

# 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 VS FFCC  
CHALLENGE**

WINTON  
AUGUST 23RD

**SOCIAL CAR RALLY**  
MONTROSE REC RESERVE  
SEPTEMBER 13TH

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Welcome to this months edition of

**HOLDEN TORQUE**

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



Holden Sporting Car Club of Victoria

<i>Executive Torque</i>	<i>Page 3-6</i>	<i>Phillip Island 6 hr</i>	<i>Page 14,15</i>
<i>Expenditure/Income</i>	<i>Page 6</i>	<i>Stock Torque</i>	<i>Page 16</i>
<i>Club Calendar</i>	<i>Page 7,8</i>	<i>Editor Torque</i>	<i>Page 17</i>
<i>Guest Write - Camira</i>	<i>Page 9, 10</i>	<i>Tech Torque - Gravel Traps</i>	<i>Page 18,19</i>
<i>Social Event &amp; Special Event</i>	<i>Page 11</i>	<i>General Meeting Minutes</i>	<i>Page 20</i>
<i>Motorkhana &amp; Group 5</i>	<i>Page 12,13</i>	<i>Trading Torque</i>	<i>Page 21</i>

**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](mailto: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](http://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 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.

**Vice President - Greg Black**

As I drove to work recently I was wondering why they call roundabouts and chicanes "traffic calming" devices because no one seems to be calmed by them. Then it occurred to me how I started last month's article by not using the same opening line; oh damn, failed again. Oh well, maybe next month....

Last month I asked about the sprint format (laps versus timed) in this column and at the clubnight. At the clubnight there was a bit of feedback; it was a bit mixed with comments about length of time to wait for a run, difficulty to make changes to car between runs (fewer runs), cars not built for endurance, length of time between runs, brake problems (not Phil with his new V8 supercar stoppers!) and cooling issues. A comment was made about the format possibly being linked to entry numbers, presumably the more entries then swap to standard 3 lap format. Is this a fair representation of opinion? There was not much in the way of positive comments, which leads to the question, does this mean the standard 3 lap format is the go, and do we revert for all events? Please speak up, otherwise we might not go in the direction you want.

The next event is Winton Sprint on this weekend coming. We have several helpers already, with thanks in advance to Kylie, Wayne, Vlad and Alex. We could still do with a few more, so if you can help out (or I have been silly enough to omit your name) please let Vlad know. The Hillclimb event at Haunted Hills is the next event after that and we could do with a couple more helpers there too.

There were a few club members competing in the Phillip Island Six Hour, with Budge, Mark Kakouri, Ray Seymour, Dave Williams, Steve Jones, Nick Scarcella, Cameron Chivers and Peter Stewart & Wayne as team Manager / helpers. There is a good chance I have left someone off this list, apologies if this is so. Hopefully someone will write an article about the event to make sure everyone gets a go.

Lastly, as we approach the end of year it is worth considering if you have any interest in being involved in the running of this club by joining the committee. You have plenty of time to consider what roles you would like as the club elections are in November.

Cheers

Greg



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**Note: our holdenclub email addresses are having problems, we can send out but can't receive. If you need to contact the committee, most of us have mobile numbers on the previous page or use the club's postal address. Ed.**

**Secretary - Phil Slater**

Hi and welcome to August. I am healing up nicely after my recent surgery and hope to return to my former film star good looks. But seriously my vision is back to normal and I am looking forward to getting back on the track at Winton. I'm also looking forward to the Social Rally and Haunted Hills in September. We will need officials for Haunted Hills so please see Vlad, Frank or Greg if you can help.

There have been a few articles about road safety in this magazine and a lot of talk about driver education with many of us frustrated at the authorities refusal to see a role for car clubs and motor sport in driver education. They don't want young drivers and their motor vehicles associated with motor racing! As car club members many of us have made sure that our children were involved in motorkhanas as a form of driver training. Are we irresponsible? Were we risking our own children's lives? Or do we know something that these so called experts don't know? I know of one P plater who lost all of their points in the first year but after joining a car club and taking part in motor sport has lost none in the last seven years.

