

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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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

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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, made it back from the land of the long white cloud no problems, they even provided a police escort for us right up to the door of the plane and mumbled something about not coming back for a while, not sure what they meant by that. Leanne and I had a great time there and would highly recommend a trip to the South Island, the scenery is spectacular, the driving is interesting and sometimes challenging in alpine conditions but the roads are well maintained. I was surprised to see not many Holden's and Drofs, they seem to prefer Toyotas and Nissans I guess with the fuel price around the \$1.70 per litre it gets a bit expensive to run a large car, the dearest I paid was \$1.88/l and was glad we had an economical Corolla. The old cars have disappeared from the roads due to annual warrant of fitness checks; it was unusual to see a car over ten years old on the road. The food was good and the three brands of beer I sampled were very delicious. Next trip will be to the North Island to check out the mud puddles and Maori culture.

I missed the Winton sprint but have heard all went well with plenty of helpers (thanks guys) but the entries were down (57) and we have incurred a small loss which we can make up at Sandown.

The hillclimb at Haunted Hills is almost here and we will need a few helpers, if you can help please give Vlad a call, I will miss this event as well because I had the wrong date in my tiny little brain (yes I do have one, I've got the pictures) and booked theatre tickets for this day and was unable to change the date..... bugga bugga bugga.

The AGM is coming in November and it is time to think if you would like to come on board the committee and help to steer the club onwards and upwards. I have decided that it is time to step down, since I rejoined the club ten years ago, I have been on the committee for nine years and it is time to have a rest.

Hope you like the cover Kris did this month.

Cheers Bruce



Vice President - Greg Black

Plenty has been happening since the last magazine, the Winton event, the club social event car rally and the last clubnight where the vision and future directions of the club were discussed.

The clubnight was quite a good discussion with plenty of valuable input and ideas happening. It was good to see club members being involved and ensuring their voices are heard. If you could not be there don't worry as this was the starting point and Vlad will have an article later in the magazine for you to check out what was covered. Have your say while you can.

The club rally organised by Frank was a top event. The weather tried hard to spoil it, but the kids didn't mind at all, and several classic cars came out to play despite the rain and dirt roads. Glenn's A9X and Alex's Monaro attracted a bit of attention (which delayed me for some time talking to bystanders; it is the closest I have been to having the fame of owning an A9X by talking about Glenn's car!!). It was also good to see there are still those around who understand the significance of these cars. The rally itself was cleverly done, with the trail taking you around in circles, but not appearing to do so. There was plenty of stopping to hunt for the answers (which were very, VERY, specific!!) and generally having a good time. Some even stopped for tea and scones at one point. Most of us ended up on roads that we had never been on before and saw parts of the Dandenong's that we didn't know were there!

The Winton event was a good day with about 57 entries, excellent weather, lots of sunshine and gentle breeze and plenty of Mini's who provided some pretty good entertainment. The flag point at tank was excellent as we watched cars pushing hard through the sweeper and then throwing it into the turns. I was surprised at how quickly that Falcon (which should have HB Torana brakes fitted, as required by the FvH secret parity panel) went around tank! I probably need to work on that one. There were a good number of helpers on the day with thanks to Wayne, Vlad, Chris Loxton, Alex, Kylie, Greg Kastelic, Lachlan and Chris (of Slater family fame). In the spirit of the club after Pete demolished a gearbox he went out on flag point also. On the way home a few club members met up at Avonel roadhouse for a feed and discuss the day's entertainment. I actually look forward to sitting around at the end of a days racing with a group of friends and talking about the days triumphs and tribulations.

