

HOLDEN TORQUE

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



MAY
2017



WEEKEND AT BARRY'S

Westgate Bridge to Warrnambool Rally



GO-KART CHALLENGE
FFCC v HSCCV
Run and Won



FORD v HOLDEN
SPEED SERIES
Rnd 2 Phillip Island

HSCCV - Motorkhana VMC - Rnd 4

Welcome to the May 2007 Edition of**HOLDEN TORQUE**

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



Holden Sporting Car Club of Victoria

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred and each months items must be received by midnight on the second Thursday of each month. Quarter page ads are free to members; advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page

Website

Why not visit our website for further information. You can also download all competitive supplementary regulations (entry forms) via the site. Find us at: www.holdenclub.com

Club Meetings

Meetings are held on the fourth Monday of every month (except December) at Bells Hotel, cnr Moray and Coventry Sts, South Melbourne, 7.30pm for an 8.00pm start. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices.

Correspondence

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

Disclaimer

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



President - W. Paola

Hello my fellow HSCCV members.

I have the unfortunate job this month of informing you all that our submission to CAMS for a sports development grant has been unsuccessful. During the last couple of weeks before the submission was due, there were not many that had been received by CAMS. However, on the last day, there were around 35 received from all over Australia. Given our up front investment in the trailer, and our consistent drive to attract new members, successfully I may add, the outcome is disappointing.

We have now run our own Khana and of course our state round of the Khana championship (VMC). I was unable to attend the former due to other commitments, however attended and worked a stopwatch at the VMC, first with Jonathan, and then with Phil. The list of people that need thanking is too long for me to go through here, however, here goes.

Vlad for running the thing magnificently, Peter for doing most of the lead up weeks work, you guys are notable because without you, this event simply would NOT HAVE HAPPENED. FULL STOP!!!!!!!!!!!! Also Ray for coming out to set up with us even though he could not stay past 9 am I think. The rest of us know who we are.

By the time you all read this, the second round of the FFCC v HSCCV Speed series will have been run at Phillip Island. I can say that Peter, Greg B and I have been very busy getting the Commo's ready. We

can only hope we got a great day and lots of laps.

Wayne Paola

Vice President - G. Mason

G'day all,

By the time you read this the Phillip Island round of the Holden Ford challenge will be run and won. I was there to have a look around and see what's happening. Still can't drive (RRRRR!!) so thanks to those who offered a lift, and special thanks to Peter Stewart for picking me up. Please take note that the next couple of dates have changed due to The Melbourne Racing Club now having taken over the running of the Sandown motor sport events in place of the previous manager. I'm not sure why the dates had to be changed, but they have, and it was completely beyond our control. So we now have the unfortunate circumstance of two Holden Ford events on consecutive weekends, with the John Mott the next weekend. Not ideal of course, but we are the bottom feeders of the motor sport world, and have to take what we get!!

Now a little rant about Channel Seven. I am sure that when they took over the V8 Supercar coverage we were all assured that there would be NO compromise to the TV programming or coverage due to conflicts of scheduling with the football. This was given by all parties concerned. So, off to New Zealand then. Lo and behold we have the farcical situation of a national sporting event being cut short because, sorry, we HAVE to cover the footy!! So

instead of seeing the full race as we were assured we would, it is off to ten minutes of inane pre-game bull%#&* instead. Surely this is not good enough, and not as we were all told at the start of the season. There are what, eight games of footy each weekend, with four or five televised, EVERY weekend during the season?? The V8s are, on average, only seen every three weeks?? Surely the footy fans could go without ten to fifteen minutes just this once?? Why does our sport get this type of treatment? We are entitled to the coverage we were assured we'd get, not some tailored to fit, chopped and modified rubbish that leaves us short changed. It appeared the teams and drivers weren't exactly thrilled by it all either!! Not good enough by ALL those involved.

Congratulations to those who were able to help out at the state motorkhana round at Werribee. Well done! All the reports were that it was well run and successful. Special thanks to Vlad Kowal for running the event for the club, very much appreciated. Sometimes we take people like Bruce and Vlad for granted because they are always there to help run our events. Believe me, we really do appreciate people like yourselves who make events possible, as we do all those who help out, thanks.

Drive well, drive safe

Glenn.

Secretary - K. Kastelic

Kylie was unable to get a report in for this month, with a lot on between work, caring for a sick

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(Continued from page 3)

doggie, and maintaining her sanity in an insane world.

Hope Keracka is OK after a major op, and the woofs continue to keep coming.

Treasurer - P. Stewart

I thought I would start month, by standing at my pedestal, and bringing down the 'budget' for the 2007 – 2008 period, just like that other 'fellow treasurer', Peter Whatsiname? I bet he wishes he had the 'Holden – Ford' series to help him with his little budget.

No doubt you all know we recently hosted the Victorian State Motorkhana Round at Werribee, and it was gratifying to see so many members the club rallying to the task of assisting on the day.

The result was, a very successfully run event with compliments from both the competitors and the CAMS Steward. I know others will be reporting on this event, so I won't spend too much time on it, but from a personal point of view I'd like to especially thank Vlad for this excellent result, and Ray for taking time out from his 'family day', and assisting with the setting out of the event, and providing the all important, 'Urn', and, Dave Williams on the BBQ, who even managed to cook his own vinyl glove, mmm, tasty.

Good news

If you look through the figures this month, you will see that we now starting to stay on the 'plus side' of the big '14' and on our way upward again.

The interest is also now starting to kick in, and is now producing

a significant contribution, last month it was \$67.30.

The second half of this year will be an extraordinarily exciting period with so many quality events on offer, of course from my position as treasurer, I get the added excitement of competing in these events and, seeing the clubs finances growing at the same time, kinda like the supercharger on a V8.

Keeping you in touch with the clubs purchases eg. The trailer, TV, DVD player, Inverter etc., is in itself, a pleasing duty, but watching the accounts increasing at the same time is even more pleasing and this is only made possible by the continued support from everyone towards the events that have been planned this year, well done everyone. As the clubs' membership continues to grow, it is very important that we channel the funds that are being generated, back to into the club for the benefit all the members.

We obviously have certain projects in mind, long term, and short term, but would be pleased to hear from anyone who believes they have an idea, or project, that the club could benefit from.

In the mean time

Onwards and upwards
Pete



Treasurers Report

Deposits for the period 15th April 2007 17th May 2007

Advertising Aroma Bakeries	\$ 40.00
Donation Home Loans	\$ 58.90
Motorkhana revenue	\$ 832.00
Membership Renewals and general income	\$ 460.00
	\$ 1390.90

Outgoings for the period 15th April 2007 17th May 2007

Motorkhana food	\$ 188 00
T.C.C.V. Werribee hire	\$ 150.00
JAYCAR Inverter	\$ 114.54
Hire It Generator	\$ 60.00
Mail	\$ 54.00
Le Mans Go-Karts	\$ 590.00
	\$ 1156.54

Accounts

Cheque Account	\$ 140.13
ING Investment account. Includes \$67.29 interest April	\$ 13,828.83
Petty cash tin	\$ 35.00

Total **\$ 14,003.96**

**Coming Soon - But Only
With Your Help! The HSCCV
2007 DVD!!**

**Please send all your latest video clips to
Peter Stewart, camera, phone, what-
ever, for the next edition of the fabulous
club DVD 2007! Send now, send next
week, but send by October so the latest
and greatest is ready for Christmas!**