As I have been watching a TV show called "Whatever! The Science of Teens" I have realized that young people's emotions mature more quickly than their reasoning and that fun and excitement means far more to them than inhibition or logical argument. Also fear was the emotion that they understood least. This explains why the authorities' tactics of fear and punishment do not work on young people. They need to be engaged and excited! They need to be surrounded by good role models and positive peer pressure! This sounds like a car club involved in motor sport could be the ideal place to foster good driving habits. It is why Peter Brock was so successful with his "Class Driving" and ".05" road safety messages. He wasn't some dorky authority figure preaching to people. He was a champion who had won Bathurst nine times who was spreading the message of road safety in a positive way. As a parent, an educator and a car club member I say that teenagers need to be excited, engaged and encouraged to be good drivers and that car clubs have a vital role to play in this.

**Phil Slater**



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

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**Treasurer - Vlad Kowal****Monthly Quiz**

Congratulations to Ian Smith and Kim McConchie for their wins in the past two club quizzes. They both won \$100,000 scratchie tickets which they promised to share with the club should the BIG PRIZE emerge!

**More on last month's Speed Cameras and Hoons**

I have heard that there seem to be some mobile speed cameras around. I can't confirm these "rumours" but the story goes if you pass one of these unmarked Commodores or Falcons on the freeway which are driving at the posted limit for that particular part of the freeway, you will be "Flashed" and then get a fine in the mail sometime later. If any other members have heard about this new type of "road safety" strategy, please let me know.

**HSCCV Ver 2 DVD**

May I join in with the many club members for congratulating and thanking James Stewart upon the release of the new HSCCV Ver 2 club promotional DVD. Outstanding production values, very professional special effects and above all, capturing the essence of what the club does. We are indeed a very fortunate club to have such a great member.

**The future of HSCCV**

Feedback on the planned Mission and Vision of HSCCV.

I will present a report to club members at our next club meeting. This is your last chance to make a contribution. Contact Vlad (see Winton notice below for contact details).

**Morwell Hillclimb September 27<sup>th</sup>**

As this newsletter is being compiled we are working towards finalizing the Morwell Hillclimb at Bryant Park. The supp regs. will be out very soon, and members can expect entry costs to be around \$75.00 for a great day's excitement and action. Scrutineering will commence at 8:00am and conclude at 9:00am. Driver's Briefing at 9:30am and the first timed run is planned for 10:00am. Your Treasurer will also direct the event with plenty of skilled support from club members and FFCC.

**Winton August 23<sup>rd</sup>**

Helpers, helpers, helpers. We already have five people for some of the following positions: Flag points, Dummy grid, Start/Finish line Scrutineering. We could use two more. If you are free and can help for the whole day or half the day, please ring Vlad on 0438744618 or email me at [educon@bigpond.net.au](mailto:educon@bigpond.net.au).

**Club Social Event - Car Rally in the Dandenongs**

Frank is organizing a blockbuster event for Sunday September 13<sup>th</sup> 10:00am starting at Montrose. Please check out his section of this newsletter for more details.

**Treasurer - Vlad Kowal (cont)****Club Lotto Balance**

The Club Lotto prize amount stands at over \$193.00

**Fine Tin**

The fine tin only has around \$3.00 in it. We need some more members to be cited for their contribution to the world of embarrassing or silly actions to contribute fines. Please think of the youngsters at the Royal Children's Hospital and start getting silly(er).

**Our President Has left the country**

I can now confirm the rumour that our President and esteemed leader has now fled Australia for the land of the avalanches. In his absence, he will be ably replaced by the Vice-President, Greg. Bruce may have fears about this usurper to the throne and his apprehensions are well founded! Look out, El Presidente!

**August Accounts Summary**

This month, our accounts show that we have exceeded a balance of \$25,000 which makes us well on track for our financial target for 2009. We still have proceeds from Sandown to be included in our balance figure.