Cheers

Greg



Secretary - Phil Slater

Hello Holden lovers it's September and almost Bathurst time so I've been watching some old footage trying to fire myself up. One thing that strikes me is how much variety of cars there were in the old races. Today's cars are all five litre V8s of exactly the same size and very similar mechanical specs. They bear little resemblance to the cars we can buy. Before it was a Ford versus Holden V8 only competition the cars were so different. Look at my favourite 1972 when a 3.3 Holden 6 took on a 5.8 litre Ford V8 and won. Yes they were Holdens and Fords but they were the fastest production cars in the world. Of course the supercar scare ended all this fun and Group C eventually died because of parity issues and international Group A was adopted. This did not suit large cars but did suit turbos. Aside from the endemic cheating of many overseas teams, Aussies mostly hated turbos and wanted to see their beloved Holdens and Falcons at the front of the pack, so the Commodore/Falcon formula was adopted. The trouble is the cars are so much the same. Could we go back to a formula of production cars sold in Australia. The trouble is that production car racing is dominated by imported all wheel drive turbos. One way around this could be the number of cars needed to be sold in Australia to be eligible. How many SS Commodores are sold in Australia compared with Mitsubishi Evos? Another approach could be to take a leaf out of F1's book and limit the amount of engines available which would limit the amount of boost that turbos could use as they are fragile when you turn up the wick. Either way it would be great to see variety at Bathurst again but I can't see corporation V8 Supercars giving up their money tree.

We have the AGM coming up in November and a new committee will be elected. If you are interested in standing please do so as it is very rewarding being a committee member and the club is looking forward to an exciting future. I am intending to stand for secretary once again but if you are interested in the role please stand.

I'm looking forward to the Gippsland Hillclimb and the Oran Park trip which should be awesome. On the day after Gippsland I will be going to the Gold Coast for a week so will not be at the next meeting so I'll see you when I see you.

Phil Slater



Treasurer - Vlad Kowal**Monthly Quiz**

Congratulations to Ray Cardwell for his win in the club quiz at the previous general meeting. He wins a \$100,000 scratchie tickets to be awarded at the next club meeting.

More on last month's Speed Cameras and Hoons

No member reaction from last month's story about some new 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.

Feedback from Members on the Future of the HSCCV

At our most recent club meeting, we had some enthusiastic and productive discussion and input from club members about where the HSCCV needed to aim to be as a club in the short and long term.

The Vision for the Club

There was widely-supported agreement by members that this was our Vision Responses from some club members to this question have included:

- To provide the opportunity and facilities for club members to engage in motorsport activities;
- To note and acknowledge the history and heritage of Holden in Australia and its motor sport involvement;
- To provide a forum for members to share their views on owning, developing and using their motor vehicles;
- To conduct a dialogue in support of motor sport to various government and official entities.
- To provide opportunities for members to mix socially and to share their motoring experiences
- To encourage members and the wider community to improve and further develop their driving skills.
- To keep motor sports accessible and affordable to general members of the public.
- To promote Road Safety.
- To raise the profile of motor-sport and related activities.

The Mission for the club — What will we aim for?

Club members suggested that we need to grow the club and aim for a larger base of members and facilities. We should set a membership target of 500 members.

Several club members have spoken strongly in favour of our need to grow to remain viable. How? Some suggestions have included:

- Join with other clubs to jointly promote motor sport events and share the proceeds.
- Look for some land for the club and develop it for motor sport. (Enter into discussions about sharing land with another club?)
- Make a plan for the land produce income to help pay for the loan undertaken for its purchase and development (the example quoted was the Benalla Car Club)
- Develop and implement a finance plan
- Develop and implement a membership development plan
- Develop or update our membership charter (rules of membership)
- Promote club events more widely
- Write to the Ministry of Youth, Sport and recreation, the TAC, Murcott's and other government state and federal bodies (e.g. use <http://www.ausport.gov.au/supporting/clubs>)

Treasurer - Vlad Kowal (cont)**The Mission for the club (cont)**

Use some commercial fund-raising application agencies <http://www.edtapebusters.com/funding.aspx>

Encourage the development of "Friends of the HSCCV"

Actively encourage and support the growth of qualified CAMS officials

Introduce prizes for member contributions as Officials

Arrange an Annual Award and/or prize for officials (e.g. weekend for two)

Maintain and grow an active member base

Find/build a clubhouse

Develop the website further

We are still at the stage of discussing an agreement on **WHAT** we want to achieve and **HOW** we will go about it. We need to continue the positive mood of the meeting. If we all agree on **WHAT** we want to achieve, then the next stage is to plan and implement **HOW** we will get there. It doesn't have to be next year or the year after, but we do need to set targets. How soon we get there matters less than our effort **TO** get there. Let's keep talking and planning.

