

HOLDEN TORQUE

Magazine of the Holden Sporting Car Club of Victoria



August 2014



PHILLIP ISLAND 6 HOUR EVENT—HSCCV Team All Sorts, with a collective age of 290 years plus, put in a top effort and had a ball doing so!! Well done those senior citizens!!

2014: GENERAL MEETINGS NOW HELD EVERY ODD MONTH ON A WEDNESDAY NIGHT

see Calendar inside

COMING EVENTS :

Sept-Oct events

31st Aug—HSCCV / HSVOC, Sprint at Sandown, Supp Regs inside

14th HSCCV, motorkhana Grp5 Rnd 7 Pakenham

24th Sep—Gen Mtg at Troys Shed



AUTOCURE
Motor Sport



Maroondah | Printing

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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 (no larger than 1200x900). Each months items must be received before print night (refer Calendar). Quarter page ads are free to members. Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page per edition

Website

Why not visit our website. Find us at: www.holdenclub.com for more information on the club or up to date information on our various events.

Club Meetings

Meetings are held on the 4th Wednesday of odd months, usually at the Golden Gate hotel, Coventry St, South Melbourne, 7.30pm for an 8.00pm start, or alternative venues as per the calendar. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices. (GG hotel only).

Correspondence

All should be addressed to: The Secretary, Holden Sporting Car Club of Victoria Inc, GPO Box 791, Melbourne, Vic 3001
or via email to: secretary@holdenclub.com

Disclaimer

The views or comments in the magazine are not necessarily those of the committee, the editor or the publishers of the Holden Sporting Car Club of Victoria Inc.'s magazine. We accept no responsibility for the accuracy of the information printed and or quality of any thing advertised or mentioned in this publication. Copyright in any item here remains with its owners.

August

- 2-3rd Phillip Island 6hr Phillip Island
- 10th NCCA, motorkhana Grp5 Rnd 6 Clayton TBC
- 11th HSCCV committee meeting
- 17th HAC, motorkhana VMC Rnd 7 Huntly
- 16-17th PIARC, Sprint, Superkarts, VicV8s Phillip Island
- 18th HSCCV magazine distribution
- 31st HSCCV / HSVOC, Sprint Sandown**

September

- 7th SEAC motorkhana VMC Rnd 8 Mt. Gambier
- 8th HSCCV committee meeting
- 14th HSCCV, motorkhana Grp5 Rnd 7 Pakenham**
- 15th HSCCV magazine distribution
- 24th HSCCV General Meeting Troys Shed - details to come.**
- 27th Come n Try, motorkhana Huntly, Bendigo

October

- 4-5th Nirimba AMC motorkhana Sydney, NSW
- 4-5th Vic State Circuit Racing Championships, Rnd 4 Phillip Island
- 10-12th V8 Supercars Supercheap Auto Bathurst 1000 Bathurst
- 13th HSCCV committee meeting
- 19th HSCCV, motorkhana VMC Rnd 8 Laverton**
- 20th HSCCV magazine distribution
- 26th HSCCV Social Event—Car Rally to Flynns Wines in Heathcote**

November

- 4th FFCC, Cup Day Sprint, Grp 5 Sandown
- 7-9th Historic Sandown Sandown
- 8-9th PIARC, Sprint, Superkarts Phillip Island
- 10th HSCCV committee meeting
- 16th HAC, interclub motorkhana TBA
- 17th HSCCV magazine distribution
- 23rd VMCi, motorkhana VMC Rnd 10 Pakenham
- 26th HSCCV Annual General Meeting Golden Gate, Cnr Clarendon & Coventry, Sth Melbourne (8pm)**
- 29-30th PIARC, Island Magic Phillip Island
- 30th FFCC / TCCA, khana Grp5 Rnd 9 TBC

December

- 14th non speed spare date

Hard to believe its coming up to 8 years:
Peter Geoffrey Brock, AM
 26 February 1945 – 8 September 2006
 A founding member of our club, and the 1986 King of Moomba!
 R.I.P.



Presidents Report – Bruce Lethborg

Hi, August started off with a blast!

We had a team in the 6 hour regularity at Phillip Island. The team consisted of VP Ron in his VH, me in the Excel, secretary Phil in his Honda CRX, editor Kim in the VL and social man Geoff in his EH and managed by Kris.