**Treasurer - Expenditure/Income**

<b>Expenditure (Outgoings) for the period July 17<sup>th</sup> to August 14<sup>th</sup> 2009</b>	<b>Amount \$</b>
Monthly Quiz prizes	\$ 12.00
Finance Expenses (see below)	\$ 41.00
HSCCV Ver 2 DVD costs (P. Stewart)	\$ 70.00
Consumer Affairs Annual Return	\$ 39.70
<b>Total Expenditure</b>	<b>\$ 162.70</b>
<b>Income for the period July 17<sup>th</sup> to August 14<sup>th</sup> 2009</b>	
Interest ING A/C	\$ 36.35
Stock sales	\$ 20.00
Memberships	\$ 35.00
Aroma Bakery Donation	\$ 40.00
<b>Total Income</b>	<b>\$ 131.35</b>
ANZ BANK BALANCE AS OF 14 August, 2009	\$ 1,377.93
ING BALANCE AS OF 14 August, 2009	\$ 23,692.16
<b>Total</b>	<b>\$ 25,201.44</b>
<b>Finance Expenses</b>	
Withholding Tax ING	\$ 26.00
ANZ Account fee	\$ 15.00
<b>Total</b>	<b>\$ 41.00</b>

**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	<b>HSCCV General Meeting - Jells Park</b>

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

<i>March</i>	
1	<b>HSCCV Grp 5 Rnd 1, Werribee</b>
7-8	NCCA, Challenge of Clubs, Ballarat
10	HSCCV committee meeting
14-15	<b>Phillip Island Classic</b>
15	PAC VMC Rnd 2, Tooradin
16	HSCCV print night
23	<b>HSCCV General Meeting - Bells Hotel</b>
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	<b>Go Karts, Phillip Island Grand Prix Circuit, 11am visitor centre</b>
27	<b>HSCCV General Meeting - Bells Hotel</b>

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

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

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

## 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 - Bells Hotel
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
13	<b>Social Car Rally</b>
14	HSCCV Committee Meeting - Bells Hotel
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 - Bells Hotel
16	<b>Special Event – Oran Park</b>
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 - Bells Hotel
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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**Guest Write - Leo Pruneau**

***We have received a wonderful letter from Leo. A real honor to have your input Leo, thanks from all at the club. Ed.***

**July 28 2009**

**Vlad, hello -**

**I enjoyed the article on the Camira in the July issue of Holden Torque. No, I'm not upset at all! In fact, just about everything in the article I would have to agree with... There are no excuses. However I would like to offer a couple of comments.**

**The Holden Camira as produced was not a car for Australian conditions. It could have been and should have been a far better product than it turned out to be. Not enough Holden input was allowed to be given to the prime contributor, Opel, on the fundamentals of what was required for a J-Car; in Australia, plus Holden itself made a couple of wrong calls on the first product spec, notably the 1600cc engine in the JA series.**

**Detroit dictated the concept and that Opel would single-handedly, in isolation, design and develop the product for manufacture by the various GM affiliates around the world, all with the same (identical) design.**

**Right from the very beginning this was considered totally unrealistic, as no one else had any say in determining the product's specification for their respective markets.**

**The concern was that too much input from all the eventual users could only muddle up Opel's ability to successfully create the design (too many cooks would spoil the broth!). Detroit figured that Opel had the know how so they were assigned the job to do GM's first "world car".**

**Another interesting insight, a couple of years prior to the J Car go-ahead there were a number of GM beancounters that were infatuated with the global marketing strategy of the McDonalds company who were successfully making and selling hamburgers by the millions around the world, and every one was exactly the same!**

**What a good idea - why not apply that concept to automobiles - after all, as far as the bean counters were concerned, all cars were basically the same anyway, just a bit of tin, rubber and glass!!!**

**These guys thought they couldn't miss with this one - they had well and truly convinced themselves that everyone wanted to wear the same necktie.**

**Like the McDonalds' hamburgers, the General Motors J-Car would be the same product for everybody around the world - the bean counters were 'beaming' with glee on how much money they were going to save. No longer would they be out of pocket with the cost of retooling the job every time it was produced in a different country. "Badge Engineering" would well and truly come of age.**

**There are a lot of stories that could be told about the Camira, but it would take forever to put it all on paper.**

**Nevertheless I think that there is one statistic that says it all for the world car concept, as GM tried to do it at the time.**