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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Club TORQUE - Club Calendar 2007

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

MAY	
6 th	HSCCV VMC Rnd 4 Motorkhana - Werribee
12 th	HSCCV v FFCC Night Karting Challenge - Le Mans Dandenong
13 th	SDCC VCAS Autocross Rnd 3 - Shepparton
14 th	HSCCV Committee Meeting
19 th	Jaguar CC Sprint Phillip Island - Holden v Ford round 2
18-20 th	V8 Supercars Winton
20 th	NCCA Grp 5 Motorkhana - <i>Cancelled due to Werribee being under water</i>
21 st	HSCCV Print Night
27 th	VMCi VMC Rnd 5 Motorkhana - Werribee
28 th	HSCCV General Meeting - Bells Hotel

JUNE	
3 rd	PIARC Gr5 Sprint - Phillip Island
9-11 th	V8 Supercars Eastern Creek (Queens Birthday)
11 th	HSCCV Committee Meeting
16 th	PAC VCAS Autocross Rnd 4 Twilight meet - Maffra
17 th	PAC VMC Motorkhana - Tooradin (to be confirmed)
18 th	HSCCV Print Night
22-24 th	V8 Supercars Skycity Triple crown Darwin
23 rd	HSCCV Christmas in June at Poppy's Thai Restaurant - see Social pages
25 th	HSCCV General Meeting - Bells Hotel

JULY	
<i>Please note the changes to this months events - it's a busy month for sprints.....</i>	
1 st	PIARC Gr5 Motorkhana - Moorabbin
9 th	HSCCV Committee Meeting
14 th	MUCC VMC Rnd 7 Motorkhana - Bendigo
14 th	HSCCV/FFCC Holden Ford Challenge Sprint - Winton <u>SATURDAY</u>
16 th	HSCCV Print Night
20-23 rd	V8 Supercars Queensland 300 Ipswich
21 st	MADCC VCAS Autocross Rnd 5 Twilight meet - Maffra
22 nd	HSCCV/FFCC Holden Ford Challenge Sprint - Sandown
23 rd	HSCCV General Meeting - Bells Hotel
29 th	NCCA Gr5 Sprint Rnd5 - Sandown

AUGUST	
5 th	TCCA Gr5 Motorkhana - Werribee
12 th	HAC Interclub Motorkhana - Moorabbin (venue to be confirmed)
13 th	HSCCV Committee Meeting
17 th , 19 th	V8 Supercars Oran Park Sydney
19 th	SDCC VMC Rnd 8 Motorkhana - Shepparton DECA
20 th	HSCCV Print Night
25 th	CCC VCAS Autocross - Bendigo
26 th	HSCCV Gr5 Holden Ford Challenge Hillclimb - Morwell/Haunted Hills
27 th	HSCCV General Meeting

SEPTEMBER	
8 th	BCC VMC Rnd9 Motorkhana - Bendigo
9 th	MMSC VCAS Autocross - Melton
10 th	HSCCV Committee Meeting
14-16 th	V8 Supercars Sandown 500
17 th	HSCCV Print Night
24 th	HSCCV General Meeting
29-30 th	PIARC/VMCi/GCC 6 Hour relay - Phillip Island

Club TORQUE - Club Calendar 2007

OCTOBER	
4-7 th	V8 Supercars Supercheap Auto Bathurst 1000
8 th	HSCCV Committee Meeting
14 th	FFCC VCAS Autocross Gr5 - Melton
15 th	HSCCV Print Night
18-21 st	V8 Supercar Challenge Gold Coast
21 st	FFCC VMC Rnd 10 Motorkhana - Tooradin
22 nd	HSCCV General Meeting

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

DECEMBER	
1-2 nd	V8 Supercars Grand Finale Phillip Island
2 nd	WDCC & GMCC VCAS Autocross - Avalon
8 th	HSCCV Christmas Party & Presentation Night



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Thanks to every one who submitted pictures for this months magazine - Greg, Alan, Wayne, Frank, Stig, Bruce, Mr Ed and anybody I've missed.

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Holden Sporting Car Club of Victoria

Well the Westgate to Warrnambool has been run & won.

The meeting point was the Westgate shell servo with teams required to be there by 7.45 for an 8.00 start. 4 teams braved the quest that was laid out by the weird & wacky minds of both Frank and Alan. The Run sheet and questions were handed out so that each team could have a quick read before heading off on an adventure of a lifetime.



say but the team work that was displayed between the driver, navigator and the back seat drinks and nibbly coordinator was awe-inspiring – top marks team.

Much to our surprise, Team Macca was the first team to arrive, we thought after seeing them along the way that they were running last but a few imaginative route directions and a healthy disregard for the questions found them ahead of schedule

First away was Team Macca, well what didn't Kim, sons Jaeger, Lachlan and family friend Mitch bring with them, they had two cars, trailer and a carload of eyes, ears and imagination. A team to be reckoned with we all thought. The other teams were nervous!!!

Next away was Team Black, quietly confident and raring to go. Greg along with Melinda, Lachlan & Jason had their sites set on the prize. Game on they cried!!



The well-oiled team in the Stewart car crossed



Last but not least was Team Stewart, what can I

the finish line in second place, although only after the navigator apparently had a disagreement with the driver resulting in a little "quiet time".



Third across the line was the Black clan, having answered all the 127 questions, handed in their paperwork with quiet confidence

Last team to make it over the line was the rice burner team. Having re-run a little of the course to recheck some questions and generally had a relaxing drive down, arrived some 7 hrs & 10 minutes after starting the rally at the Westgate.



With the driving over, time too feed the masses, Kathleen and Sarah had worked tirelessly all through the day to put together a feed that would rival most five star restaurants. Roasts, salads galore they made sure that everyone was fed and happy.

After dinner it was time to award the prizes 1st prize of two gold class tickets went too the rice burners, 2nd prize of dinner for two at bells hotel went to the black clan and 3rd prize of an autobahn voucher was awarded to the Stewart team. A spe-

cial mention must go to Kim and the crew of Team Macca, for the effort of towing the Dulux Datto all the way down and back as well as coming up with some of the more imaginative answers in the rally

After tea, Barry had moved the outdoor cinema from under the stars to under the carport as the impending rains arrived. Having set up chairs for the cinema, we all settled in to watch Taladaga Nights on the big screen.

Some of the bigger kids didn't see the movie out and decided to watch the inside of their eye lids rather than the movie, just goes to show how tiring throwing a car round a paddock can be.



Overnight rains had soaked the track and made it so much more slippery, as they found out the "non rally tired" vehicle had absolutely no grip what so ever and Kim almost had to donate the Datto to Barry until the track dried out next summer. The younger crew came to the rescue though by pushing the Datto back up the hill to relative safety.

Kim had to do some running repairs to the Dulux Dato's exhaust before loading it back onto the trailer for the trip home. This left the green VB of Barry's that was run by just about everyone there on Sunday and didn't miss a beat all weekend. Not bad for a \$500 cheapie.

Club TORQUE - Special Events - A. Davies



hope you had an enjoyable time and for those who didn't show, you missed out!



