

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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COMING EVENTS

HSCCV GO KART DAY

PHILLIP ISLAND
APRIL 26TH

HSCCV VS FFCC CHALLENGE

SANDOWN
MAY 10TH

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Welcome to the February 2009 edition of**HOLDEN TORQUE**

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



| | | | |
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Club TORQUE - Committee 2009 and Club Information

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred for text, pictures as jpg (small, approx 640x480). Each months items must be received before print night. 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:
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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 magazine, "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 - Bruce Lethborg

Hi Guys,

Hope you all had great Easter. Not a lot has been happening, Sandown is coming up soon, supp regs are on the website and we are looking for a few more helpers to help the event run smoothly, if you can help, give me a call. A few of us are trying to get our cars ready, Steve Crupi's engine is back and he hopes to be there, my engine is back, in the car and only needs a couple of things done before I can start it then a setup run on the dyno and I should be there. Greg Black is still not ready yet, Ian Smith's engine is not ready and Pete Stewart's car was held up by the exhaust place not finishing his car before Easter, so he lost four days work. Hopefully by the July 12 Sandown these cars will up and running.

I recently sold my Mazda121 motorkhana car and was without a car for a short time so I entered my wife's Tiburon in the second round of group 5 series at Avalon and found that the car was not quite suitable, the handbrake didn't work too well but managed a second in class C and set fastest time on the Spiro slalom test. There were a good number of our members competing on the day. After a bit of searching, bidding and missing out on ebay, I have a 1996 Hyundai Excel as a motorkhana car and will be competing in round 3 of the VMC on May 3 at Werribee. Later in May FFCC & TCCA are running a twilight motorkhana at Werribee where one round of the VMC is run during the day and one round of the G5 series will be run in the late afternoon through to the evening. Nicholas Charrett tells me that the flags will be lit with glow sticks, sounds like a challenge, supp regs are on the website.

The six hour relay is on in August, if you are thinking of running the supp regs will be out by the end of April so get your team organised now and get your entry in early I'm sure it will fill up fast.

While I was in Hobart recently I called into Tas vacations and spoke to Cameron Brett about a club tour of Tasmania taking in some of the Targa stages visiting Baskerville and Symonds Plains racetracks and enjoying some of the fine food, wine and beer that Tassie has to offer. Tas vacations is very experienced at these types of events, they work with many car clubs and the Targa organisers. After lengthy talks Cameron suggested we join in on an event that is being organised for November next year called The Mixed Marques Tour, this event sounds like the type of tour I was looking at. Cameron is sending further information at a later stage and I will pass this on when received. I visited the Baskerville track which is a short drive north of Hobart, set in a small valley, the 2km long track falls and rises, twists and turns on a small hill in the valley, I watched several guys running around the track wishing I could join them for some fun even though I had a Nissan Tiida hire car. Q. How much do you think it costs to hire Symonds Plains? A. \$2000 per day. It would be great if Winton or Sandown was that cheap the entry fees would be a lot lower.

We have 144 members as of 14/4/09. Around 40 members have not renewed yet.

Cheers Bruce



Baskerville Track

Vice President - Greg Black

Driving down Mountain highway recently I noticed a Learner driver swerve from the right hand lane, across two lanes to the left, then moments later cut in front of a car and speed through a 60 zone. Several days later I noticed another learner driver, with great confidence, chopping lanes, cutting in front of cars and tailgating while speeding. More recently I saw a semi trailer (RHR 532) driving about 3ft behind the car in front at 80km/h in the wet. There was reasonable traffic so despite the superhuman skills of this driver and the understanding of the need for truck drivers to drive dangerously by the Police (Officer Voer****, Knox Station), nothing was likely to change; there was traffic and short of just ramming all the cars in front out of the way what did the truck driver really expect to happen? (Probably ramming the cars out of the way....)

Thinking about this, it occurred to me that the law requires learners to have 130 hours driving experience. Trouble is they're getting 130 hours tuition of appalling skills. In the second case the learner was a very confident and very bad driver, similar to what you would expect from a P plater. The only problem is with the parental "supervision" they are being re-assured of their right to be stupid as a learner. Imagine what they will be like as a P plater!

The truck driver has no concerns because he won't get hurt, and if you are on the Monash, probably won't stop at all.

At the recent CAMS IMMS launch night they had Alan Moffat as guest. At the beginning they asked Alan to step up front and say a few words. In the typical dry style he gave them a serve for starting off with him, instead of the few words at the end as expected. So he decided to say a few words on his relationship with CAMS from the early days. This should be interesting and the audience murmured with anticipation. He gave them a bit of a serve, which is surprising since they invited him along. Then with perfect delivery (and only paraphrased here) he stated you can't just sit back and complain about what's not working. You need to get in there and work at it. The impact of his statement is lost on paper, but he is absolutely right. It's not rocket science; it's no good just complaining, you have to actually do something as well.

This leads to one of our club members who is involved with driver training days; not the PIARC Saturday sprint type, but the regular driver education sort. He contacted a driving school and believed he had something to offer. As it turns out he now does driver training and deals with some of the confident idiots mentioned earlier. He saw a need and thought he could make a difference.