Winton August 23rd

A big "Thank You" also from me for the helpers from the Winton Sprint Day (See Greg's report for the full list of names)

Haunted Hills Hillclimb September 27th

Helpers are needed as officials for the day. We already have Greg, Frank, Peter Scott, Alex and Peter Stewart, Vlad (Director). The positions for the day are Scrutineering, Flag Point, Start Line, Paddock marshalling.

Club Lotto Balance

The Club Lotto prize amount stands at over \$193.00 (Vlad forgot to bring it to the last meeting!)

Fine Tin

The fine tin only has around \$5.00 in it. Vlad has boosted it after the past meeting when he didn't bring the Treasurer's kit (no Club Lotto, no fine tin). We still need 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).

Annual Meeting and positions for 2010

The Committee have been discussing plans for next year and it's time for club members to consider what they would like to contribute themselves to the club next year. The positions which will become vacant will be President, Vice President, Treasurer, Secretary, Magazine Editor, Webmaster, and committee positions of Motrokhana and Group 5 rep., Membership and pointscore, Motor racing and Rally Rep, CAMS state council rep., Public Officer, Classic and Historic Registry. Several current committee members are willing to stay on for another year, which will help our aim of not bringing in a completely new team onto the Committee each year.

Please think about it, discuss it and then get ready to nominate!

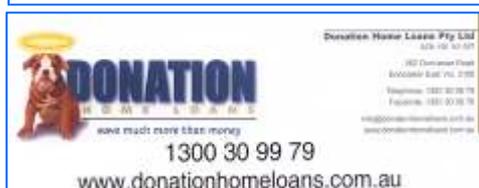
Treasurer - Expenditure/Income**September Accounts Summary**

This month, our accounts show that we have fallen below a balance of \$25,000 because of the large CAMS permit fee but this still sees us well on track for our financial target for 2009. We still have proceeds from Sandown to be included in our balance figure. I am still waiting to hear about Sandown/Winton proceeds. My understanding is that Winton may have run at a loss.

Questions: Contact Vlad at educon@bigpond.net.au or on 0438744618

Expenditure (Outgoings) for the period Aug 14 th to September 18 th 2009	Amount \$
Monthly Quiz prizes	\$ 12.00
Finance Expenses (see below)	\$ 41.00
CAMS permit Hillclimb	\$ 920.00
Prizes - social event (Dandenongs rally)	\$ 60.00
Total Expenditure	\$ 1,033.00
Income for the period Aug 14th to Sep 18th 2009	
Interest ING A/C	\$ 45.51
Stock sales	\$ 20.00
Memberships	\$ 146.00
Aroma Bakery Donation	\$ 40.00
Total Income	\$ 251.51
ANZ BANK BALANCE AS OF 18 September, 2009	\$ 787.97
ING BALANCE AS OF 18 September, 2009	\$ 23,730.59
Total	\$ 24,518.56
Finance Expenses	
Withholding Tax ING	\$ 26.00
ANZ Account fee	\$ 15.00
Total	\$ 41.00

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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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 - Bells Hotel
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 - Bells Hotel
15	HSCCV Print Night
21	WVCV Grp 5 Rnd 4, Tooradin Cancelled
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 - Bells Hotel
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

<i>August</i>	
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

<i>September</i>	
6	NCCA Grp 5 Rnd 6, Tooradin TBC
13	Social Car Rally
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

<i>October</i>	
3-4	Australian Motorkhana Championship, Narimba NSW
8-11	V8 Supercars Supercheap Auto Bathurst 1000
12	HSCCV Committee Meeting - Bells Hotel
16	Special Event – Oran Park
17-18	MotoGP Phillip Island
19	HSCCV Print Night
24	FFCC/TCCA Grp 5 Khanacross, Werribee
26	HSCCV General Meeting - Bells Hotel