**Of the approximately 15,000 part numbers that made up the Opel-designed J-Car, less than a dozen remained the same after it commenced manufacture in the USA, Germany, England, Japan, Korea and Australia. For many reasons, changes were mandatory, sometimes on the engineering or manufacturing side, and sometimes on the marketing side. For instance the Opel styling, especially the interiors, was not popular in many of the non-European countries that produced and sold the J-Car. So they had to be restyled...**

**Guest Write - Leo Pruneau (cont)**

From Holden's perspective, Detroit (and the bean counters) were adamant that no changes could be made to the Opel concept. The edict was "if the car was good enough for Opel and the Europeans, it would be good enough for Holden and the Australians". How naive, obviously they didn't have a clue!

We made many trips to Germany to try to get Opel to make changes to the programme that would result in a better product for Australia, but to no avail - Opel had the backing of Detroit and they were going to do the car their way and that was that. Everybody else - 'bugger off'.

These days, Holden Camiras are becoming scarcer and scarcer. I hardly ever see one now and when I do, it's usually on its last legs, held together only with a bit of bailing wire and sticky tape!

As for my 1988 Camira wagon, I'm still driving it - it gets out only once a week or so to do the shopping. The old girl has just turned over her first 118,000 kms.

Everything is still original, almost like new. Interestingly, every now and then she attracts an admirer in the supermarket car park (I'm asked, what kind of car is this? Has it been restored? etc. etc.).

Mind you she has a pretty easy life, most of her time is spent in a double insulated garage, is never parked in the sun for very long, and if it's raining the shopping has to wait.

She gets a thorough check over and complete service once a year which keeps her in pretty good nick. Unfortunately she can't keep going forever so when the time comes that she decides to give up, it will be a very sad day indeed... (could be the last Camira standing!).

To close, I would like to say thanks for sending the Club magazine, I enjoy it very much.

Cheers,

Leo Pruneau.



*Leo, you can keep it going longer, we'll help you stuff a 5 litre into it and then drive it hard with us !*

*courtesy my105*

**Social Event 'Car Rally' - Frank**

The Social Car Rally is a happening thing on the 13<sup>th</sup> September. The kick-off is at Montrose Recreation Reserve at 10am. Bring a friend or two (or your family), some writing sticks, some money for lunch (there will be opportunities during the event to take in a meal) and perhaps your brain. There will be interesting and possibly some wacky answers to obtain whilst enjoying the Dandenong Ranges area. If you are lucky you might even win a prize. One other thing, for those with commitments later in the day, expect this event to finish around mid-afternoon. So put it in your diary:

**Montrose Recreation Reserve, 10am Sunday 13th Sept. Melways Ref 52 C 8**

**Special Event 'Oran Park' - Glenn**

Oran Park is starting to come around quite quickly now. I have contacted several other clubs and there is considerable interest being shown. If you want to come along, PLEASE give me a deposit ASAP or you will miss out, \$50.00 will be enough to secure your spot. I can no longer keep positions open as I need to cover the costs of the event. Thanks to those who have committed to the event, we are going to have an amazing time away. Everything is booked and deposits paid, all that is left is to fill the booking sheet and go there and drive to our hearts content on one of the most historic tracks in Australia.

I used to go there as a kid and watch Brock, Harvey, Moffat, Bond, Grice, Morris, Jane, Geoghegans, Bartlett, Brown, Costanzo, so many great drivers tearing up the tarmac. I used be there with Dad near the esses and watch the tourers, F5000, Appendix J, Sports Sedans, wow, what great memories! Now I will have the chance to drive MY car around there where all these greats drove, man, I can't wait. I know that when Amaroo Park disappeared I was disappointed not just because another track was gone (Warwick Farm closed before I could drive), but because I realized I would never be able to emulate these greats by driving on the track myself. If you can come along, please do so, if you are trying to decide, remember life is short and you WILL kick yourself if you don't, but wished you had.



Drive well, drive safe,

Glenn

0424 178 976

Okay, what to write this month...firstly, this article is probably going to be the earliest one I've ever submitted. No complaints from the Editor, it's assured. Last month I talked about adventures across a couple of states, so I expect that this month's article will be quite a contrast. Even though right now I don't really know what I'm going to say...