On a personal note, it was good to see the younger kids having a go, learning how to control a car in slippery conditions and generally gaining confidence in a vehicle full stop. This isn't done enough for our youth and should be encouraged at any opportunity. For those who attended I thank you and

Alan

Club TORQUE - Stock - G. Mason

Hello for another month. We will have some stock for you to peruse at this months general meeting!! We have drawings of some new attire for you to look at, and we would like to take some deposits if you like what you see. So come along and have a

look, and bring a few dollars with you if you want a new piece of clothing. We still have some old stock to shift too, so don't be shy. . . .

Glenn

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The Steering Wheel Company provides a professional leathering and re-leathering service for all types of Steering Wheels. Whether your steering wheel has had leather trim or not, we can restore, rejuvenate and leather most steering wheels. Repairs may be also be possible, subject to requirements.

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!!!! Please Note:

For those who already know us, please note our new contact details. After nearly 30 years, in early 2007 we re-located from Mulgrave to Geelong.



A special offer from the Steering Wheel Company to club members: apart from a great price and a great service, the Steering Wheel Company will rebate \$20 to our club for each wheel refinished - so identify yourself as a club member, get the best service, and support our club at the same time!!

Members WRITE - Targa Tassie - B. Lethborg

I have just been to Tasmania for the third time in three years, but it was a special trip this time, I was about to travel around the whole island in five days at speeds that would have me locked up for years and I would never hold a licence ever again.



The organisers claim it to be "The Ultimate Tarmac Rally" it is called Targa Tasmania and I was about to compete in it as a navigator for the first time, is this the ultimate tarmac rally? You better believe it.

My entry to Targa was a rushed one, I received a phone call from a friend from the other HSCCV (Honda), Peter Rogers, whose regular navigator had to pull out due to medical reasons and he wanted to know if I would fill the left seat of his Porsche GT3 for him, I thought about this for a whole 2.1 nano-seconds and said yes. With only two weeks before Targa started I had to organise all the safety clothing and necessary licence and with Easter smack bang in the middle I had move quickly. The first thing was licence; fortunately the Targa organisers had changed the licence to national rally navigator, previously an International licence

was required which involves medical and stress test which including the \$600 odd for the licence can cost upwards of \$1000. NRN licence is \$155 and you only have to fill in the application form and do an online lecture to get a licence.

After faxing off the form to CAMS and waiting for the promised OLL to emailed to me and not arriving I contacted CAMS and guess what, they hadn't received my application, must be lost in cyberspace. I then got onto a bloke who was on the ball, he emailed the OLL and after passing, faxed me my temporary licence within five minutes, the first obstacle cleared.



The next problem was the safety clothing, for Targa, double layer race suit, fireproof shoes, socks and balaclava are required, a phone call to Revolution racegear, do you have the gear, how much and do you have a suit in very fat size. The reply was "we might have something, if we don't we won't be able to get one made for 2 weeks". After talking to Al Davies, I rang GMP in Oak-

leigh and asked the same question, they said they had bigger sizes and they offered a package of suit, gloves, shoes and socks at a cheaper price than revolution. Sold.

All was in place; leave approved at short notice, let's go. We boarded the ship on Sunday night and I have never seen such a buzz on board, as the ship was full of Targa people, the excitement was starting to build, I knew I was part of something big.

Monday after having breakfast in Devonport we departed for scrutineering at Symons Plains raceway, on the way we calibrated our Minot rally meter and learned how to drive it. We arrived at Symons Plains and checked in, collected our Targa pack of goodies, went through scrutineering and waited for our service crew (a couple of local young fellas) to arrive. While waiting I had a look at the diversity in the cars that were entered. There were the normal gatherings of BMWs and Porsches some new Minis and great mix of classics from Australia, England and Europe. Had a chat to some of



(Continued on page 13)

Members WRITE - Targa Tassie - B. Lethborg



the competitors and managed to get a chat with Eric Bana and check out his car before he bent it.

We left Symons and headed to Launceston and the Silverdome where we left the car and headed to our accommodation, dinner a good nights sleep in anticipation of the prologue tomorrow.

The prologue is run to determine your starting position in the rally. It is run through the streets of Georgetown about 45 kms north of Launceston. It was a case of park your car and wait, we had lunch and waited about an hour and a half, then it was our turn, now the nerves cut in. I had not used pace notes before and this was a whole new experience, will I read them too far ahead or will I be too slow, I'm about to find out.

5,4,3,2,1 go!!! 100 turn right 3, 150 turn left 3 and so on, 3mins 42.62 secs later we crossed the flying finish, then Peter informs me the brakes were crap, when we pulled up at the check in, smoke was pouring from the brakes and as we cruised back to the start area and assembly point the brakes got better. Peter had put the car into Por-

sche for a check over and new brake pads and fluid before we left and he was not told about the bedding in procedure, so it was a simple matter of bedding in the pads, all the same we had our service crew check the brakes and they

found a little bit of air in the brakes and after bleeding the brakes were fine from then on. After this small taste of Targa I was ready for five more days of fun.

Day one was called the Northern loop that had us travelling to the south, west and north of Launceston with the final stage held around the streets of Beaconsfield. The organisers eased us into the rally on this day with short to medium length stages that were a lot of fun. On one of the stages there was a long straight to the flying finish, we hit a top speed of 196kph through the flying finish. Beaconsfield was a street stage that I enjoyed. We were flagged off at the start by Todd Russell; during the stage Pete got the Porsche nicely sideways coming out of a left we then headed down a 200 metre straight into a very tight right hand that the spectators seemed to enjoy. I tell you the Porsche impressed me in this

section in the way it puts the power to the ground, we managed to achieve 176kph in that small section. Bloody marvellous.

Day two and we said goodbye to Launceston and headed down the east coast to Hobart, the fast way, on the Eastern Trundle. The first stage was one of the favourites, The Side-ling, it climbs up a hill then down the other side and is a fabulous stage with some great corners and was the best way to start the day, it had Pete and I buzzing all the way to the next stage. Two other stages stick out in my mind, St Marys Pass and Elephant Pass. St Marys Pass was a good road that flowed well but if you cocked up there was a nice fence to bite you. After lunch in St Marys we took on Elephant pass, this is a great run down to the coast with more great roads. After the last stage we all gathered in Sorrel to head to Hobart for the night stage. This was the first time a night stage has been held. In the eyes of the organisers it was a success with around 5000 spectators watching the cars, in the eyes of a large majority of the competitors it was a waste of



(Continued on page 14)

Members WRITE - Targa Tassie - B. Lethborg*(Continued from page 13)*

time as the stage did not count in the results but it was compulsory for us to attend. The course was through a car park of a sports ground, it was poorly lit and the course was marked out with small cones that were hard to see, we passed our first car on this stage, I think he got lost. After the night stage it was off to the casino to park the car grab a cleansing ale some food and head for bed.

The first couple of days Peter and I were getting used to each other and recognising what I'm calling, sorting out what he wanted me to do as far as calling the corners and relating that to the road and trying not to fall off the notes, which I was still doing on the last day but not as much.

Day three is called the southern loop with some of the stages are literally run in the outer suburbs of Hobart then moving further south. Two stages come to mind; one was a short stage run beside the main highway, it went under one of the highway bridges then had a fairly savage right hand turn on the wrong side of a roundabout that could catch out the unwary, with a short sprint to the finish. The other stage was Oyster Bay a good run, as they all are, but some were a bit too over enthusiastic on one corner with five cars off and only two of them visible, the other three were out of view almost in the Huon river. The stages were

now getting a bit more challenging getting us ready for the next two days.