Again, back at the CAMS night Andrew Papadopolous spoke about his background and CAMS direction. He was quietly spoken with pretty straight talk; I don't think quietly spoken should be confused with weak, he didn't strike me as the type to shy away from what is important. I liked what I heard; we are competing with other sports, the financial crunch will affect the sport like everyone else, other sports have good youth programs to attract people. Think about Auskick or Milo cricket. Children from kinder get a taste for the sport, some don't continue, some do, but they all play the game and talk about it at school. If we wait till people get their licence before presenting motorsport as a recreation sport then we are about 15 years too late. Kids go along to Race days (eg V8's and F1) but the opportunities are missed. The focus is more on short term cash rather than long term investment in the next generation of spectators / participants.

There was talk about CAMS becoming the premiere body to comment on Road safety, not just motorsport. If you think about it, CAMS and the affiliated clubs are in a very good position to do this, our club has (at least) one member giving driver, or road safety training. Many of us participate in motorkhanas or sprint events and frequently survive. We generally know how to control a car, and we don't tend to go 10/10ths on the public roads. We are interested in motorsport, and are responsible road users. What a huge resource this is for teaching.

Treasurer - Vlad Kowal**Dealing With CAMS Administration**

This is an amusing reflection on my recent experience with CAMS personnel. It's not meant to be another attempt at CAMS bashing – just an amusing experience that we may all learn something from. You will notice that the use of names has been carefully avoided to protect the guilty. Recently we received two invoices (one was in the form of a statement) from CAMS. One was for the cancelled Hillclimb at Morwell and the other was for an upcoming Sandown event for the HSV Owners Club event at Sandown on May 17th.

I rang to ask for a "Please explain" conversation where the nice person from CAMS (female) listened to my enquiry and then put me through to the person who deals with requests to generate invoices. When I got through to this person (male) he wasn't there so I left a message on his voice-mail. When he got back to me around four hours later, he asked me several questions about the invoices before he concluded that he had nothing to do with why they were generated, but he could put me in direct contact with the female who made the request for the invoice.

When I called her on the number provided. She listened politely and then asked me where I was ringing from. "Victoria? I don't handle permits for Victoria. I will put you through to the person who handles Victorian permits." I then find that I am speaking with the same person I spoke to in the morning who put me onto the male in accounts. After listening carefully to my story, she apologised and said that she didn't request this invoice as she never requests invoices for these events in Victoria..But she said that she would send me a new invoice for Sandown.

Vlad "Now why would you want to send me an invoice for Sandown?" Answer "So that the right name is on the invoice". V: "The right name is on the invoice. Just not the right address. It should not be addressed to the Holden Sporting Car Club. I won't pay this invoice as it's not for our club." Answer: "Oh! You don't want another invoice? OK then I will request an invoice addressed to HSVOC". Stage One complete.

V. "Now what about the invoice for the Hillclimb?" Ans. "Is the amount wrong?". V: "No, what I said was that the event was cancelled, and CAMS was informed by email a week before the event". Ans. "Oh, well then, just ignore the invoice". V: "But the invoice/statement has a note on it to say that the account is already sixty days overdue. It hasn't been sixty days since the event if it ran." Ans. "Just ignore the invoice"

I will ignore the invoice, but something tells me I may not have heard the last of it. There's only one small difference between some people and a computer. The computer only needs the information to be punched in once.....

Our Club's Mission

Thanks to club members who have put pen to paper and digits to keyboards about where the club's Mission should be aimed. I hope to spend around 30 minutes to one hour at the next meeting to put together your views into a coherent new Mission Statement for the club. It may be a good time to also familiarize ourselves with the club's constitution. Where the club will be heading will be up to members who attend the meeting. If you can't get there, then further submission before the April meeting would be welcomed.

We may even end writing a new Mission\Vision statement or we may be happy to leave it how it is. As I have said before, I have no particular agenda, but I would like to stop to think about where we're going. What you say will determine where we go as a club. Anyone not at monthly meetings will have less of a say in where our club is heading in 2009 and beyond than those who can be there. If you can't get to the APRIL meeting when this will be discussed, then please write to me at treasurer@holdenclub.com or educon@bigpond.net.au or even to PO Box 2405 Sunbury 3429 if you want to use the traditional method of communication.

Treasurer - Vlad Kowal (cont)**Treasurer's Quiz section:**

Which statement is true?

The second millennium started on January 1, 2000.

The second millennium started on January 1, 2001.

The second millennium started on January 1, 2002.

The second millennium started on December 31, 2000.

None of the above.

What do you call a person who doesn't have all of his/her fingers one hand? (Now don't get personal!)

What was the President's (US) name in 1960?

The most correct answers by the end of our next club meeting wins a free drink.**Answers to Vlad please.****Treasurer - Expenditure/Income**

| Expenditure (Outgoings) for the period March 12th - April 16th 2009 | Amount \$ |
|--|-----------------------------|
| | |
| Royal Children's Hospital Good Friday Appeal | \$120.00 |
| Trophies | \$ 45.00 |
| Phillip Island Go Karts | \$235.00 |
| Postage | \$ 55.00 |
| | |
| Total Outgoing | \$455.00 |
| | |
| Income for the period March 12th - April 16th 2009 | |
| | |
| Memberships | \$942.00 |
| Fine tin contents | \$126.20 (20 English pence) |
| Phillip Island Go Karts Deposits | \$235.00 |
| | |
| Total Income | \$1303.20 |
| | |
| ANZ BANK BALANCE AS OF April 14 th 2009 | \$ 2276.38 |
| ING BALANCE AS OF April 14 th 2009 | \$19562.25 |
| Total | \$21838.55 |