<i>November</i>	
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

<i>December</i>	
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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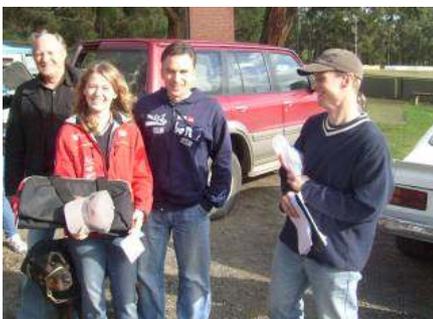
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Social Event 'Car Rally' - Frank

As far as I can tell the Car Rally on 13th September went down pretty well with those who attended. We ended up with 12 adults, 5 kids and 2 dogs in the event across 6 vehicles. There were four pages of questions ranging from straight forward to ridiculous, which led the teams across a number of suburbs/townships of the Dandenong Ranges. Russell and Kylie with Pirate Pete the backseat driver/window licker along with the pooches took honours with the most correct answers, followed by the Disco of Mal & Kerry Cardwell and tribe, with the wooden spoon awarded to Alex, who steered his Monaro through the hills bouncing all questions off himself. A fair effort to do such an event on your own, good on you Alex for having a bash.

Very generous prizes were awarded, various people raved about the scones and other goodies they sampled on route, and generally a good time was had. I'd like to thank Tamara for assisting me with the recce, and Montrose Lion's club for providing the majority of the questions, both made the job much easier for me. I'd like to also thank the Committee for providing the prizes/funding for the event.



winners are grinners, congratulations
Russell, Kylie, Peter



runners up, Malcolm and family,
well done



my first trophy
(a wooden spoon, don't tell anyone)

Special Event 'Oran Park' - Glenn

Oran Park event is almost here, 4 weeks to go ! I have contacted several other clubs and there is considerable interest being shown. Those owing monies, PLEASE contact me ASAP or you will miss out. 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.

Drive well, drive safe,

Glenn 0424 178 976

I could say quite a bit but time is not on my side right now. This article is late and so am I right now for where I need to be. Happens, sometimes life can be busy. The VMC at Bendigo happened yesterday (19th Sept). This was close to the best thing that happened for me.



Finally destroyed an old spare after making a number of rubber necklaces out the stuff that came off it. David, Irene and Monique debuted in their little Suzuki Swift, and Tamara completed her fourth event. I don't know how the others went, but it certainly wasn't a good day for me. Though finding reverse was a piece of cake. And I haven't adjusted anything, so go figure...

Nissan's Group 5 round at Tooradin was a washout, nobody could even get in the gate of the place mid-week prior to the event, and that was then prior to a lot more rain, so that one's been bumped until December.

Previous to that was a State Motorkhana round at Werribee. Just Tamara and myself represented HSCCV. 12 tests and 39 entrants on a mild and slightly windy day, if my memory serves me correctly. Tam is finding her way around a bit better with each event and that day obtained three best times in Ladies Class. A couple of WD's was enough to cost her a win, which is still fantastic for someone who has only done two or three events. I took 6 tests from my arch rival, so he knows that I'm a threat now. Unfortunately I lost 10 seconds due to being unable to find reverse on one test and a couple of other minor mistakes cost me the win.

As most of you are aware by now, our club is hosting the HSCCV/FFCC Hillclimb at Haunted Hills on 27th of this month. If you are still deliberating then get cracking, if you decide to compete then get your entries in pronto. I'm guessing I've received somewhere between 20 to 30 entries so far but the bulk of them will come flooding in from about the Wednesday prior. I have been keeping track of them and so the earliest entries are the ones that will play and we'll have to refuse the rest.

The 3rd and 4th of October is the Australian Motorkhana Championship held in Sydney, near Eastern Creek. Don't believe anyone from HSCCV is attending it this year, I'm definitely not going.

True to tradition now the Group 5 Khanacross is being held at Werribee by Ford Four and Toyota Car Clubs – this is one very fun dirt event, with supp regs already written and to be released very soon. This one is to happen on October 24. There was rumours about it being a twilight event, but I don't know for sure.