Geoff was having his first run at PI and really enjoyed the track, who wouldn't, it is the best permanent race track in Australia. After settling in to setting our times for Sunday, we relaxed with a good feed and an early night. Sunday turned out to be a perfect day, the track was in great condition, the weather was perfect and the cars all ran well all day with Kim's car developing an oil leak from the rear of the engine towards the end of the day. Team HSCCV Allsorts finished 28th out of 49 teams. We were doing fairly well but some of us got a bit over enthusiastic and went too fast which gave us a few penalty laps. Overall we were pretty happy with the result, but next year we hope to finish a little higher.

The Phillip Island 6 hour regularity is a great well run event. The Allsorts will be back next year. There were a few clubs running more than one team and I hope some other members can put together a second HSCCV team.

There was one downside to the event. Kim our editor and brilliant wordsmith decided to hang up the helmet after 35 years terrorising the race tracks of Australia with XU-1 Torana's and the mighty Dulux Dato. Kim and I competed in the inaugural Targa High Country in 2010 and returned in 2012 in the orange wheeled VL which is now for sale. Kim may return in the future.

At the end of the month, we are running the 5th round of the Victorian Super Sprint Championship at Sandown Raceway and we will need some help from the members to help run the event. We are looking for flaggies, pit lane marshals and some help for Phil in the morning. We will keep you in food and drinks throughout the day, those at flag points will get a great view of the action. Please contact me if you can come along and help on 0499272774.

I recently competed in a Group 5 motorkhana at a new venue at Forsite training in Laverton. This is a concrete surface which nice and slippery. The facilities are good, the area for the tests is only suitable for the smaller tests. This is the venue for our VMC round in October, so it will go ahead rain hail or shine. We have another motorkhana in September at PAC's ground to replace the washed out Group 5 khana at Werribee back in June.

Our next general meeting is a special one at Troy Fitzpatrick's Holden heaven in Mordialloc. This will be a great night checking out Troy's collection of early Holdens, and I'm sure Troy will have a few stories to go with some of his cars. The club will be putting on a BBQ and drinks. So put this date in your diary and I hope to see you there.

Cheers for now
Bruce

Secretary's Report —Phil Slater

Hello and welcome to August a big month for the club. It kicked off with the Phillip Island 6 Hour which is the biggest event in club level motorsport with about 250 cars competing. It's Bathurst for L2S licence holders and they do a great job with all the pomp and ceremony and a plethora of officials.

It's a rare chance to compete in a team event with other drivers and the camaraderie and socializing is an important part of the event. With my car losing a wheel and suffering a fair bit of damage at the Sandown four hour it was a rush to get it fixed and the car was only running again two days before the event so I had no time to fix my trailer which also needed work. Late on Friday night I had to stuff my clothes, bedding and a minimum of tools into the little Honda and set off early on Saturday morning to Phillip Island from Craigieburn. Driving to and from the event in an overloaded race car added to the endurance nature of the event but hey I've driven to Adelaide and back in an XU-1.

I'm sorry to say that I copped a penalty lap before the event started by passing a car under a yellow flag in practice and was very disappointed in letting the team down. We qualified 42nd on the grid of 49 and finished 28th which was not a bad result for a team of senior citizens including two rookies but we hope to do better next year.

Kim has decided to retire from motorsport and sell his Commodore which is a bargain for anyone wanting to get into motorsport. I'm sorry to see Kim retire as we've competed together for over 30 years on and off and we have had a lot of laughs over those years. I hope that Kim stays involved in the club as he is someone who always steps up to the plate when help is needed.

Our Sandown sprint is coming up on August the 31st and entries are rolling in so if you haven't entered yet you should get your entry in ASAP. This is the event where **Club Permit Holders** need to help out as officials as we will need a few and you need to have officiated for you to get your renewal signed. I will need someone helping me book people in and handing out dorian's before the event. This could be a competitor or a flaggy as you will be finished before the event gets under way.

Phil Slater Secretary



VICE PRESIDENT REPORT—Ron Klein

Hi all.