Calendar TORQUE - Club Calendar 2009

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

| <i>January</i> | |
|----------------|---|
| 15 | TCCA VMC Rnd 1, TCCA, Werribee |
| 19 | HSCCV print night |
| 26 | HSCCV General Meeting—Jells Park |

| <i>February</i> | |
|-----------------|---|
| 9 | HSCCV committee meeting |
| 15 | TCCA, VMC Rnd 1 |
| 16 | HSCCV print night |
| 22 | HSCCV/FFCC Holden v Ford challenge, Winton |
| 23 | HSCCV General Meeting—Bells Hotel |

| <i>March</i> | |
|--------------|--|
| 1 | HSCCV Grp 5 Rnd 1, Werribee |
| 7-8 | NCCA, Challenge of Clubs, Ballarat |
| 10 | HSCCV committee meeting |
| 14-15 | Phillip Island Classic |
| 15 | PAC VMC Rnd 2, Tooradin |
| 16 | HSCCV print night |
| 23 | HSCCV General Meeting—Bells Hotel |
| 28-29 | Aust Grand Prix |

| <i>April</i> | |
|--------------|---|
| 5 | HAC Grp 5 Rnd 2, Avalon TBC |
| 14 | HSCCV Committee Meeting |
| 20 | HSCCV Print Night |
| 26 | Go Karts, Phillip Island Grand Prix Circuit, 11am visitor centre |
| 27 | HSCCV General Meeting—Bells Hotel |

| <i>May</i> | |
|------------|--|
| 3 | VMCI VMC Rnd 3, Werribee |
| 10 | HSCCV/FFCC Holden v Ford challenge, Sandown |
| 11 | HSCCV Committee Meeting |
| 18 | HSCCV Print Night |
| 23 | FFCC/TCCA, Grp 5 Rnd 3 / VMC Rnd 4, Werribee |
| 25 | HSCCV General Meeting—Bells Hotel |

| <i>June</i> | |
|-------------|--|
| 9 | HSCCV Committee Meeting |
| 15 | HSCCV Print Night |
| 21 | WVCV Grp 5 Rnd 4, Tooradin TBC |
| 22 | HSCCV General Meeting—Bells Hotel |
| 28 | DSCC VMC Rnd 5, Deniliquin |

| <i>July</i> | |
|-------------|--|
| 12 | MUCC VMC Rnd 6, SPT Somerton |
| 12 | HSCCV/FFCC Holden v Ford challenge, Sandown |
| 13 | HSCCV Committee Meeting |
| 20 | HSCCV Print Night |
| 27 | HSCCV General Meeting—Bells Hotel |

Calendar TORQUE - Club Calendar 2009

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

| August | |
|--------|--|
| 2 | FFCC/TCCA Grp 5 Rnd 5, Werribee |
| 8-9 | 6 Hour Regularity, Phillip Island |
| 10 | HSCCV Committee Meeting |
| 16 | PCCV VMC Rnd 7, Werribee TBC |
| 17 | HSCCV Print Night |
| 23 | HSCCV/FFCC Holden v Ford challenge, Winton |
| 24 | HSCCV General Meeting—Bells Hotel |

| September | |
|-----------|---|
| 6 | NCCA Grp 5 Rnd 6, Tooradin TBC |
| 14 | HSCCV Committee Meeting |
| 19 | BCC VMC Rnd 8, Bendigo |
| 21 | HSCCV Print Night |
| 27 | HSCCV/FFCC Holden v Ford challenge, Hillclimb - Haunted Hills |
| 28 | HSCCV General Meeting—Bells Hotel |

| October | |
|---------|---|
| 3-4 | Australian Motorkhana Championship, Narimba NSW |
| 8-11 | V8 Supercars Supercheap Auto Bathurst 1000 |
| 12 | HSCCV Committee Meeting |
| 17-18 | MotoGP Phillip Island |
| 19 | HSCCV Print Night |
| 24 | FFCC/TCCA Grp 5 Khanacross, Werribee |
| 26 | HSCCV General Meeting—Bells Hotel |

| November | |
|----------|---|
| 3 | HSCCV/FFCC Holden v Ford challenge, Sandown (Cup Day) |
| 8 | HSCCV VMC Rnd 9, Werribee |
| 9 | HSCCV Committee Meeting |
| 16 | HSCCV Print Night |
| 22 | HAC Interclub, TBC |
| 23 | HSCCV AGM—Bells Hotel |

| December | |
|----------|---|
| 6 | Grp 5 spare |
| 9 | Motorkhana presentation dinner, Bell's Hotel |
| 12 | HSCCV Christmas Party & Presentation Night Cresco Park Warrandyte (TBC) |



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Special Event 'Oran Park' - Glenn Mason

Hello everyone.

The time has come for the business end of this great event, bookings need to be made and deposits **MUST** be paid. To recap, the event has been pencilled in for 16th October, the preliminary costs at this time are as follows, based on forty people attending the day, and two nights accommodation:

\$550.00 per person, track day and accommodation. If you share your accommodation with someone else **\$450.00**. The accommodation has a restaurant and will do us a deal for Dinner each night.

