
Not present.

GRP5/ MOTORKHANA
Were invited to a khanacross that was cancelled earlier in the year. Run at Werribee and was good fun. 15 competitors, bit light on but they are planning another one at the end of October.
Shepparton event at DECA. Lack of sealed surfaces so the skid pan was good. Very slippery surface.
This weekend Werribee NCCA.
Bendigo VMC the following weekend.
AMC entries will need to be in soon. We have been asked to organise the food for that 23rd of September.

WEBSITE
I didn't compete at the hillclimb, spent most of the day up at skyline watching club members going sideways.
First time this year our hit rate has gone down to 3000. Last months 5000 was a bit hard to beat. 37 downloads of the magazine. Haven't got pics up for hillclimb been busy with the new house, restoring the car and playing Mr Mom.

STOCK
New delivery! Long sleeve t-shirts 100% cotton. And some polo shirts. Poly cotton wind cheaters not suitable for sprints but good for keeping warm in between. Clean out of old stock.
Grey caps and a few beanies left.

CSC
There is nothing to report. Last meeting was a bus trip to Bendigo. None of us were in a position to go. Bruce will probably go to the next one.

PUBLIC OFFICER
Nil to report.

GENERAL BUSINESS
6 hour accommodation: Spoke to Darren, 5 caravans have been organised for our teams. Secure parking available for cars and trailers on Friday night and they will be locked up at the track on Saturday night. Club will supply food for the teams.
Andy Booth's car is for sale in the magazine.
PS- 6hour will be the last chance to get footage for the DVD. Cut off date is first week of October for footage.
PS- HT will be on display here next month.
Fathers day display at Repco in Canterbury rd. Have been asked a few times to come along. 9-3 and a barbie. 4 race cars and 2 special interest cars so far. If any one else is interested please let us know.
PS- "Kylie's car" is now registered and will be seen out at motorkhanas and khanacross.
Sandown interesting weekend. Blew the water pump at previous event and found out about it at Sandown. Thanks to those who helped me out on the day.
WP- James has taken a lot of film footage at Sandown from all corners.
Discussion with Shane Woodman regarding potential footage from Targa Tasmania next year.
JW- $600 LX that I bought recently turned out to be a genuine SLR4200. Will now be restored and sold to fund something that I can stack.
Discussion about old racing footage on YouTube. Should put the Brock tribute on.
FR- Talking with DECA. They have a 900m track at Newborough that could be a possibility.

FINE: Stan for reverse loading his car.
Bruce for destroying jockey wheel on club trailer.
Ian for having Ford vents on his bonnet.

LOTTO:1-3-5
MEETING CLOSED: 9:45 PM

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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:**…….

Membership fees:		
Please mark clearly	Single:	$48.00 full year from January 1
	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
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Office Use:
Date received:…….

Licence processed:…….

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