Day four, The North West Challenge, and a long day, with a lot of touring stages between the Targa stages, we had two small street stages in Ross and Longford. Ross was fun with the stage crossing the railway line twice; the second time resulted in a jump if you were game. Peter decided to have a go at this and there is a photo



of the car with a good 30cm of "air" under the car. Longford was the next stage running on some of the streets that were part of the Grand Prix track, we also had another jump over a railway line. After lunch we had our first long stage, Cethana, 37.48kms, I can't remember much of this stage but I remember being very happy getting to the finish as there is a lot of pages to turn in the notes and a high level of concentration is needed. We passed our second car this day on the South Riana stage and it was a Ford, an Escort. South Riana is a long stage (24.48kms) and we

caught this guy about half way. Again I was impressed with the Porsche (I think I can see a fine here) in the way it just hauled up hills with no effort, we just pulled in that Escort and passed him like he was standing still. The next stage was cancelled due to a local or locals who don't like Targa, sabotaging the stage by pouring oil on the road, I think I counted six spots. The last stage into Burnie we encountered our one and only stage

where it rained and Peter wasn't going to take any chances, even so we reached 144kmh on this stage.

Day five, the final day, the West Coast Enduro with over 500kms to travel back to Hobart was another long day with long touring

stages. Three of the famous stages are run on this day, Hellyer Gorge, Straun and Mt. Arrowsmith. The day started with Hellyer Gorge a nice 15.42km heart starter that was challenging, the road conditions change from dry to damp regularly as the sun doesn't reach some parts of the road until midday, we also had to contend with small patches of fog. This was a good stage that we both enjoyed. The last stage before lunch was Straun to Queenstown, I was looking forward to this stage as I had driven over this road on my

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holiday last year and enjoyed it at legal speeds. Once you have climbed out of Straun, the road opens out to nice long bends and straights that would have seen us exceeding 200kph. But alas it was not to be, a major off about half way resulted in the driver receiving serious injuries and paramedics were attending to him, so the stage was down graded to a touring stage, which means road legal speeds only. We later found out the guy was airlifted to Hobart with spinal injuries and was still in hospital on the Tuesday after.

After lunch in Queenstown, the next stage was Queenstown, a short 6.39kms that has 99 corners in that distance, quite a challenge. We had our second "moment" on this stage. Nearing the top I called a right 2 tightening to 1, I'm not sure if Pete heard me right or misread the corner, but as the corner started to tighten Pete accelerated a bit early and the car decided it wanted to go straight, a heavy application of the brakes and we missed hitting the guard rail. Phew. I forgot to mention the first "moment" it was on the second day when we hit a bit of a bump mid corner, the car literally moved a metre to the left (my side) and ended up very close to an embankment.

Two more stages left and it would be all over but the next stage is the longest and has the fastest sections of the whole event and one I was really looking forward too, Mt. Arrowsmith. This stage is 47kms long and has some long straights with slight bends that result in some very serious speeds. Jim Richards last year took two minutes off the fastest time on this stage. We lined up to the start and was

informed of a car off at 28kms all OK, I marked this on my notes. 5,4,3,2,1 go!!! We took off and everything was fine, Pete and I were working well and things were flowing nicely. Around the 28km mark I reminded Peter about the car off and just to be wary, as we approached a left turn there was a guy waving us down with another two around the corner. Peter slowed down and as we came around the next right hand corner there was a paramedic car in the middle of the road with another six rally cars stopped, a car had 'T' boned the first stranded car and the navigator was in a bad way. Under the rules you are not allowed to pass an FIV vehicle, so we had to stop, it was the end of Arrowsmith for us. A few more cars turned up but no more arrived, I think the stage may have been closed after we took off. After ten or fifteen minutes we were allowed to leave but it was now at road legal speeds with the fast bits still to come, bugger. The stage was later reopened as competitive and we were given a time based on our previous results.

The last stage Tarraleah, was a quick little sprint down to a river crossing next to a power station then climb back up the hill and it was all over. We drove back to Hobart, crossed over the finish line at the casino and collected our finishers medallion watched the presentation for the winners and then celebrated at

the Targa bar into the weeeee small hours of the morning 2 o'clock rings a bell.

The presentation dinner Sunday night was booked out so we attended the brunch Monday morning were we found out we had won a Targa trophy. Every crew in Targa can win a Targa trophy, the way it works is, for every stage there is a base time and a trophy time. If you complete every stage within the trophy time you are awarded a Targa trophy. Peter and I weren't to sure wether we had won this as we had exceeded trophy time on the wet stage at Burnie, so we were over the moon to have won a trophy. We later found out that the trophy time had been altered due to the wet stage.

With a total lost time of 46mins 42secs, Peter and I finished 64th outright in modern category and 2nd in our class. 102 cars started in modern so we thought 64th wasn't too bad. Peter was competing in his second Targa but the first one in the Porsche.

Did I have a ball? You betcha. Will I do it again? Bloody oath, Targa is definitely The Ultimate Tarmac Rally.

Bruce Lethborg



Welcome to the May edition of Motorsport and Rally. There is plenty of stuff happening this month, including the Philip Island round of the Ford Vs Holden Challenge. I'll cover Philip Island next month as the Editor seems to get unhappy when I submit articles late, or change them after going to print. Don't know why really. (Sorry Ed).

The V8 Supercars in NZ; what can you say; I'm sure much has been said and speculated about that last race. Probably more has been spoken about the last race than the whole weekend, and I will do the same. I could not believe this actually happened so early in the season, I did not even cover it at the club night ("surely you must be dreaming, everyone is going to laugh at you..."). But no, it was not a dream, they really did cut laps off the end of the race so the football coverage could start on time. We will never know the real reason because there will be too much politics involved. I'm sure they would end an AFL game early for motorsport; ha! if you believe that could happen, then I have a bridge you can buy. Nice coat hanger shape in Sydney, going cheap.

The "Official website of V8 Supercars" has a small article* on this. It took a little bit to find, but at least there is comment on it. They claim Channel 7 took no part in the decision, but it was made by V8 Supercars Australia (Wayne Cattach: "...The decision was ours and ours alone..."). They have a solution to the TV scheduling problems, increased buffer time between races (5 minutes) and improved recovery procedures (I'm not convinced). The blame for delay is apparently with the recovery crew who took too long on the second car; maybe he should dock the recovery crew's pay.... Despite who is to blame, they have an investment in V8 supercars which I thought both parties would be looking after.

Anyway there *was* a race in NZ and Tander seems to be living up to some of the pre season predictions with the speed shown. There was also a bit of damage done to a few cars, mostly around turn 7 with the sudden direction change and 'undulation' in the road. I reckon that going over the infamous bump at turns 6-7 would be a bit of a buzz, but it does seem to make a mess of cars on the wall if you get it wrong. I don't think I could afford to pick up the tab on those repair bills.

*(<http://www.v8supercar.com.au/news/latestnews/newsdisplay.asp?ind=M&author=&gid=32661840>)

A few weeks ago there was V8 Ute racing on TV

from Wakefield Park; now there is some racing. Lots of passing, a few bumps, spins and barging through. I would like to have a panel beating contract for these drivers. There weren't major accidents but plenty of nudges. It was excellent viewing, not because of bingles, but because so much was happening, follow the leader is not in their vocabulary. For a while I was trying to figure out which car must have bad brakes, because they kept talking about a 'Jesus car' making it's way through the field. At first I thought I misheard the commentary, then I had visions of a driver's reaction when the brakes didn't work at a fast corner in the pack: oh well you get the idea. Didn't actually figure out which car it was but it has me intrigued.