Because the others will have covered the upcoming Sandown day on 29th August and our participation in the Philip Island 6 hour already (accurately described as the best fun you can have upright), I'll take a different tack.

I read this week about the limited edition HSV Maloo ute selling out before even being built - Holden are looking for ways to increase the production run while maintaining limited edition exclusivity. Good luck with that. - if I had bought a 1 in 100 only to find out its a 1 in 200 (or whatever) I think I'd be a little unhappy. Especially at \$70k +.

All of this prompted me to think about locally made Holden muscle cars.

I wonder if the Maloo ute buyers are buying something they love or an investment they hope to make a killing on in 20 years time. I hope the former, but, I suspect the latter.

Whichever the case, it's great to see strong interest in Holden fast cars.

Come 2017, there will be no more locally made aspirational Holden's. But you can bet your bottom dollar that if the demand is there, there will be aspirational Holden's made. They will have lots of muscle. They just won't be built at Lizzy in S.A.

As for those Holden muscle cars we have in our garages at home, will they increase in value when Holden production ceases? It's a question that will have been pondered by many since Holden's epic announcement.

The answer is unknown. For me, it's also irrelevant. I'm lucky enough to have a couple of Holden muscle cars and if they double, triple, quadruple or halve in value in 2018, I couldn't care. I won't love them any more or less, I won't enjoy driving them any more or less. And I have no plans to sell them, so their worth is irrelevant anyway.

I suppose I love Holden muscle cars because I love Holden muscle cars. They're all worth a millions dollars to me. The ones I own and the ones I don't.

Unfortunately due to an unavoidable family commitment, I won't be able to make Sandown at the end of the month - I hope you can make it. Enjoy. And do a lap for me.

Cheers

Ron
VP

Our ever handy VP, capable of having a fair crack behind the wheel, and turning out a gourmet repast when shown a BBQ, a pile of snags and a pair of tongs. Thanks for the fine master class cooking Ron, no one went hungry on the day!



Social & Special Events — Geoff Fitzpatrick**Coming events for your diary:**

September 24th - Troys shed

Harrops - to be confirmed

Car rally to Flynns Winery at Heathcote on 26th of October

Report of 6-hour Regularity Event - August 2nd & 3rd

Ron, Bruce, Kim, Phil and myself and Kris as team manager entered the 6-hour Team Regularity at Phillip Island, with the help of a few extras. For myself it was a first time drive at the Island and won't be the last.

Saturday morning was wet, overcast and cold. With 49 cars on the track at the same time, it was a bit hairy too. With plenty of track time, 5 laps were needed to get your base time for Sunday's event.

We all had tea at San Remo and slept at the Newhaven Big 4 caravan park. We woke on Sunday to a clear blue sky but it was still cold.

Ron started the event off in great form. We all followed until Kim had an oil leak and Bruce had brake problems. We were then down to 3 drivers in the last hour. I ended up doing the last 15 minutes and taking the chequered flag.

It was fantastic that my grandson, Nathan, who is 8 years old, did a lap of honour with me. He was so excited to be in the EH race car and doing a lap at the Island.

This 6-hour race is a must do for club members. Phillip Island is the best track in the world to drive on and the event is very well organised.

I would like to thank everyone in our team. It was truly a great team effort by us all - out of 49 team entrants, we came 28th overall.

Never stop improving,

Geoff
0419513195

PS. If any member has a special event that they would like to go to, give me a call.



Fitzy having his first run at PI, no doubt many more to come.

Treasurer’s Report—Kris Lethborg

Hi all.

Its been a quietish month moneywise mostly money going out to Sandown for our upcoming sprint. But otherwise no movement.

The Phillip Island sprint was pretty successful for our teams first attempt, coming in at a solid 28th of of 49 teams. Just a few penalty laps hindering our progress but a good time was had by all and should be outlined in detail elsewhere in this magazine.