Note, this is a starting point and may change, but at this point the costs are correct. I would be looking at **\$300.00** deposit from each person who wishes to attend. I am planning in the track day being a Friday, so this allows travel on Thursday, and leaves the weekend free to do whatever you want whilst in Sydney, or travel back at a leisurely pace.

Please contact me as soon as possible, drive well, drive safe

Glenn
0409 436 893
glenn.mason@mje.com.au

Social TORQUE - Alex**Go Karts, Phillip Island**

Sunday 26th April, Visitor Centre, 1100am arrival, 1130am racing, 4 x 10 minute heats, \$75

There has been a good response to the Go Karts day. We have 17 and there is 1 position available, if you're interested, let me know. For all those doing the Go Karts, we need personal details ie Name, Address, Date of Birth, Phone no.

If you can give me your details before the event, I'll email them through and this will speed things up on the day, as indemnity forms need to be signed with your details before racing. Otherwise you can fill them out on the day.

We should finish about 12.30pm, nothing has been organised for lunch but I'm sure we can find a nice place for a feed.

Some notes from the visitor centre:

All drivers must have a zero blood alcohol reading or they will not be allowed to drive the go karts. Please remember shorts & t-shirts are fine, but not singlets, and you all need to wear runners or proper shoes, not thongs or sandals. If you have a full face helmet, bring it along.

To get to the Grand Prix Circuit, follow the Tourist Rd onto the Island & keep following the sign-posts until you get to the main driveway at the Circuit; the Visitor Centre is 500m down this driveway.

HSCCV Race & Rally TORQUE - Peter Scott

Hello all and welcome to the next installment of the goings on in the world of motorsport.

First, the F1 season is now well under way with the opening race at Albert Park. This was the first outing for the resurrected Honda F1 team, now under the guidance of Ross Brawn, and named Brawn – Mercedes. They started off brilliantly, putting both cars on the front of the grid in qualifying. This led to the best possible finish for the new team – 1st and 2nd with Jenson Button taking the honours and Rubens Barrichello finishing a very close second.

Next up was the race at Sepang in Malaysia with Brawn again taking pole position in qualifying. This race was stopped at the 31 lap mark following a torrential downpour that left the track looking more like a water skiing course. Button came in 1st again, with the next two places going to Nick Heidfeld in a BMW Sauber and Timo Glock in a Toyota. Due to the race being shortened, half points were awarded.

STOP PRESS.

As this is being written, the Chinese Grand Prix has just been run and won in Shanghai. In another wet race that went the full distance, the Red Bull Racing Team of Sebastian Vettel and Mark Webber qualified in pole and third place respectively, then went on to finish 1 – 2 for the first time in the team's history, with Webber finishing second. These guys were followed home by the two Brawns, finishing third and fourth.



Next round is in Bahrain, and what's the bet that they get a wet race too? Maybe we should try and get them back here again this year, in a desperate attempt to break our drought.

WRC.

The World Rally Championship has been a rather low key event this year so far, with not much interest shown on TV here. Four rounds have been run so far, with the latest being the Rally of Portugal. At this point, all four rallies have been won by Sebastien Loeb in his Citroen.

On a bright note, Chris Atkinson has been picked up to drive for the Citroen Junior Team in a C4. While he is not going to compete for the full season, it gives him a drive and chance to move up next year.

HSCCV Race & Rally TORQUE - Peter Scott

V8's.

The Hamilton 400 was also run and won today with Jamie Whincup taking both races over in Kiwiland to give him a clean sweep so far in the championship with four wins out of four. I think the General's men are going to have to pull something out of the hat to stop this guy. As much as I hate to admit it, Triple Eight have certainly got their act together and have got a good package going.

Lee Holdsworth and Will Davison are next in line in the championship



MORE IMPORTANT STUFF:

Don't forget that the next round of the Holden v Ford speed series is being run at Sandown on the 10th of May. What?? I hear you say? Yes, it is Mothers Day, but what better way to tell mum/wife that you love her than for her to watch you have fun on a race track, and then go home smelling of exhaust fumes and burnt rubber?

Please come along and help out as well, we always need people to assist with the running of such an event.

Have fun and keep the shiny side up!

Peter.

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Stubbie Holder \$8



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Gloves \$5



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large \$25**



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Greetings to all April is upon us and that means cooler dry days, does it rain in Melbourne any more? That also means excellent motor racing weather and I say bring it on ! Our Formula 1 GP has since been run and the travelling circus that is the F1 GP has moved on for another year and what an awesome event they put on this year, we even bumped into Bruce there. The good lady wife and I are big F1 fans, and managed to put in five days at the track. Wednesday afternoon was pretty cool as it included access to the V8 and F1 pits, and a very up close and personal experience with the Minardi twin seaters, fun was had by all as security were in no hurry for us to leave the area, I think we left after six pm. The F1 GP is one of those truly international events and how fortunate are we to have a motorsport fans paradise right on our doorstep each year, an event we need to hang on to. Hanging on to such an event means getting bums on seats motorsport fans and giving the decision makers a clear message, Melbourne needs the GP! I can honestly say that I hadn't been to a single Adelaide F1 event, but I have been to all the Melb ones.

No progress with my VK since last month, they still haven't put the new gears in yet, hopefully something will happen in the near future, did I say hopefully fingers crossed, maybe something soon.

At last check Alex was doing a great job at putting the pictures and descriptions of all our current stock in the magazine, even though the stock we do have has been around for sometime, there is some really good stuff available at great prices.