As I was the only HSCCV member at Melbourne Uni's state round at South Pacific Tyres plus had a very ordinary day resulting in nothing particularly noteworthy to write about. Well actually we had an ex-member there who carved up the bitumen in his Commodore, much to the disgust of most people there. I hope that's not the reason why Peugeot aren't running at Somerton any longer. So that's about all for SPT from 12<sup>th</sup> July. A totally different story for the combined Toyota/Ford Four round at Werribee though; August 2<sup>nd</sup> had 36 competitors, of which 11 were Holden Sporting heads. And of the 11 Juniors, 3 of them were ours as well.

Junior Aaron had good speed but not enough precision and even got lost a bit. That said, he still grabbed 3<sup>rd</sup>, and one less flag would have crowned him the victor. Ah, we all have our "off days". Dave Griffith had got them right and was starting to show that he's getting pace and consistency. And Monique did pretty well considering she was steering a glorified lawn mower. Dave, Mon's father and Irene, Mon's mum, managed mid-class placings, which is also a good effort. I hope Dave gets his family and friends a half decent rear wheel drive and then all of them will have a fantastic time. Johnny Griffith did a decent job as a newcomer in his Barina too, and the Lethborgs did very well in the Hide-your-undies, with Bruce picking up a 3<sup>rd</sup> in class and 4<sup>th</sup> overall, and Kris right behind him with a 4<sup>th</sup> and 6<sup>th</sup> overall.

Steve Gallagher had no competition in Class B for an easy class B win, 7<sup>th</sup> overall and also pulled a fastest outright time on Reverse Garage, nice work Steve. I had a similar situation to Steve, whilst not quite on my game grabbed a 9<sup>th</sup> overall which when weighted was a 2<sup>nd</sup> overall on handicap, I'm not unhappy about that. And Tamara rounded out Class D and went home pleased with clean tests and the knowledge that her light bulb was starting to come on.

The next event is Peugeot's State Round reorganised for Werribee on the 23<sup>rd</sup> of this month followed by Nissan's Group 5 supposedly at Tooradin. No Supp Regs have been seen as yet.

Speaking of Supp Regs, the HSCCV/FFCC Hillclimb ones have been prepared and should be, or about to be approved for the event on Sunday Sept 27. Two points I want to make about this event, please submit your entry early to save yourself some money and also ensure you are there early so you can play on the day.

The only other event coming is a VMC at Bendigo, which is Saturday 19<sup>th</sup> September. Yes, that's right, Saturday. It's a sealed but sometimes slippery bitumen motorkhana. Hoping to have bought the white car back from the dead to do this event...in my spare time it'll happen (what is that again?).

Being slack (okay, very busy) I'll let some pictures tell the stories. If a picture tells a thousand words then I've gone way over my quota this month.

Haven't seen any exceptional paint jobs, but I've seen other things that make for very interesting takes on vehicle personalisation....

A ute muster winner, don't know about the owner though...



Another special ute



Changing direction a little here, much like what this guy did. Could use a line like "What do you get when you fall asleep behind the wheel?" The only straight panel on the car was the bonnet. The \$4K worth of wheels aren't so great now either.



One for the Vice President, this beauty spotted in Vermont



Businesses are getting in on the personalisation too. But what sort of message are you really sending?



I'll leave you with this one, this car was in a magazine article recently. What is it? The car is completely original with the exception of two things, what are they?



Alright, enough from me.

See you sideways or at the meeting.

Frank.

Phillip Island 6 hr

Congratulations to 'Team AutoCure Motorsport' for recently competing in the 6 hr. They finished 27th out of 50 (only 0.33 pts off 26th). I believe it was their first time in the event, so well done. Some nice pics by Julie:



**Phillip Island 6 hr**

and congratulations to the guys at Bertie Street.com coming in at 28th, well done



HSCCV Stock TORQUE - Martin Carabott

Greetings to all, I have just returned home from witnessing the most awesome spectacle of AFL, my beloved Blues absolutely whipped the Swans, there is nothing like actually being there to see a 10 goal hiding. Enough talk about the football and back to the job at hand, what is going on with our stocks of stock you ask ? We have had a fantastic financial year sales wise and possibly our best effort so far last month, total sales of \$110 for June. Keep up the good work guys, what an effort at the last meeting, at this rate we will be introducing the new stock before we know it, remember to bring yo Arthur Ash to the next meeting.