There is also V8 Giants and Super TT (super tin tops) within the AMRS racing series, some of these cars are very impressive. It's a bit like the old Touring cars days where they have different classes within a race (they actually have a Touring Car class as well!). Coverage is mostly on SBS and although it's only highlights I was surprised at the racing. Super TT has handicap races and is made up of cars similar to Improved production, sports sedans, Commodore cup, saloon cars and a few others. The best part is there is a real mix of cars and varying capabilities which leads to dicing, passing and real racing just like the good ol' days. The TV coverage details, and plenty of other information is on the website at <http://www.amrs.net.au/>

Brockies Big Day Out is not strictly a motorsport event, but has obvious connections. It was held in April and was the first time I had ever attended. It's no surprise there was a good turn out from the HDT/HSV club, with some very nice cars. A number of A9X Toranas were present, with two for sale, as well as some very nice SS hatches and sedans. (I tried trading my bridge in Sydney, but that was not a greeted as I had hoped.) An excellent example of a Group C car was present and reminded me of the first time I ever saw a Group C Commodore at Sandown, in the old pit area with Brocky at the wheel in the marshalling area. Very happy memories. The car at BBDO was immaculate, engine bay and all. It was hard to get a decent photo with the barriers, but you can see how well presented everything is. I would love to build a replica Group C car one day, they look so good (and I can't afford a real one...).

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XYHO, a tough car; you've gotta respect the classics.



There was one old Commodore, nicely kept, one owner only used on weekends



The 'Heartbeat of America' is actually painted onto the radiator fins, beautiful presentation. The best stand on display is in the background.

There was also a small contingent of Fords, quite nicely done and well presented. I took it as a good thing because Moffat, Johnson and others are a fundamental part of the history of Ford, Holden and Brockies victories. Ford had tough cars that had their share of wins, just not as many (sorry, I am shallow, I'll hang my head in shame.) Anyway, I thought it was a nice touch.

On Saturday 28th the Westgate to Warrnambool rally was run, on a weekend forecast for the heaviest rain in 10 years. Not sure if it was lucky or not, but the weather forecast was as accurate as usual; the day was sunny. This isn't a competitive rally, but a treasure hunt and answer question type. There was a lot of work put into this by Alan Davies and Frank with some really mind twisting clues and some that made you wonder (What is the tin shed made of? Makes you look for something more complex dammit!) We set off at 8 AM with a warning about penalties for turning up early at the finish. There was no worries about that, with morning tea, a chat to the Station master, cheese tasting and tourist places such as the 12 Apostles (has anyone told them they don't have 12?) and all

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Club TORQUE - Motor Sport & Rally - G. Black*(Continued from page 17)*

the clues to get we were wondering what day we would finish.

One observation made is the arrival order was the reverse of placegetters, that is, last arrival won the day, first there, well not so good really. Well done Greg and Kylie, the inaugural winners. Kim and Co got an honourable mention for the most bizarre answers. Observation was not their priority, maybe some of the crew were contemplating the karaoke game later in the day. (Please, no, shut the door please.) Special mention should go to Pete for completing the course and finding clues on his own. Driving is easy, finding some of the things wasn't. (And no, Pete was not first in....)

Oh well, having finished the rally there was the serious business of entertainment to be had; and here Al with the very generous help of Barry and Kathleen had come up with the goods again. If you had a very large block of land in the country what would you do in your backyard? Drive of course, and that's exactly what we did. Not competition of course, just friendly fun and a chance to have a go. The Dulux Dato crew seemed to have a very good time, there was more noise from laughter from the car than anything else.

There was at least one person who had never been involved with any competition before, and had expressed interest in doing something but was concerned about being a beginner. (It may surprise you that some people find embarrassment/nerves more of an obstacle than the cost.) Getting a try in

front of only a few people seemed to do the trick and they might be more inclined to give a motorkhana or something a go.

Once it got dark, a fabulous dinner was on (once again thanks Barry and Kathleen for being so generous), karaoke for some and outdoor cinema for all.



Some went a little wider at this corner.....

In my opinion that is what this club is about, a damn good time and encouraging & helping people into safe and responsible motorsport. A big thank you to Al Davies, Barry and Kathleen.

That's it for this month, see you at Philip Island.

Greg.

Club TORQUE - Club Web Site - Webmaster G. Kastelic

It has been a great month. There has been lots of events to do. Westgate to Warrnambool Rally was one and Go Karting on the 19th of May was another. The rally or its more affectionate name Weekend at Barry's was thoroughly enjoyable. A car rally to Warrnambool, autocrossing around Barry's track layed out in his backyard, a fantastic dinner, outdoor cinema, more autocrossing again the next day and a leisurely cruise back to Melbourne what more could you ask for. I took a few photos and some video with my

camera so check out the site for all the action. I am sure this will be covered else where in the magazine so I want carry on too much about it.

I can't publish the April stats as our web hosting suppliers had a problem and couldn't release any stats, disappointing I know. So far this month has been fantastic. Going by the daily averages we are going to pass our biggest ever month which was last year in October.

Daily visits: 89 Projected for the

month 2759)

Most Popular Club Cars (as of 18th of May 2007)

1st - Alan Davies - XY Falcon GT
2nd - Frank Rogan - Mitsubishi Starion
3rd - Bruce Lethborg - Holden Monaro

Webmaster

Guidance for general requirements at speed events - G. Black

The CAMS manual of motorsport is published each year and contains the requirements for cars and drivers. The CAMS manual is the definitive document and this guide does not replace it. This guidance is aimed at newcomers with a road registered car.

Entry forms usually include "Supplementary regulations" (also known as supp regs); these are requirements in addition to or more stringent than those in the CAMS manual. Supplementary regulations have the same standing as CAMS rules; if the car and driver do not comply with all requirements to the satisfaction of the scrutineer you may not be permitted on the track.

CAMS general requirements:
(Don't leave this to the night before)

Note: this guidance is basically for roadworthy road registered cars. If yours is not registered consult the CAMS manual for more information.

Front opening panels (eg bonnet) must be fitted with two separate fastening systems (octopus or other stretch type are not permitted, leather type belts are OK if secure. You don't have to drill holes in your bonnet to achieve this. As long as the fastening is strong enough to hold the bonnet shut at high speed AND you can still open it quickly if you need to)

Any crankcase breather discharging to atmosphere must have a catch tank fitted (This does not apply to any roadworthy road registered car)

Cars must be fitted with seat belts according to CAMS re-

quirements (schedule I),

- if your car is closed top then your standard lap sash belts that came with the car are OK. If your car is convertible (top off) you must have a minimum of four strap harness (see Schedule I for requirements).

A safety cage (roll cage) is only compulsory for open top (convertible type) cars

Note: You can fit better belts and/or a safety cage but must comply with CAMS rules; see schedule I for more information if you intend to do this.

You must have a fire extinguisher of at least 900g capacity and it must:

- Remain restrained under an acceleration of 25G (you need a good quality metal bracket; plastic ones often have poor straps and clips.)
 - Be able to remove it by the driver without needing tools (don't cable tie or tape it in...) and should be in reach from your normal seated position.
- Have a 3 yearly service which involves recharging and a six yearly hydrostatic test. It is the drivers' responsibility to prove the tests have been done. Most people buy a new extinguisher after 3 years, but the choice is yours. (Road registered cars do not need to have a 3 yearly service, unless supplementary regulations add a requirement.)