See you at the next meeting.....Martin.

Howdy peoples. How was your Easter break? Where does the time go?

For me there's been a fair bit of motorsport related stuff going on. Just in the last week between stripping more parts off an old shell and pulling an engine out of my original car I managed to also squeeze in 3 events over the official Easter public holidays as well. I originally went up to Bendigo to compete in the Saleyard Dash which is held every Easter; I'd heard about it a number of times and thought I should go and try it. Booked accommodation just for the Friday, but when I got up there I learned that Bendigo's Easter festivities included Volkswagen's 40th bash comprising of a motorkhana and a khanacross.

So after checking VW's supp regs from my mobile (thank you technology!) then with the VW event director that I was okay to join them, started chasing around for a place to stay for the Saturday night. Options were extremely limited but a phone call on the Saturday morning resolved the issue, we scored another night in the same room thanks to a cancellation. With that out the way, I drove a whole 10 minutes or so to Bendigo Car Club's event and changed wheels for a tyre-frying event. A big motorkhana on a sealed but amazingly slippery surface, so much so that my first handbrake turn had the car pirouette far more than I had anticipated and it pretty much stuffed up my first run. I had an ordinary day in terms of personal performance but the weather was brilliant and there were some very good steerers and some decent showoffs too in a field of about 50 competitors. It's almost expected that you'll do some sort of burnout or circlework as part of the effort, such are the country folk up there.

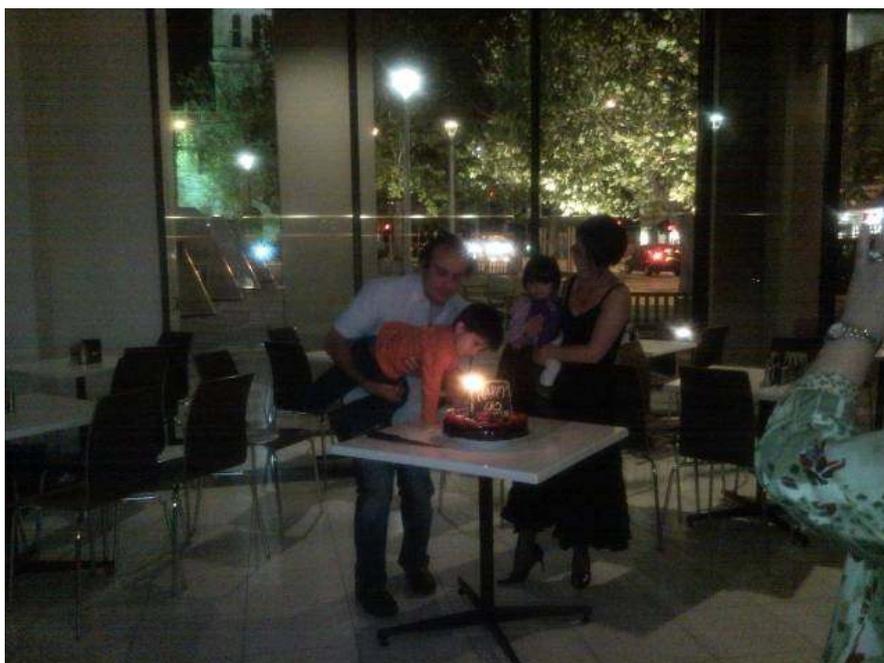
Some interesting hardware too, competing were things like an AE86 Toyota Sprinter being propelled by a 500hp turbo 13B rotary engine, and a Honda Civic like the Slaters but supposedly with Commodore running gear including rear wheel drive and something like 20 inch wheels. It unfortunately retired early and I didn't get to check it out. On display up there were some Australian Off Road Championship vehicles, along with some nice classic cars like Valiants, old Holdens and so forth. VW's Sunday event was magnificent weather wise, and all told a pretty good day for me too. 4 tests were used straight out of the CAMS handbook, followed by a novelty event (a tight test to manoeuvre then you get out of the car and throw empty bottles into a barrel). After lunch (food included in the entry fee) VW put on their khanacross, which consisted of two runs, with one in each direction. Had a good first run then on the second my confidence demolished my competence and finished the day with a tyre pulled off the rim. All was well, the good run was the fastest time for the day and at the end I drove into the next town, reinflated the tyre and put the wheel back on. At this stage I haven't seen the results, but I'm supposedly getting some Bendigo Pottery thing for being the first non-VW powered vehicle.

Since last month, the results have come in from PAC's VMC. As usual, they stoically ran their event; it had been raining in the days leading up to it and was slippery in spots and got dug up extensively by competitors. I was the only person from HSCCV, had an okay day but had trouble selecting reverse, which cost me heaps of time. At least the Group 5 round run by HAC at Avalon was better patronised by HSCCV members; 36 competitors with nearly a quarter of the field being fellow members took to 10 tests on a patchy day. David Le Mottee got himself a 3rd place in his latest Ebay acquisition; a mostly 3 cylindered Holden Astra, with Adam Bisiani also giving the Astra a bash to pick up a 3rd in Juniors. Adam's competition in Juniors was newcomer David Griffith in a Barina, with him and Adam both being eclipsed by Aaron Gallagher in the RWD Lancer. That Barina previously mentioned was also steered by John Griffith to 5th in A Class, and welcome to you and David to the club. Steve Gallagher scored a 4th against some stiff competition in Class B. Whereas I ended up in a class of my own; the only other competitor in my class disappeared after 4 tests as he was called into work. Hmmmph. Brucey used his wife's car, and didn't have a great day in it; Leanne's handbrake apparently doesn't work very well but still collected an easy 2nd in class C.