Seeya on the tarmac
Kris

Club finances 13th July – 17th August

Opening balance **\$21,087.43**

Deposits for period 13th July – 17 August

No Deposits this month

Total deposits **\$0**

Outgoings for period 16th March – 17th April

Sandown track hire \$7551.50

Bright Self Storage \$95

Cams Permit \$1270

Total outgoing **\$8916.50**

Cash box **\$97.40**

*Kris giving his all as the Most Exposed
Grid Girl seen to date—Ron may never be
the same after staring at this for 5 minutes
or more!*

Closing balance **\$12,268.33**



Editors Report —Kim McConchie

Well as mentioned already, HSCCV Team AllSorts had a crack at the PI 6 Hour event, always a lot of fun to run in these, as apart from the great team atmosphere and the joys of the social occasion, you also get to be out on the track with a whole lot of other people all trying hard to keep a target time, so typically you are overtaking and being overtaken (sometimes both at once) fairly frequently, and when you're running to a middle order time its 360 degree concentration to figure out who's coming up behind you, who's getting in the way in front of you, and without any other aids to timing, watching for a pit signal of slow down, speed up, or on target. All this and trying to keep a consistent pattern of so many revs in whatever gear at each corner, flag point, or any other point made sense during practice.

For most of the 6 hours we were pretty much trouble free, however a slow weep from my cars rear main became more of a stream by the end of my second session, so reluctantly I put it back on the trailer—turned out to be a good thing as the power steering pump had also had a crack at emptying itself, which explained the steering feeling NQR on my last lap—an on track failure would have happened if I had gone out again. Still the pump was saved, although the oil was pretty well cooked to extinction.

Bruce had been told by a fellow Excel competitor to keep the right foot buried, so her did and found a few more easy seconds available to him. The downside was the brake wear went up and his last session was to the grumble of shot pads, so that was the end for the hammerin' Hyundai.

Phil, Ron, and Geoff carried the last hour for the team, and from a position of 42 in qualifying, we worked our way up to 28th position. Respectable, but still sets a goal of Top 10 for next year.

So thanks to my fellow senior citizens (and the Team Manager, Kris, who dragged our median age back a few years), that was my last event for the foreseeable future as some ongoing health issues have meant its time to take a break, so am retiring from both competition and the workforce. But I will still be doing of-ficials stuff at future events, and continue to string together this fine example of editorial splendour! The VL is up for sale, as is a VH rolling shell with an 8 point cage in it, but the Dato will stay on as a project car—have to fill in the days somehow!

See you all at Sandown I hope—should be a great day!

Cheers
Kim



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Pics from the 6 Hour



Above-Fitzy and Bruce;
Left-Phil demonstrating how
to be cool under pressure.

For Sale For Sale For Sale.....The Editors Mid Year Special!!

Holden Commodore VL V8 5.0 litre Tarmac Rally Car / Club Race car or very interesting road car. Built in 2002 (believed to be an ex Police car), has competed off and on since then in tarmac rallies (including Targa Tasmania and Targa High Country), club sprints and other track events (including Bathurst FOSC). Engine was rebuilt in 2010 prior to Targa HC, since then has run a few club sprints, the 2012 Targa HC, and the Phillip Island 6 hr event this year. Current CAMS and AASA log books are with the car.

The engine runs A9L rods, ACL flat top pistons, with a 9.8 comp ratio to cope with fuel variations on rallies, cam is speced for good mid range torque rather than outright kw, in the last dyno test was around 187kw at rear wheels but a very full torque curve. Also has YT roller rockers, big valve heads, a Holley 600 squarebore with mechanical secondaries on an Edelbrock Torker manifold, 7.2 litre fully baffled sump, with the oil returns in the heads opened out to prevent oil accumulation in the rocker covers. Radiator is a custom triple core copper unit, it doesn't overheat. Fuel tank is std Commodore, with a surge pot and twin fuel pumps, Holley Blue pump for pot to carb feed. Fuel lines are relocated and insulated to prevent fuel vaporisation due to heat soak on transport stages - that cured an early problem we had.

An Exedy clutch on a light flywheel and an uprated T5, used as a 4 speed in competition due to the inherent weakness of the 5th gear in these boxes (5th used for transport sections and highway driving), and down the back there's a Ford 9inch running a LSD with 20% uprated clutch packs - works well and I found it preferable to a locked diff on often wet and variable competition stages; also makes it usable as a street car.

Front suspension based on KMac adjustable strut tops, Pedders inserts; rear has Pedders springs, big bore shocks, adjustable panhard rod.