On the home front, the VK no changes, unfortunately too much happening at work and at home, but will be making changes soon. No tow car as yet, I have considered getting some ramps made up for one of the tray trucks we have at work, hmmm. VESS is chugging along nicely, besides those A-pillars that can hide a small family, when one is making a right hand turn at an intersection. Also that handbrake, when released whilst wearing a long sleeve jumper, tends to get caught at the worst possible moment. Otherwise I am enjoying the car, its looks, ride, usable space, and did I mention its got tonnes of grunt.

A little bit of useless information for you, I have lived in pretty much the same area all my life. How often I remember as a teenager seeing the local Divy van do a slow cruise down my street and being stopped whilst walking home late at night, being asked for ID and where I was going. As police resources are apparently so stretched and we can't afford this luxury anymore, and we wonder how our streets got so out of control with hoons and bashings. Also, Ed, I'll be driving a four cylinder Camry, before I convert an eight to LPG.

Talk'n eights an drive'n fours, see you at the next meeting.....Martin.

(ed: it's getting worse, what's next . . . )



Beanie \$10



Cap \$10



Sticker \$5



Stubbie Holder \$8



Club Shirt \$20



Long Sleeve Shirt \$15



Gloves \$5



Cooler Bag  
small \$20  
large \$25



Race Suit, Holden Red, from \$440



Editor Ramblings - Alex

Well not much going on around here with the ol' bomb, busy with the kids lately. The school holidays saw us pack the wagon and head to the Gold Coast. Fuelled the Commodore with LPG at 42c/litre and headed north. I was very impressed to see it cost us about \$5 in fuel per 100 Km, I don't think a Prius can even do that. Gotta love LPG !

After the school holidays I got stuck into a project for the local primary school. So here's one for you, what circuit racing event is bigger than Bathurst and run by school kids ? Don't worry, I thought the same. The RACV Energy Breakthrough Event, of which Holden is a major sponsor.

Check out some of the stats:

- the event is the largest educational competition in the southern hemisphere
- it involves over 8,000 students from 324 schools from all around Australia and overseas
- the town of Maryborough (pop 3,000) swells to over 20,000 for four days of events

The idea of the event is to educate school kids in the basics of vehicles, design, construction, presentation and competition. Primary school kids generally go with pushcarts (billy carts with roll bars) and then move to racing trikes (HPV's).

pushcarts



HPV's



kids interested in circuit racing, hmmm a good place for new recruits ?

The school's racing trikes are a bit run down and don't comply with the rule book, so there was no way they'd pass scrutineering this year. Safety is important, so after a fair bit of work I managed to get one of the trikes up to scratch. One to go, and then plenty of testing, training, and off to Maryborough in November.

frame modifications, head and knee roll bars, side impact protection, and of course some extra mods to go quicker around corners



ready to go less body kit, would you believe world record for HPV is 131Km/h (flat ground, no wind)

Back to our stuff, we have Winton coming up on the 23rd. I hope to blow the cob webs off my car and take it for a cruise to Winton. I wont be running but will be there as a helper. We have a few helpers for this event, so thanks to all that volunteered. Also, don't forget the Social Car Rally on 13th of September.

Final note, we invite all members who run their own business to place a small ad in the magazine trading section, it's free, so why not. Also, thanks to all that contributed to this months magazine.

**Tech TORQUE - Gravel Traps**

Gravel traps are now a familiar sight at motor racing circuits in Australia.

The locations of gravel traps are primarily planned so that they attenuate as much speed as possible from a car if it enters the gravel bed with some kind of mechanical malady, such as broken suspension (and the car will not respond to steering input) or brake failure, or in the extreme case, a jammed throttle.