I spent yesterday (Sat 19th) doing things generally related to motorsports. The morning began with being ripped from my sleep just before 5.30 to get a ride down to Phillip Island for a Circuit Familiarisation Day. This was an excellent opportunity to accompany a driver and experience some race speed laps. And what a fantastic experience it was, I spent time in a mate's Starion, a predominantly standard car with reasonable suspension and road tyres and virtually stock brakes. Now I've got a better idea about what you guys rave about when you talk about the PI Circuit! And man, there must be some bloody fast cars down there, they were overtaking us on straights and in corners like we were standing still. My friend was doing things at about 70% as the day was his shakedown for the Rookie Rally for Targa Tasmania and it was still quite exhilarating. Even though it was a practice day, some cars came to grief, apparently the big noisy red Supra came off the track at one stage, as did a nice SS Torana.



After getting home and quickly getting ready, I raced into a restaurant in Armadale to attend Martin Carabott's surprise 40th birthday, which was fully organised by his wife Anna. I learned that Martin has some pretty decent friends, and they even like him! No honestly, in all they're a pretty cool bunch of people. Once Martin arrived, we all learned that it wasn't quite a surprise to him; our ex President had RSVPed Martin and apologising that he couldn't make the Saturday night – good one Wayne!! Those that didn't go missed out on a good night, the finger food was great and I ended up fuller than a pommie complaint box. Plenty of drinks as well, with some slideshows and videos made for an interesting and entertaining night. Talked a bit of car stuff with Phil as well, I think he had a good night and enjoyed the food too. Happy Birthday Martin !



Things on the horizon include the club's PI Go Kart Challenge on the 26th of this month, the 3rd Round of VMC run by Mini on May 3, then something quite unique; the combined VMC/Group 5 twilight motorkhana on Sat 23rd May. Two events in the one day is a good test in itself...A group 5 meeting is also coming before the month is out and I've had a chance to look at a central repository for Group 5 stuff with hosting provided by Shannons. It doesn't look to be that suitable and so it might be back to the drawing board with promoting Group 5 events. To that end it's still worth putting Group 5 event info on a page on our website, and so the ball has started to roll on that one...

A decision has been made to start a new theme of photos for this magazine too, been gobsmacked and by weird and wonderful paint jobs that people have adorned their vehicles with and would like to share some of them with you all. Besides, the old theme of finding crusty VK Commodores was mostly for the benefit of our previous Editor; and I'm sure he enjoyed them immensely. If I find other unique vehicles worthy of interest in some way I'll include them but at this stage I'll put up some "paintjob" photos.

We'll start with a couple of Holden pics to get your interest. Not to draw too much attention, or is this something borrowed from the crash test lab?



This is a bit more out-there..



Is the lion unwell?



Defence Force van, government getting in on the bling...

As usual I've had too much to say so I'll leave you with this last one. Until next month, see you sideways or at the meeting.

Frank.

What do you get when you try and graft a taxi at 80 km/h with the back end of a rodeo? This...



Hi all and welcome to another monthly magazine. At the last general meeting we handed out some trophies for past events. Congratulations to Steve for 2nd in Speed Series 2008, Ray and Michael for equal 3rd in 2008 Speed Series, and to Chris for finally collecting his trophy for first in Speed Series 2007 !

Well done.



Trophy guys, Steve, Ray, Michael and Chris

Talking about General Meetings, I've been told that at the next meeting the Bar will be open but not the kitchen, you may want to check if you're planning a meal at Bell's.

You'll probably notice some changes to the magazine over the months. This month Martin and I have put a bit more effort into the Stock page. Contact Martin if you're interested in any item. Phil provided some pics of the race suit but I think he's more keen on showing off the trophy than the suit, thanks Phil.

Next month I'd like to try and get a Trading section going. So if you have any items you'd like to sell or something wanted, take a pic (small) and with a few lines description email it to the editor. It's your magazine and it's all for free.

Go Karts. Looking forward to this. It's a good fun day without the stress of having to get anything ready. There is one more position available, if anyone is interested, let me know. For those new to this, it really takes it out of your upper body strength. So put those old engine blocks to some use and start doing some weight training.



Tech TORQUE - EFI Fuel Pressure, dirty injectors

We all know that increasing fuel pressure means you get more fuel per squirt right? mostly true.

The first problem is, that as we increase the fuel pressure (using an adjustable fuel pressure regulator), the extra amount of fuel coming out of the injector does not necessarily increase proportionally. And this gets worse as you keep increasing the pressure higher, and higher. The higher you go, the less of an increase in fuel flow you are achieving.

The second problem is that you can end up with the fuel pressure on the back of the injector making it harder for the injector to open. This can cause idle problems. This is especially true with high impedance injectors where there is not a lot of injector opening current to overcome the fuel pressure on the back of the injector.

Thirdly, you can have other problems such as less efficient injector spray, and injectors leaking when the engine is not running, but there is still fuel pressure in the rail.

Now, this all depends on the type of injectors you are using, but the general rules apply. So, what is the answer?