Exhaust is a 3inch single, street usable. Front brakes are slotted 330 rotors with Nissan 4 spot calipers - good pads readily available and they work well; rear brakes are slotted std rotors and calipers.

Full 6 point cage is CAMS registered, and the car comes with Sparco seats, Brantz2 tripmeter, Terratrip comms, and a GPS which is also the speedo. Belts are compliant until the end of 2014, so would need to be replaced for 2015.

Its running ROH Commodore Cup rims, with Toyo 888 with a bit of life left in them, and 5 additional rims go with the car, including 2 more 888's with minimal wear on them, and 3 Bridgestones good for burnouts only. Note the car currently uses different offset rims front and rear, have 6 and 3 of each.

Body is reasonable, a couple of trim items secured with race tape on the front bar and around the rear windows; theres a couple of dents in the roof due to excess enthusiasm by the navigator after finishing Targa Tas, and some small rust bubbles breaking out in the usual Commodore locations. Part of the boot floor is also now a fibreglass replica, but its passing scruti-neering without any concerns.

The only thing needing attention is an oil leak, looks like the rear main seal has cried enough, and will need to be replaced. It was a minor inconvenience until an event last week, and is now a "to do" item.

The car is currently on a club permit, not transferable - so will be sold unregistered and without a RWC. If you are interested it would be advisable (in Vic at least) to have it on a club permit prior to the proposed changes later this year.

Price: \$12,500 ONO.

Its a cheap entry point to rallies, and **PRICE IS NEGOTIABLE, AND ALL SENSIBLE OFFERS WILL BE CONSIDERED.** The car can also be inspected and driven, so give me a call on 0427964257, or kmconch@iprimus.com.au.



Pointscore – Bruce Lethborg

Club Champion Summary run on 19/08/2014 @ 09:55

ELIGIBLE EVENTS

NO EVENT NAME	DATE
1 AGM	25/11/2013
2 G5 KHANA RND8	15/12/2013
3 JANUARY MEETING/PRESENTATION	26/01/2014
4 FFCC SPRINT	16/02/2014
5 MARCH MEETING	25/03/2014
6 VMC RND 2	30/03/2014
7 G5KHANA RND 2	12/04/2014
8 PIARC SPRINT	04/05/2014
9 G5 KHAN RND3	18/05/2014
10 VMC 5	22/06/2014
11 WINTON SPRINT	29/06/2014
12 6 HOUR PHILLIP ISLAND	03/08/2014
13 G5 KHANA 1	0/08/2014
14 PIARC SPRINT	17/08/2014

Name	Tot	Evnts
Bruce LETHBORG	84	10
Ray CARDWELL	70	9
Ron KLEIN	48	6
Geoffrey FITZPATRICK	36	5
Kristofer LETHBORG	36	5
Malcolm CARDWELL	36	5
JARROD TONKS	34	3
Nathan BLIGHT	32	3
Matthew CONDY	26	3
Philip SLATER	26	4
Alex CHIANTA	21	3
Derek SIEGFRIED	18	2
Kim MCCONCHIE	18	3
Mark KAKOURI	15	2
Antonia FITZPATRICK	15	2
Ian SMITH	13	2
Colin HEAL	13	2
David SLATER	10	1
Alan SEARLE	10	1
Peter SMYTH	10	2
Richard WALES	10	1
Kaide LEHMANN	8	1
Cameron CHIVERS	8	1
Geoff PATTERSON	8	1
Mark ZRNA	6	1
Keenan SCOTT	6	1
Peter SCOTT	6	1
Marcello PITTAU	5	1
Tim NEWMAN	5	1
Tony COTT	5	1
Vlad KOWAL	5	1

Don't forget to forward any results to Bruce from events not listed that you've attended / competed in to have points allocated correctly.

Victorian SuperSprint Championships Round 5



Sunday 31st August 2014

SUNDAY 31ST AUGUST 2014

Round 5 of the Victorian SuperSprint Championships

Don't miss this HSCCV SuperSprint on the fast 3.1km Sandown Circuit. Bring the family and friends to check out sprint racing at its best.

The event will be a multi start (Super Sprint) event of twelve minute sessions with all laps timed. Competitors will get as many runs as can be fitted in on the day.