So other than what I've covered, there's a bit of a break in the Calendar for Sprinters and Motorkhana people alike.

Club TORQUE - Motorkhana and Group 5 (cont)

I'd like to thank James Stewart for a fantastic DVD compilation that he created for the club this year. Mind blowing effects and a highly entertaining piece of club media. I've really enjoyed watching it and played it more than a couple of times now. It certainly captures where the club is presently and is a great promotional tool. Once again, thanks and well done.

Still no exceptional paint jobs to share with you all, so instead I'll leave you with this lovely pic, spotted in Chadstone late August.



HSCCV Stock TORQUE - Martin Carabott

For all your club stock needs, contact Martin



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



Julie's Gallery

Some pics from Winton, thanks Julie



Julie's Gallery



Editor Rumbblings - Alex

With October coming up, one reminisces over the great race at Bathurst. Wasn't it great to see Rob's Monaro on the news. How different Bathurst was 40 years ago.

Holden released the HT Monaro in June 1969, similar to the HK with a few changes. The biggest news was the locally built Holden V8's, first a 253, later a 308. To take on Ford they needed something special. In August a GTS 350 was released with 300HP, but still no match for the mighty HO.



I still enjoy reading the story over and over again. Ford was demoralised the previous year with the HK Monaro taking out 1st, 2nd and 3rd. To make sure it wasn't going to happen again Ford released the XW GT HO in 1969. It outclassed the new HT Monaro in every respect, more power, better brakes etc. The lead up to Bathurst, Sandown 3 Hour, saw the GT's blitz the field with a 1,2,3 finish. One Monaro came off the track with no brakes and burst into flames (Rob's car). But Bathurst is an endurance race and you need a fair bit of luck on your side.

In 1969 the Holden Dealer Team was founded with Harry Firth. This was also the year for some young debut drivers, Peter Brock (Monaro) and Allan Moffat (Falcon). Brock's description of the Monaro, "...the thing had no brakes and it was a heavy car with heavy clutch, heavy steering, heavy gearshift, it was like a truck... it leaped about on bumpy bitumen through sheer acceleration. It was sprung very hard ... but driving it around a circuit it was quite good".

The HDT Monaros started at 7th, 8th and 10th, about 5 seconds a lap slower than the poll GT. The GT's were quicker everywhere on the track and they out numbered the Monaro's 2 to 1. The first lap saw a nasty accident take out 7 cars. The rest of the day saw engines and transmissions letting go, problems with brakes and tyres, and more cars rolling over.



As the race came to a close, Colin Bond's Monaro was leading but a GT was closing in, it got as close as 8 seconds before it needed a quick stop for a splash of fuel. The Monaro crossed the line first in one of the closest and most dramatic races, another great race, another legend created.

One of the highlights for me at a club meeting was Rob's Monaro, the first HDT race car, parked right next to us. To top it off it had electrical problems and he asked me to help. Working on a GTS 350 Holden Dealer Team race car - had to pinch myself to check I wasn't dreaming.



Don't forget, we have the Hillclimb coming up on 27th September, hope to see you there.

Thanks again to all that contributed to this months magazine.

Tech TORQUE - Triggering Sensors/ECU mounting

Connectors on many EFI vehicles are getting older (some more than 20 yrs old), and with all of the heat cycles and fluids like water and oil infiltrating the connectors throughout the engine bay, I thought it was important to mention specifically the "Triggering" sensors.

In many ways, these are the most important sensors on your engine. The ECU needs to read these sensors to know that the engine is rotating. And, just as importantly, they ECU needs to be able to read these sensors accurately so that the correct ignition timing and injection time can be delivered to the engine to ensure correct engine running.

For some vehicles, like the Holden Commodore VL running the RB30, some tuners cut off and replace the connector on the distributor (if it hasn't already been replaced) as a part of a service and tune, as these connectors are known to be flaky and unreliable at the age they are getting to.