Make sure you have the correctly sized injectors to cope with the amount of power you are trying to achieve. DON'T just screw the pressure up more and more. If you are getting fuel pressure up to numbers like 55-60 PSI at idle, that may end up being a lot more by the time you are at atmospheric pressure, or even more under high boost pressure levels.

Maybe take some advice from someone in the industry who has experience with a project like yours. It's far better to ask and get some solid advice, than it is to go the wrong way and end up with a substandard result.

What can dirty injectors do to your engine?

Cause Idle Problems - misfires at idle, lumpy idle, inconsistent idle speed.

Limit Maximum Power - In some cases, dirty injectors can cause the air fuel ratio to vary across your cylinders to the point of limiting the maximum power your engine can produce.

Cause Engine Damage - In very extreme cases, you can have a cylinder lean-out to the point of piston damage. This is a rare and extreme case, but it can happen.

What do you need to know?

New injectors should flow within 0.5% of each other. Cleaned injectors should flow within 2-3% of each other, MAX. Anything above 3% means you may experience one or more of the symptoms above. They really should be within 1% for any serious performance application.

You must also ensure your set of injectors all have the same spray pattern, as you might have injectors that all flow within 2% of each other, but you may have 1 injector that has a bad spray pattern. Putting this injector into your engine will probably mean you will have a rough idle.

The bottom line is, that if you want to get the most out of your engine, you must ensure you have a good set of clean injectors.

Cleaning a set of injectors generally only cost between \$100 and \$200, so it is very cheap insurance when you consider the amount you may spend on your vehicle to modify it.

Overspeeding Turbos

I'm not going to go into real detail here, but I want to give you a quick overview on one area of turbo charging.

Now, we know that turbos spin fast, really fast. But there is a limit to the speed (RPM) that a turbo will work efficiently. And this RPM is different for every type and combination of turbo.

Needless to say, that when a turbo goes towards the upper end of its working RPM, it doesn't keep pumping out more and more boost as you keep trying to increase the boost pressure.

This article is not about the specifics of that, but it is about being able to use your ECU to ensure you don't work the turbo too hard above its efficiency curve.

Let's say for example, you have a 4L 6 cylinder engine with a turbo on it and you keep increasing the boost pressure, and you keep making more boost and more power at 4,000 RPM, but at 5,500RPM the power is not increasing. This may mean that the turbo is no longer efficient at that engine and turbine RPM. This only has the effect of heating up the intake air more than it should, and possibly damaging the turbo. What to do?

As the RPM increases past that maximum power point, start decreasing the turbo valve position until you just start to lose a little power in that RPM region. Now you are putting the turbo under less stress than it would have otherwise been. This is not necessarily the only piece of information you need when it comes to setting up your turbo boost curve, but as there are many variables, this will at least give you an insight into one aspect of tuning your boost control system.

Boost Pressure

A lot of high powered turbo cars have too much power in the lower gears.

This can actually make the car slower than if it had less power, as the driver needs to spend more time reducing engine power (with his right foot), than getting on with the job of driving.

Using Road Speed as a reference to map boost, allows you to optimize engine power at different speeds. To do this, you will need an ECU with a wheel speed input, and the ECU will need the ability to map the boost valve position vs road speed or wheel speed.

Most EFI cars have an electronic speedo, so you can pick upon that for your wheel speed. That is a pretty quick and easy way to get wheel speed into your ECU, but it does not address one thing. That the "driven wheels" may be spinning at 100 kph, but the vehicle is actually standing still.

So, to get the best (and most accurate) result, you would be best to have a wheel speed sensor on an "undriven" wheel. That will show the real road speed, and allow you to maximize your vehicle's acceleration so you can concentrate on winning the race, beating the time, or just having more fun.

As a side note, you can also map boost against throttle position to have the engine power delivered in a more linear manner as you open the throttle.

Steve.

For more information you can go to www.wolfems.com.au

Club TORQUE - March General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc. March Gen Meeting**

Bell's Hotel-23/3/2009

MEETING OPENED AT 8.15PM

PRESENT As Per Attendance Book /Sheet**APOLOGIES** Amelia S,Kerry, Matthew& Emma Cardwell,Stephen G, Ken Scott, Kylie, Russell**New Members/Guests**

Michael from WA - VT2

Joel- VL

Any business arising from previous minutes? Greg M.Julie S. Kris

PRESIDENT:

Welcome

MK Thanks to those who put it together and helpers.

HC date problem & problems with CAMS too late so event cancelled.

Love the Beast/Tasmania report

All Holden Day Report

PI Historics report.

VICE PRESIDENT

FFCC/Holden meeting report

Discussion on series

SECRETARY

Brake Report

6 Hour Relay

Incoming Mail Mar 2009

| Item | From | Action | Person to Action |
|-------------|------------------------|-------------------------|----------------------------------|
| Flyer | Vic Goldfields Railway | Inform members and File | Secretary |
| Thank You | Spirit of Tasmania | Inform members and File | Secretary |
| Reg Renewal | vicroads | Renew | Treasurer |
| Flyer | Frozen Air P/L | Inform members and File | Secretary |
| Membership | Cameron Chivers | Process | Membership Secretary & Treasurer |
| Unicar Mag | MUCC | Inform members and File | Secretary |
| Membership | Shaun East | Process | Membership Secretary & Treasurer |
| Flyer | Frozen Air P/L | Inform members and File | Secretary |

Club TORQUE - March General Meeting Minutes (cont)**TREASURER**

\$1000 to Bushfire
Balance@ \$20200.00
Memberships coming in

MEMBERSHIP & POINTSCORE

Membership in next month.
Problem with program being fixed
Pointscore as per mag

EDITOR

Thanks for articles
More Articles needed send to Alex

MOTOR RACE AND RALLY

Adelaide report.
GP this weekend

SOCIAL

Go Karts 26th April

SPECIAL EVENTS

Oran Park, Glenn needs deposit

GRPS/ MOTORKHANA

Bendigo Easter M/K dash 11th April
April 5th Avalon M/K

WEBSITE

Photos from Winton on soon

STOCK

need to clear stock

CSC

Meeting with CAMS next week

PUBLIC OFFICER

Paperwork needed for report.