The entry fee is \$230.00 (Entries before 27/08/14 will be discounted to \$205.00)

The entry fee includes VSSC levy of \$10.00 per entry.

Dorian timers will be required for this event – they can be hired for \$15 each

Food and drinks will be available

GENERAL SUPPLEMENTARY REGULATIONS**AUTHORITY:**

The meeting will be held under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) of The Confederation of Australian Motor Sport Ltd (CAMS), Speed Event Standing Regulations, Victorian SuperSprint Championship Sporting and Technical Regulations, the Group 5 Series Regulations, and Passenger in Vehicle Guidelines, these regulations and any further regulations or instructions issued. This event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au

The event will be run under CAMS permit number: 314/3108/03

ORGANISER:

Holden Sporting Car Club of Victoria and the organising committee consisting of the event director, Secretary of the Meeting, clerk of course and assistant clerk/s of course.

SECRETARY of the MEETING:

Phil Slater
(M) 0432955743

STEWARDS: Debbie Tatt 1023428
Bob Fraser 8811745
Bob Anderson 8810954

CLERK OF COURSE: Bruce Lethborg 9903255

SCRUTINEERS: Lesley Smart 9233253
Peter Scott 1024784

EVENT:

The event, a Victorian SuperSprint Championship round, will consist of a number of multiple-start flying laps for all competitors. All heats will be at Sandown International Raceway on Sunday 31st August 2014. Entries open on publication of these regulations and close at last mail 27th August 2014. Entries, a fee of \$205.00 will be accepted until 27th August 2014. Entries at a fee of \$230.00 will be accepted thereafter until close of entries on 31st August 2014. Entries must be made on the official entry form, and must be accompanied by the relevant fee. Entries should be sent to the entry secretary and cheques made payable to HSCCV. The organising committee reserve the right to refuse any entry in accordance with NCR83 of the current CAMS Manual.

INVITED CLUBS:

One Hundred entries plus emergencies will be accepted, financial members of all clubs affiliated with CAMS are eligible to enter. Current CAMS Level 2S/2SJ Licence or superior, Competition record, CAMS log book (if issued) and a current Club Membership card must be presented or purchased prior to scrutiny at the secretary's office. If entries are in excess of this number then entries will be selected in order of receipt.

CLASSES:

Vehicles shall be classified as described in the 2014 Victorian SuperSprint Championships Technical Regulations

Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
Standard	Modified	Competition Closed	4WD	Sports Cars Open/Closed	Competition Open
A < 1600 cc B 1601-2000 C 2001-4000 D 4001->	E < 1600cc F 1601-2000 G 2001-4000 H 4001->	J < 2000cc K 2001-4000 L 4001->	M < 3500 cc N 3501->	O < 1600 P 1601-2000 Q 2001-4000 R 4001 >	S < 1600 T 1601-2000 U 2001-4000 V 4001->

RESULTS & AWARDS:

Provisional results will be published on the Natsoft website. These results will become final 72 hours after posting
Awards will be presented as per 2014 Victorian SuperSprint Championship regulations.
Awards will be presented at a place and on a date to be advised at Drivers Briefing.
The timekeeper is deemed Judge of Fact

AUTOMOBILE REQUIREMENTS:

Competing cars are required to comply with Schedule A & Schedule B of the current CAMS Manual. The minimum requirements for road cars include:

- Cars must be in a presentable and roadworthy condition.
- Minimum of a three-point harness system (refer to Schedule I of the current CAMS Manual).

Fire extinguisher firmly fixed in car while competing. Fire Extinguisher comply with Schedule H of the current CAMS Manual. NOTE: BCF/Halon extinguishers are illegal.

- All vehicles must be fitted with two separate fastening systems on any opening front panel.
- Fuel must be in accordance with Schedule G of the current CAMS Manual.

INSURANCE:

CAMS Personal Accident Insurance will be provided in accordance with Appendix I of the current CAMS Manual.

NOISE:

The noise limit is 75dB(A) measured 30 metres from the track

DRIVERS REQUIREMENTS:

While competing in sprint and lapdash, all drivers must wear a helmet to a standard listed under schedule D in the current CAMS Manual, and clothing that will protect the skin from flame from neck to wrist to ankles (i.e. long woollen jumper, long trousers or slacks, suitable shoes and socks).