You must have valve caps (some supp regs specify metal caps only), your tyres must be road worthy (tread depth indicators)

Throttles must have a return mechanism each fitted in case of any linkage failure. (Usually a spring is fitted directly to all throttle shafts; don't have any links between the spring and the throttle.)

If your exhaust is road legal you should be OK, there are noise limits of 95dba and 75dba; most sprint days are 75dba but the sup regs will state this. You only get one go at fixing noise before you are excluded for the rest of the day. That's it...

A blue triangle (sides 150mm) showing the location of your battery

All forward facing glass (except windscreen) must have an adhesive cover to hold any broken glass together. Head lamp covers must not be red.

Driver requirements:

A helmet of Australian standard AS1698 is OK (international standards are also OK, but AS1698 is most commonly available. If you want a different standard check the CAMS manual)

Don't modify or put stickers on your helmet, and keep it in good condition.

You can use a driving suit (check Schedule D of CAMS manual), or you can wear clothing from ankles to neck to wrists (long pants and long sleeves) and closed footwear (eg no thongs or sandals). Clothing and footwear must not be flammable synthetic material such as nylon.

There are other requirements in the CAMS manual, but if your car is roadworthy there should be no problems, however always check you current CAMS manual.

You can have things additional to those above, but if you choose to use something different it must still comply with the requirements of CAMS. Basically if you choose to have extras it

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Guidance for general requirements at speed events - G. Black

(Continued from page 19)

must comply with CAMS rules.

On the day of the event:

don't forget to take out your spare wheel, remove loose items from inside the car and make sure the wheel nuts are tight. Scrutineers will check things

above and some basic roadworthy things like brake pedal, brake lights work etc. However it is your responsibility to make sure your car is safe and meets the requirements; it is one of the things you sign for when you enter.

The most important thing is to ease into things, get used to the track and have fun.

If you have questions please contact a committee member and they will help you.

Club TORQUE - Motor Khana & Group 5- F. Rogan

Hi folks, quite a bit has been going on lately....been and gone is the PAC's VMC at Moorabbin. PAC set up 9 tests, 3 of which contained some reversing bits and challenged 47 entrants with the changing sandy loam conditions. A couple of cars buried themselves in finish garages & one Mini was "beached". Moorabbin events are seemingly always popular, probably because it's close to many people living in the eastern suburbs. I was the only entrant from good old HSCCV and had a reasonable day - even though the car wasn't. The car was parked after the seventh run and would not start again, some gremlins in the

there. A nice day but the surface was rough as guts, probably the roughest I've ever experienced. 9 tests on three areas. There were a few Holden people there, one of our newest members Stephen Gallgher put in a good performance to take third in a highly contested class which also gave him a 5th overall. Good effort Stephen! His son Aaron is starting to find his way around a lot better too. The Le Mottee crew of David, Irene and Monique kept things busy in Class C with Irene taking a class win from David due to David's WD on a Gable Slalom early in the day. I think this was also the day the Gemini was going to get a workout but it decided it had other ideas. Lachlan Siedel, a junior, and also a recently joined HSCCV member got to cane his fathers XR6 Falcon. Even though he stuffed up lots of tests, he looked like he was having bundles of fun doing it. After killing the clutch slave on the first test (AGAIN!) my day improved. The clutch slave luckily went back together and I adjusted heeeeaaps of freeplay in the master.

Would you believe, the thing stayed together thereafter as I laid down some quick times taking a class win, and whilst at it posted the fastest non-special time that day for double kidney. The thing I'll remember



The Le Mottee family Suzuki

the most was how rough it was, particularly the high speed run of World Tour. Vlad and his helpers flew the flag high for HSCCV when the VMC ran at Werribee on 6th of May. Two test areas were set up for 30 competitors. The numbers were a bit lower than expected, but the day flowed well, and it was all done bar the Holdenclub photo shoot by about 3 o'clock. The weather was fair but a tab breezy. The ground was fantastic, it was in superb condition, a real testament to the effort the boys at Toyota had put in. The ground was quite predictable and was the absolute opposite to the Mini round. So good



Frank in the Starion, clutch working!

starting circuit. I borrowed the 2006 VMC champion's car, beating him on the last two tests but missed out on a class win to him by less than 1.5 seconds. On the 22nd April, the Mini Club put on a bash for 41 competitors. As you could expect, there were quite a few Minis



Monique - Look Dad! No Hands!!

(Continued from page 20)

in fact, that the officials didn't even have to move any test areas or garages. A well thought-out set of tests, and plenty of time for a lunch break. Many people helped on the day to make it the success



David Le Mottee having a go.....

that we'd all want and expect. From the entries, I'd guess we broke even, but we should be able to turn a profit from Mr William's double round of value-added services. From the time Pete and the Solchem van and club trailer showed up, the rest of the crew got stuck into it.

All the usual people were there to lend a hand for the various jobs to be done, plus a few newer faces came up for the day to pitch in. As there are simply too many names, thank you to one and all, without you we would not have been able to run the day. HSCCV were represented by only four competitors, with each in a different class, David Le Mottee and Monique in the Suzy, The Stig



The Stig in the XR6 - who was that man??
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(03) 9879 1555

in the big XR6, myself in the usual. I was quite sluggish that day, and it showed in the results. But the clutch was just fine thanks, and thanks for asking.

Now please don't ask me again, it's perfect now. A noteworthy mention was Nicholas Charrett's effort, his GT20 bucks was on fire; he set a fastest time for Square Slalom, beating 9 specials in the process on that test. Also Stephen Champion's Falcon tyres made impressive screeching noises in the dirt, go the taxi tyres!

The articles photos are from our event. All of the photos I managed to take have been posted to the Yahoo motorkhana e-group.

As I write this Nissan Car Club's group 5 at Werribee has been called off, apparently the ground is under water.

They'll reschedule for later in



The Team from HSCCV - here to Khanaa!

the year. The 27th of May gives us a state round at Werribee (again) courtesy of the Victorian Mini Club.

You could almost expect a very nice smooth surface similar to our State Round, so bring your wheels and come digging in the dirt with myself and the other usual suspects. They usually draw decent numbers, and hopefully the weather will be nicer to us all. We've gotta remember that McGraths Rd Werribee is the site of the Black

Swamp Retarding Basin, it's the place where all the Werribee Ducks get a wash. As it's getting to that time of year, I wouldn't be betting one way or the other at my local TAB on what the weather will do that day, as it's subject to change with not much more than a moment's notice.



.....and again!

Anyway, that's enough dribble about Melbourne's weather. Other than those previously mentioned events, we have Peugeot Car Club's VMC on the 17th June.

They did a swap with PAC earlier in the year, but as far as the venue for this one, I don't know as yet. If you want to know the latest event information, or grab some supp regs and entry forms, send an email to motorkhana@yahoo.com and they'll help you get hooked up.

As a final word, motorsport only needs the smallest unexpected mechanical or electrical issue to ruin your day (or days). This is a picture of the little blighter which caused the majority of my problems each race day. A set of bolts, one in particular, no more that about 20mm long, that's all it was....

Until next month, see you sideways....