GENERAL BUSINESS

Old trophies presented.
Broadford MC track HC
Oran Park – Oct 15th possible date. Email to send out.
Aust Sprint Champs - PI Nov
Tasmania Tour report

FINES:

Bruce

LOTTO: 887

MEETING CLOSED: 10 PM

Club TORQUE - Point Score

| ELIGIBLE EVENTS | | Name | Total | Events |
|-----------------------|------------|---------------------|-------|--------|
| NO EVENT NAME | DATE | Frank ROGAN | 78 | 8 |
| 1 AGM MEETING | 24/11/2008 | Bruce LETHBORG | 45 | 7 |
| 2 G5 KHANACROSS | 30/12/2008 | Wayne PAOLA | 36 | 6 |
| 3 JAN GENERAL MEETING | 26/01/2009 | Peter STEWART | 32 | 5 |
| 4 VMC 1 | 15/02/2009 | Julie STOKES | 26 | 4 |
| 5 WINTON SPRINT | 22/02/2009 | Ian SMITH | 26 | 4 |
| 6 FEBRUARY MEETING | 23/02/2009 | Russell SMITH | 25 | 3 |
| 7 G5 MOTORKHANA RND 1 | 01/03/2009 | Kylie KASTELIC | 23 | 4 |
| 8 PI HISTORICS | 15/03/2009 | Vlad KOWAL | 23 | 2 |
| 9 VMC 2 | 15/03/2009 | Steven GALLAGHER | 21 | 3 |
| 10 G5 KHANA RND 2 | 05/04/2009 | Malcolm CARDWELL | 20 | 3 |
| | | Kristofer LETHBORG | 19 | 3 |
| | | Ray SEYMOUR | 17 | 2 |
| | | Stephen CRUPI | 17 | 3 |
| | | Steve JONES | 17 | 2 |
| | | Philip SLATER | 17 | 3 |
| | | Micheal BUDGE | 15 | 2 |
| | | Peter SCOTT | 15 | 2 |
| | | Antonia FITZPATRICK | 15 | 2 |
| | | Kim MCCONCHIE | 15 | 2 |
| | | Greg BLACK | 14 | 3 |
| | | Chris LOXTON | 13 | 2 |
| | | Colin HEAL | 12 | 1 |
| | | David LE MOTTEE | 12 | 2 |
| | | Evelyn CRUPI | 10 | 1 |
| | | Aaron GALLAGHER | 10 | 2 |
| | | Brenton SMITH | 8 | 2 |
| | | Robert SEYMOUR | 8 | 2 |
| | | Alex CHIANTA | 7 | 2 |
| | | Alan DAVIES | 7 | 2 |
| | | Michelle LACCHIANA | 6 | 1 |
| | | Mark LOMAS | 6 | 1 |
| | | Maxi STOKES | 5 | 1 |
| | | Jan SMITH | 5 | 1 |
| | | Jeremy WATT | 5 | 1 |
| | | Jason PERCY | 5 | 1 |
| | | Ken SCOTT | 5 | 1 |
| | | Geoff PATTERSON | 5 | 1 |
| | | Richard WALES | 5 | 1 |
| | | Ray CARDWELL | 5 | 1 |
| | | Andrew D MORRIS | 4 | 1 |
| | | Monique LE MOTTEE | 3 | 1 |
| | | Irene LE MOTTEE | 3 | 1 |

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\$25,990 Drive away



MY09 Epica CDXi Diesel
2.0L 6 speed Auto, Full Electrics, Cruise Control, Alloys, 6 Airbags, ABS, ESP. Stock no: 3186143

\$26,990 Drive away



MY09 Epica CDX Diesel
2.0L 6 speed Auto, Full Electrics, Cruise Control, Alloys, 6 Airbags, ABS, ESP. Stock no: 3135900

\$26,990 Drive away



Astra CDX Wagon
1.8L Auto, Leather, 6 Air bags, Full Electrics, Cruise Control, 16" Alloys. Stock no: 2998411

\$27,490 Drive away



MY09 Astra Sri Turbo
2.0L Manual, Leather, ESP, 6 Airbags, Full Electrics, 18inch Alloys, Body Kit. Stock no: 3186131

\$28,990 Drive away



MY09 Epica CDXi Diesel
2.0L 6 Speed Auto, 6 Airbags, ABS, ESP, Body Kit, 17inch Alloys. Stock no: 3186130

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2.0L 6 Speed Auto, ABS, ESP, 6 Airbags, Body Kit, 17inch Alloys. Stock no: 3186155

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Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

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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

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

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

Payment: Cash.....

Cheque.....

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