While there are no guarantees that the gravel trap will stop a car before it reaches a barrier, there is an expectation that the gravel bed will reduce the speed to a level where the damage to the car is reduced from what may have been, had the gravel trap not been installed, and the consequential injuries to the driver will be likewise significantly less than otherwise.

Most drivers would know the locations of gravel traps and other safety devices around a circuit, but it is not always the case. Drivers should always make themselves familiar with the circuit safety features, flag point locations etc. and additionally, drivers should enquire as to any recent changes to safety installations, kerbs and barriers at race tracks. The drivers briefing is a good opportunity for this to occur.

Gravel traps are usually positioned at the straight ahead location after the entry to a corner. In other words they are nearly exclusively placed on the 'outside' of a corner. Their locations are chosen to, where circumstances allow, provide some additional speed attenuation ability on those occasions when drivers overshoot the corner, or on the rare occasion where a car may experience a mechanical failure.

While every effort is made by circuit operators to provide an appropriate mechanism to reduce risks and to minimise the consequences of an incident, gravel traps cannot guarantee on every occasion that the forward motion of a car will be reduced to zero before a car reaches the barrier at the rear of the gravel trap.

Gravel traps attenuate the speed of cars once they enter the gravel bed through a process which is commonly called the 'action of a gravel trap' – where the pebbles in the gravel bed mount up in front of the car's tyres and 'roll' together, creating a mound of gravel which the energy of the car is dissipated into. The action of the semi round pebbles on each other acts as the friction component in the process. This occurs very quickly and is most effective when the front wheels of a car are locked. This is also a reason why ABS is sometimes not of great benefit in gravel traps, as the ABS is designed to keep the wheels rolling, thus negating the effect of the gravel trap as the 'action of the gravel trap' does not have an opportunity to commence.

In the time since gravel traps have been introduced to motor racing circuits in Australia, vehicle design has changed significantly. There is generally considerably less 'droop' designed into suspension systems, undersides of cars are smoother and drivers have found that generally, keeping forward speed up in a gravel trap (gently accelerating through it, usually when entering the gravel trap at a narrow angle) sees that the car does not always sink and become bogged in the gravel bed and indeed the driver may be able to exit from the gravel trap (in most circumstances) by continuing to drive the car through the gravel bed.

This practice however can have its down sides, such as bringing debris (pebbles etc.) from the gravel trap onto the race surface which in turn creates a hazard for following drivers, blocked air vents and stones in brake callipers.

**Tech TORQUE - Gravel Traps (cont)**

A driver trying to continue driving in order to re-enter the circuit without becoming bogged in the gravel trap can also have a negative effect as when the driver continues to drive through the gravel, and if they are unable to gain control drive out the other side, cars have been known to hit barriers quite hard, then the drivers have complained about the ineffectiveness of the gravel trap!

Drivers who take this approach to gravel traps are effectively decreasing the amount of gravel trap which can be provided to slow down or stop a car, if they are not able to drive through the gravel. As gravel traps were never designed to be driven through, results of these actions can be unpredictable.

Where cars are stopped in gravel traps and require removal, usually by towing the car with the assistance from the trackside emergency teams and service vehicles, a sturdy towing eye system on the front and rear of each car is essential. While towing points are mandatory on all race cars, careful consideration should be given to design and engineering of towing eyes and extrication from a gravel trap must be in mind.

Many the time has occurred when inadequate towing eyes have been discovered (broken, pulled through, bent or simply not been designed for the task) when trying to extricate a car from a gravel trap. The result? Not only a very dangerous situation for the recovery officials and the driver if the eye breaks while the cable is under load, but usually a lot more work by the officials and importantly, a lot more time spent with the track under the control of the safety car than would have been needed if the towing eye had been designed for its primary purpose, rather than 'just to meet the rules'.

Finally, gravel traps are designed to safely attenuate the speed of a vehicle when it is driving 'straight', without any significant yaw and with the front wheels pointing generally in the direction of the travel. Cars entering gravel traps sideways or rotating in the gravel beds tend to dig their wheels/tyres into the gravel when the car is facing 90 degrees (or thereabouts) to the angle of travel and the car will tend to rollover. This is one of the primary reasons why gravel traps are not usually placed on the inside of corners or on the inside exits.