Well, the Le Mans Go Kart was a great success from where I'm sitting. And from all other accounts if you weren't there you missed a bloody good night. I think even the spectators enjoyed the go-kart night, from where they were watching they would have seen a couple of good oversteering-spin-into-wall efforts on the bend in front of them. It was already pretty cold as we all rolled up at about 8pm and by the time we were organised to run it was nearly 9 o'clock. Four Four people came out of the woodwork on the night and kept the organiser (little old me) on his toes as some pulled out and others took their spots. We ended up with 9 Holden Sporting crazies, and 11 Four Four nutters. So with a field of 20, it was going to be a busy circuit, and so began our white-knuckle racing. After a 10 lap qualifying session we got

being gridded (wasn't there Chris?). Once we'd started getting some technique improvement and started to flow in the cart, the first race was over, so we headed back inside and be-

after 11pm when we strolled out of the joint.

Tracey Rowe was the victor, ahead of another Ford Fourer Jason and then our own karting legend Greg Kastelic.



Thanks to all who spread the word, and in particular Darren, Nicholas and Graham from FFCC as they no longer have a "Social Representative" to speak of.

Parting words were along the lines of "We should organise another one" and other similar comments. And perhaps we will, before the end of the year. If we do, then perhaps we'll organise the next one at Upper Grong-Grong, chances are none of us have ever been there so there'll be a more even playing field...

On to other things social, due to an extra sprint scheduled for



gridded fastest to slowest for our first 15 lap race. Turns out we were at a slight disadvantage, 5 of their guys were already members and from the sounds of it, Le Mans in Dandenong is a weekly institution for some of them. The FFCC members seemed to heavily populate the front of the grid for the start of the first race. We were all getting fired up and there was close jostling for rank in the first race between Greg Black, Chris, Pete Stewart, Wayne and myself. There was even some shoving at walking pace when

gan to realise how hot it was in there. But it wasn't the room. After some time to swap stories and generally hang around for what seemed like forever, we were back in the carts to commence our 15 lap final race. This was where Greg Kastelic's cart died in the butt so they stopped the race and sent him off again in a new cart. Weird thing was, his old kart started straight away. Generally speaking there was a little bit of shoving, someone claimed they saw sparks fly off the concrete (I had something to do with that!) and a fibreglass wheel guard got busted, but in the end I'm fairly sure there was nothing more a few bruised egos. The staff weren't prepared to rate us out of ten for track etiquette when asked, but we were nowhere near the worst group they'd had. It was



the month of July, and considering other members in terms of both costs of competition for July with 3 sprints and the fact that they'll be some very weary people on the Sunday morning for competition by keeping the date the same, it was considered in most people's best interests to move the Christmas in July Function. So it'll be earlier, about three weeks earlier. So we've grabbed the date of 23rd of June - which was the night before the now cancelled June Sprint. So now that you're

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Club TORQUE - Social Events - F. Rogan

(Continued from page 22)

trying to decide whether to go or not...

23rd of June...Go on, grab your diary/organiser thingy, check if you're available on the 23rd of June. If you are, put this function, Christmas in July, sorry I meant June, in there, now. We'll be heading to Poppy's Thai restaurant in Richmond. Whilst your plugging stuff in, the address at 298 Bridge Rd. When is it? Yep, the 23rd of June.

It's a soft drink & BYO wine affair, no corkage costs for a group booking and a choice of two banquets, giving you a 6/7 course meal. Food includes spring roll and samosa entrees, beef and chicken dishes. They'll be something to suit the vegos as well, as they have a full vegetarian banquet as well. You'll leave there fuller than a pommie

complaint box. All this for about \$25 - 28 per person, plus drinks. Parking



should be a cinch, as there are spots over the road at the Town Hall, plus on-street parking too. If you haven't had much of a chance to get to really know others in the club, now's your chance. There'll be no one running off to wave a flag or don a race suit or retire early for race day the next day. I cannot guarantee it'll be quiet though, so

you'll have to join in the noise on the 23rd of June.

Before I sign off this month, let me just say that the role of Social Rep is like so many things in life; it's what you make it and make of it.

For me it hasn't taken up much of my time, as I've done my best to be organised. It's really not much more than organising one event per quarter. The hardest thing I've found is to find a date suitable to most people within the club. That's where the committee can help. And as a committee member, sure I attend a committee meeting once a month, but it's regularly a damn good laugh. If you are looking to be entertained, come along to a committee meeting one night...Until next month, ciao.

Club TORQUE - Tailpiece - Phillip Island Sprints

A small prize will be offered for the best caption for this picture,or if it's a REALLY good caption, the prize will increase in value accordingly



Members WRITE - Commodore Cup - Dave Davies.

On the 5&6th of May Laurence and I were privileged enough to be invited to crew for the leading TAG Motorsport commodore cup team of Geoff Emery and Tony Bates.

Needless to say it was a great weekend for us, with Geoff finishing second, first and second in the respective three races retaining first place in the championship despite Daniel Richert obviously blocking him after only a couple of laps and with Geoff showing an enormous amount of restraint not punting him off (I couldn't have held



Bates in battle - take no prisoners!

had a minor coming together with another driver coming into Honda, although the damage was only superficial it was great to pitch in and have a hand in getting him back onto the track for the next race.

He steadily improved his position over the weekend to eventually finish 5th in the last race de-

damage so extensive with the car floor, exhaust and gearbox being unrepairable on the day, they have since outlawed the use of these flywheels and clutch kits due to this incident, a couple of competitors (Zukanovic amongst them) had engines expire (we know the feeling) and a few had excursions into the kitty litter.

The Formula Three's were great to watch although we have no idea who actually won, Garth and Leanne Tander were there (Garth has forearms like Pop-eye), it was interesting to get a



Bates having a red hot go

myself back).

Unfortunately Geoff was subjected to two stewards hearings which were not upheld and were (in our eyes) totally bogus. Both cars were towed back to home base for minor repairs and a late night dyno session to correct some power issues that were plaguing the car for most of Saturday, just goes to show you what a class act these guys really are to qualify in the top 3 with a sick car.

Tony obviously felt we needed something to do on Sunday and



Commodore Cup - what a good idea

close up look at the quality and speed of some of those cars. The Superkart guys had a huge turnout although we think those guys must be crazy to do those speeds so close to the ground. There were lots of other classes in attendance and many a great stoush was had on the day. It was fantastic to soak up the atmosphere in the pits, take some great shots, meet some great people and all round be better off for the experience. Laurence and I would like to



Tony Bates and Dave D.

spite us assisting with the last service on his car.

There was also another familiar face in the garage next door with Chris Paola playing crew chief for the Stevenson team and ending up doing quite well.

There were a couple of incidents like a clutch exploding on the main straight in Holdsworth's car, showering the pit lane with flying shrapnel and debris, the



Surfs up over yonder - looks a bit chilly!



Larry, Curly and Mo (Continued on page 25)

Members WRITE - Commodore Cup - Dave Davies.

(Continued from page 24)

thank the TAG Motorsports team for making us welcome and in particular Geoff and his wife for all the hospitality over the whole weekend and the invitation to participate, we certainly hope to do this again in the not to distant future.



See you in the trenches.
Laurence and Dave.