SCRUTINY:

Scrutiny will be conducted at the circuit prior to the event from 7:30 a.m. Cars damaged during the event must be returned to scrutiny for inspection prior to continuing. Cars considered unsafe, or unsuitable, will be precluded from further competition.

PROTESTS:

Any protests must be in accordance with Part XII of the current NCR's.

ABANDONMENT:

The director reserves the right to postpone, abandon or cancel the event, if in his opinion the number of entries is insufficient or by "force majeure" in accordance with the N.C.R.59 of the current CAMS Manual.

EXCLUSION:

The Clerk of Course may refer to the Stewards and recommend a penalty up to exclusion from further competition any driver who:

- (a) after leaving the circuit, rejoins the track at a speed considered dangerous to themselves, to any other competitor, or to an official;
- (b) disobeys the direction of an official;
- (c) exceeds 10 kph. in the paddock area;
- (d) For multiple car events - drives in a manner considered dangerous to other competitors, or in such a way that a faster car is prevented from passing. Penalties for breaches of these regulations will be as listed herein or as for breaches of other relevant regulations.
- (e) During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons

concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s). The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will apply.

RUNNING DETAILS:

Each run will consist of a standing lap then a flying lap/s of the approx 3.1 km. circuit in an anti-clockwise direction. The flying lap/s will be timed during each run. Each driver will be given as many runs as can be fitted in during the day; it is anticipated that each driver will get four runs. Drivers must start in their prescribed order; drivers requiring a run outside their normal position for any reason, can only do so with permission from the Clerk of Course.

Any flag signals to be used will be advised at the compulsory drivers briefing by the Clerk of Course. Multiple car events - Cars will be sent off in groups of two with a gap between groups and up to 20 cars on the circuit at any one time, these cars proceeding with a warm-up lap then a flying lap/s. Results will be calculated on the fastest individual time, not on the order of finishing. The number of runs counting towards results will be advised on the day. Care must be taken when overtaking other vehicles and when slowing down at the end of run. If any car is lapped during the event its run will finish when shown the chequered flag (or other finish signal) irrespective of the number of laps completed. Any reruns for timing or other reasons will be taken from the rear of another group. Times recorded by vehicles which are found to be in excess of the noise limit will not count in results.

TIMING:

Electronic timing will be used for this event. Timing will be by Dorian Timers. Each driver must have their own Dorian Timer; these are available for hire at the event and should be pre-booked. Hire fee will be \$15.00.

If you own your own Dorian Timer and would like to use it please let us know on the entry form, we need your Dorian number. Please charge it before arrival at the circuit on Sunday.

SUMMARY:

	Entries open upon publication of these regulations	
27/08/14	Last day for entries at \$205.00	
31/08/14	ENTRIES CLOSE	
31/08/14	Gates Open	- 7:00 a.m.
	Secretary's Office Opens	- 7:15 a.m.
	Scrutiny Begins	- 7:30 a.m.
	Compulsory Drivers Briefing	- 8:30 a.m.
	On track activity commences	- 9:00 a.m.
	Finish	- 5:00 p.m.



2014 Victorian SuperSprint Championship Round 5

This event is conducted under the FIA International Sporting Code (ISC), the CAMS National Competition Rules (NCR) and Speed Event Standing Regulations, the Sporting Regulations, Technical Regulations, Supplementary Regulations and any further regulations or instructions issued. This event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au.

Mail to:
Entry Secretary
4 Stockton St
Craigieburn 3064

The event will be run under CAMS permit number: 314/3108/03

Sandown International Raceway
31st August 2014

ENTRY FORM

Competitor Name: (Vehicle Owner)	CAMS Licence Number:	Expiry:	Club:	
Driver Name: (As above or ditto not accepted)	CAMS Licence Number:	Expiry:	Club:	
Preferred Competition Number		Is this Number a registered SuperSprint Number?	YES	NO

Contact Details: (For all correspondence)			
Address:	Suburb/Town:	State:	Post Code:
Email Address:	Phone (BH):	Phone (AH):	