**In summary:**

- **Make sure you know the location of all gravel traps and other safety installations at race tracks before you go out on the track.**
- **Ask regularly for recent changes to track facilities.**
- **Not all gravel traps will in all circumstances, stop a car before the barrier is hit.**
- **Gravel traps are not guaranteed to save car damage in all circumstances.**
- **Gravel traps work best when the car travelling through the trap locks its front brakes.**
- **If you need the help of a gravel trap to stop a car, don't keep accelerating through it.**
- **Generally, ABS equipped cars will not benefit as much in terms of retardation as non-ABS cars.**
- **Gravel traps will tend to promote roll over if they are not entered "head on" or if a driver tries to turn the steered wheels sharply while traversing the gravel bed.**

**Ensure that your car is fitted with a front and rear towing eye which is designed to be strong enough to withstand a load considerably more than would be experienced pulling your car along a smooth flat surface.**

*courtesy of CAMS newsletter*

**Club TORQUE - General Meeting Minutes****Minutes of Holden Sporting Car Club of Vic. Inc.****July General Meeting, Bell's Hotel – 27/7/2009****MEETING OPENED:** 8.15PM**PRESENT:** as per attendance book**APOLOGIES:** Alex, Phil, Martin, Jan Smith, Michelle, Malcolm's family, Ray's family**Business arising from previous minutes / minutes moved:** nil / Ian Smith second Mike**PRESIDENT:**

Sandown report

Shortage of helpers, FFCC want two people at each point, we still only had 3 helpers

Discussion on possible solutions

Ballot for officials

Membership program

Winton Supp regs and Sandown results on website

**VICE PRESIDENT**

Sprints timed session format feedback

Some in favour some not; problems with format, Cooling, Changes to car, Not endurance cars, Waiting time to get first run,

Brakes overheating, Too long between runs, Should be entry number dependant

**SECRETARY**

(as covered by President)

Mail : Camcrusher, Hazelwood car show, FX FJ Show Killawarra NSW, Classic car promo, Goldfields railway, Picnic at

Muckleford, furniture promo

**TREASURER**

\$25,251 (as per magazine)

Ian Smith received prize of \$100,000 (scratchie)

Kim McConchie received prize of \$100,000 (scratchie)

**MEMBERSHIP & POINTSCORE**

3 new members

Current membership about 160

**EDITOR** (per President), thanks for articles**MOTOR RACE AND RALLY** Webber 3<sup>rd</sup> in GP**SOCIAL** Car Rally**GP 5 & MKhana** Aug 23 sealed M/K Somerton**WEBSITE** Website back up and running, up to date again, can we do a link to photobucket or similar**STOCK** nothing to report**CSC** nothing to report**PUBLIC OFFICER** nothing to report**GENERAL BUSINESS**

Mike Johnson - offer for V8 sponsorship

Peter Dixon - passenger rides at sprints

Discussion and vote on Sandown thankyou event (free) - 19 in favour 1 opposed

Vlad – thanks for club direction feedback

Ian Smith – donation of book on VE commodore

James Stewart – DVD presentation (part of project for course). Free DVDs to those at clubnigh, DVD very well received.

**MEETING CLOSED:** 9:30 PM

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VK Calais wheels, 15" alloy, \$50, contact Ray, 9878 7148

HSCCV Magazine, back issues, free, contact editor

CAR PICS, high resolution pictures (10MP) available from past events, contact Julie or editor



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\$400 or near offer, contact Phil, 0432 955 743

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**VE9.5 Omega SportWagon**  
V6 Auto, 16 Inch Alloys, ABS, ESP, 6 Air Bags, Air, Cruise Control, CD Player, Power Windows & Mirrors  
Stock no: 3243035

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**VE9.5 Calais-V Sportwagon**  
ESC, 6 Air Bags, 5 Speed Auto, 6 stacker CD Player, DVD Player, Leather Trim and is the ultimate in 5 star safety and luxury.  
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**VE9.5 Omega Sedan**  
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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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