2nd Gen RX7's have a similar problem with their crank angle sensor. It has a white, 4 pin plug. These pins get corrosion and oily film on them. Some tuners replace the pins on these crank angle sensors as part of a service/tune.

As time goes by, and cars get older, the number of original harnesses that have problems like this is only going to increase. It's good to be mindful and keep a lookout for problems like this.

So, if your engine has some type of misfire that no one can diagnose, it may be worth while looking at the wiring and connectors from the triggering sensor to the ECU.

ECU Mounting - Lets look at some of the hazards that your ECU may encounter.

Heat: The ECU is designed to take a fair caning, but as far as heat goes, I would not mount it on the transmission tunnel. Or, on the firewall or floor with the exhaust directly on the other side of that thin piece of tin. I've been at a dyno session where the dyno operators shoe started to melt to the floor in the car because exhaust heat had caused the floor to be so hot it melted his shoe. Even the top of a transmission tunnel can get extremely hot.

Water/Fluids: Although the Wolf V500 is conformal coated, it is still advisable to mount the ECU in such a way that it is not likely that it will end up covered in or sitting in water or any other fluid.

There is one other thing to keep in mind when you are mounting an ECU. **Access!!**

You may think you are doing a great job mounting the ECU up high under the dash. So high up that you can only get to the mounting points by using special tools.

Picture this. You have done a beautiful installation, and the car is tuned to perfection. But then a month later, you decide to add an indicator light to show you are in the Secondary Map in your ECU. All you need to do is unplug the main connector, clip up the locking plate in the connector, insert the new wire into the output you have decided to use, clip the locking plate back into place, then plug the connector back into the V500.

Try to ensure you can get to the ECU in a reasonable timeframe.

Also and this is important..... Please try to plan as far ahead as possible, and if you think it is going to be really hard to get to the ECU at all in the future, maybe run a couple of wires to a place of easy access so you can get to them without having to do hours of work.

Steve.

wolfemail@wolfems.com.au

Club TORQUE - General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc.****August General Meeting, Bell's Hotel – 24/8/2009****MEETING OPENED:** 8.15PM**PRESENT:** as per attendance book/sheet**APOLOGIES:** Bruce, Amelia, Justin, Chris D, Chris L, Troy, Toni & Simon Fitz, Kerry, Mathew & Emma Cardwell, Chris, Alex, Kim Mc**New Member/Guests:** Mark Durban, XC Falcon**Business arising from previous minutes / minutes moved:** nil / M. Ray, S. Ian**PRESIDENT:** NA**VICE PRESIDENT**Winton was a good day, lots of helpers, Vlad, Mark, Wayne, Chris L, Chris D, Kylie, Greg
DVD very good**SECRETARY**

Incoming Mail August 2009 :

Flyer from Classic & Rod Club, Secretary inform members and file

Receipt (Hillclimb) from CAMS, Treasurer to file

Membership from B&E Parker, Treasurer and Membership Secretary to process

Flyer from Shannons, Secretary inform members and file

TREASURER

Fine - left bag & fine tin at home

Supp regs available for Hillclimb

Officialling - sign on if you've done 3 events

Discussion of Club Vision & Mission**MEMBERSHIP & POINTSCORE****EDITOR** NA**MOTOR RACE AND RALLY** NA**SOCIAL** Social Rally 13th September**SPECIAL EVENTS****GP 5 & MKhana**

Bendigo M/K next Sat, H/C coming up

WEBSITE

Sandown photos up, Supp regs on soon

STOCK Stock is available**CSC** nothing to report**PUBLIC OFFICER** nothing to report**GENERAL BUSINESS**

Glenn - Oran Park is a goer.

Phil - Can anyone take Darren's battery to him ?

Pete - Yes

Mag needs info on where events are

FINES: Vlad, Frank, Phil**LOTTO:****MEETING CLOSED:** 9:59 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

VS Commodore wagon tailshafts (splines fit aussie 4 spd), free to good home, contact Frank, 0416 001 577



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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

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.....

Please return to: The Membership Secretary
HSCCV Inc.
PO Box 791
Melbourne 3001

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