Vehicle Details

Make:	Model	Capacity	Category (Please Circle) Standard Modified Competition Closed 4WD Sports Cars Open/Closed Competition Open
Log Book Number	Registration Number	<input type="checkbox"/> Turbocharged <input type="checkbox"/> Supercharged <input type="checkbox"/> Rotary Type	
Do you have a Dorian Timing Transmitter? <input type="checkbox"/> No <input type="checkbox"/> Yes If yes, please provide transmitter number:			
Previous or Estimated Sandown Lap Time:			
Emergency Contact Name:		Phone No:	

Sunday VSSC Round 5				
			Cash/Cheque	Total
			Entry fee (before 27/8/14)	\$205.00
			Entry fee (after 27/8/14)	\$230.00
			Dorian Hire	\$15.00

**DISCLAIMER
EXCLUSION OF LIABILITY,
RELEASE AND ASSUMPTION OF RISK
COMPETITORS AND/OR DRIVERS**

For Competitors

I/We being the competitor/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

For Competitors and Drivers

I/We being the competitor/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.

I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").

In exchange for being able to attend or participate in the event (including entering the event), I agree:

- to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("harm") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- to attend or participate in the event at my own risk.

I/we acknowledge that:

- the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
 - motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
 - acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
 - the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

Competitor's signature: Date:

Driver/s signature: Date:

For persons under the age of 18 years the following parent/guardian consent must be completed.

PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I of [Address] am the parent/ guardian* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in* the event at his/her own risk.

Signed..... Date.....
.....

Parent/Guardian*

* Delete whichever does not apply



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CONTACT

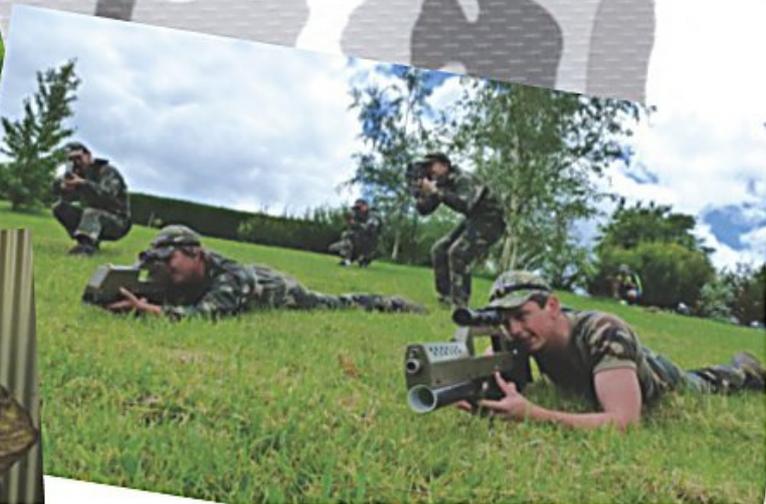
**LEA@LASERSTRIKE.COM.AU
0488 488 920 TO REGISTER**

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Introducing Aroma Bakery

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



Healthy and Nutritious bread

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



Delicious Catering

We also provide a delicious catering service, call us on 1300 764 884



Aroma Bakery Cafe's

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

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

www.aromabakery.com.au

**HOLDEN SPORTING CAR CLUB of VICTORIA Inc.
PO 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:

CH Plate & Car details:.....

Membership No(s):**Introduced by:**.....(New members)

I am interested in: **Motorkhana**.....**Race:**.....**Rally**.....**Sprint/Hill climbs**.....

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:.....

Date:.....

Membership fees (please mark clearly):

- Single:** \$50.00 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

Membership runs for 12 months from the 1st of January to the 31st of December... after July 1 pay 50% less for 6 months

Payment:

Cash \$..... Cheque \$..... or bank payment via EFT to HSCCV's account—ANZ BSB 013-250 Account 1016-73941

IF paying EFT, please quote membership number or family name as payment reference please make cheques payable to 'Holden Sporting Car Club of Victoria'

Please send this form (and cheque or EFT receipt if applicable) to:
The Membership Secretary
HSCCV Inc.
PO Box 791
Melbourne 3001

Office Use:
Date received:

Licence processed:.....
CAMS level 2 licences are available at meetings or at some events or from CAMS directly