Nb: quote of the weekend Frank-(team member Tag Motorsport)
"Second place is nothing but a bag of sh*t"

Club TORQUE - Editors Ramblings - Kim McConchie

Hi everybody,
Welcome to the May magazine. Once again its chock full of great reading, thanks to all our contributors for this month. One of the usual concerns of editing this mag is striking a balance between the size of the magazine (more is better!), and the size of the file to be emailed (less is faster!). I try to keep the file around 2mb to 2.5mb once its in PDF format, being conscious of those with dial up modems and knowing how long a download can be when that's the case. Mind you the original file before conversion is typically 20mb, so the investment in a full Adobe suite has, from my point of view, been well worth it to make the magazine a friendlier email proposition.

Well the latest round of the FFCC / HSCCV Series has come and gone - the JCCV event at Phillip island was run yesterday and I've got to say the less said the better.....pre-Warrnambool the Dato had a small oil weep from a hairline fracture in the sump, which we had brazed up and seemed to be OK; however

while Chantelle was sitting on the dummy grid waiting for her first run, an official noticed a pool forming under the front of the car and waved her out of line...maybe it was the weekend at Barrys that opened it up, maybe the standard Dato vibration, either way the weekend finished after her one and a half laps of familiarisation. That makes it an expensive exercise, at \$160 a lap....done slowly!!! As for me - I got to drive it off the trailer, and back on again! For good measure we had a flat tyre on the borrowed trailer 3km before we got to the track - sorry Danny - had cold bacon and egg rolls for breakfast, and got rained on for most of the morning. But as always, others had it a lot worse, hence the Roll Of Honour for PI further on.

Now I really have to give a big thanks to Barry, Alan and Frank for their putting together the Weekend at Warrnambool. My boys + friend had a marvelous time, and in that 2 days learnt another level of car control beyond what khans have already given them, and we all

had an absolute ball. More thanks to Kathleen and Sarah for a great dinner and beaut breakfast, thanks also to the mad cat for providing entertainment as it put holes in Greg and Kylies tent while the rain belted down, and finally - yes, I SNORE!!! Thank you to all who pointed this out to me on Sunday morning.....I had a good sleep, pity about yours!

Finally, I would like to welcome The Steering Wheel Company, who have offered to support our club with a \$20 rebate to the club for any restoration or rework to your wheel. They have already restored a wheel for me - a cut down XU-1 wheel with a Griplight leather rim dating from the seventies, OK its not original but terrific to use - and I was very happy with the result. Now if I can just get the rest of the car finished!!

See you in the dust, mud, and occasionally staying on bitumen,

Kim

Club TORQUE - Membership & Pointscore - Dave Davies

Hello all,

not much to report this month, missed one committee meeting and haven't received all the new memberships/renewals for the last month.

My apologies for the delays on sending them out, I will have them done shortly.

The scrutineering day was a success, thanks to those who turned up and to Greg for lend-

ing his expertise for the day.

See you in the trenches.

Dave.



Phillip Island HSCCV / FFCC May 19 2007

Wayne - carby trouble and pinged for noise, a sad end to the day

Kim - a Dato leaking oil, a cold egg 'n bacon roll, went home

Bruce - the bum blew out of the Geminator, not happy, went home

Mark Lomas - blew the gilmore belt thingy, much steam, went home

Vlad - Oxygen sensor problems, usually on 2 wheels, today went home

Greg Black - mysterious electrical problems, went home

A. Holc - Carby problems and blew P/Steering belt - bugga. Went home

Brad Lovell - chronic o/heating, car even worse. Went home

*Dave Davies- blew the bum out of his engine, not a happy chappie.
Went home.*

HSCCV Members - Lest We Give Up.

Club TORQUE - April General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc. – General Meeting**

Bells Hotel South Melbourne 30 April 2007

Meeting Opened	8.10 pm
Present	as per sign in book
Apologies	Greg & Kylie Kastellic, Lawrence Gleeson, Ian smith, Craig Bennett, Bruce Lethborg, Glenn Mason.
Previous minutes	M. Greg Black S. Kim McConchie
Any previous business arising from Previous minutes	Nil.

PRESIDENT – Wayne Paola

Our request for the CAMS grant has been submitted, and we expect an answer 20th of April.
We need to show receipts and how we used the money
Phillip Island in 4 weeks, 84 entries total only, Tuition available
Reminder about Warrnambool.

TREASURER – Peter Stewart

Read from magazine report

Cheque account	\$	197.00
ING Investment account	\$	13,492.00
Cash box	\$	25.00
New renewals		\$144.50
Total	\$	13,859.24

Nice position to be in considering the clubs purchases recently, Trailers, TV, DVD player etc.

MEMBERSHIP & POINTSCORE - Dave Davies

4 New members this month

161 Members to date

Andy Booth/Anthony Classon ex Winton issue resolved.

CAMS had computer problems, which resulted in the loss of half the names. Ring them if you are still waiting for your licence

EDITOR - Kim McConchie

Computer has been wiped

Want member profiles

MOTOR RACING – Greg Black

Not much to say

Does anyone know anybody in the picture with Stirling Moss in the article featured in this month's magazine?
Scrutineering day 9 cars to check

SOCIAL- Frank Rogan

Ideas for Christmas in July

Dons Bistro Italian Nepean H/way

Sophia's Camberwell

Pavilion Doncaster road Doncaster

(Continued on page 28)

Club TORQUE - April General Meeting Minutes

(Continued from page 27)

Minutes of the Holden Sporting Car club of Victoria Inc. – General Meeting

SPECIAL EVENTS – Allan Davies

Warrnambool run coming up
Starting at 8am from Westgate
Suspension night deferred

GROUP 5 / MOTORKHANA – Vlad Kowal

Compliance checker role done by CAMS Steward
A list of helpers for the event required

WEBSITE -Greg Kastellic (absent)

1700 on the website for the month

CAMS STATE COUNCIL REP – Wayne Paola

Nothing to report

PUBLIC OFFICER – Ray Cardwell

Nothing to report

STOCK – Glenn Mason (absent)

Artwork has been prepared for shirts and caps
Looking at idea of big logo for shirts, and patches for race suits

GENERAL BUSINESS

Dave Davies can't help at VMC as he will be involved in Commodore cup

Should we put birth dates on website?

Roster idea so competitors also help out at other events

Vlad, RACV offering Classic Historic Insurance and Total Care Comprehensive insurance \$ 69.00

Peter Targa Tasmania: Bruce has achieved 2nd 'in class' and received a trophy for successful completion of stages within certain time limits, thoroughly enjoying the event

We should, as a club, register our professions and jobs with the website so that we can keep our money within the club members and therefore reduce the running cost TAB on our vehicles.

Wayne Paola Eric Banna wrecked his car at the Targa

Greg Black BBDO Quite good, a lot of people went to the day. Brock car Owners club won best car display, and Wayne won a T-shirt

FINES

Bruce for inappropriate hand brake application

Dave Davies for admiring the inappropriate hand brake application

LOTTO - 4, 8, 4

CONCLUSION OF MEETING - 9.40pm

Club TORQUE - Pointscore

Bruce LETHBORG	57	8
Philip SLATER	54	8
Frank ROGAN	49	8
David DAVIES	49	8
Greg BLACK	47	8
Peter STEWART	47	8
Wayne PAOLA	43	7
Vlad KOWAL	41	6
Kim MCCONCHIE	39	7
Chris LOXTON	37	5
Jason PERCY	36	6
Chris PAOLA	32	4
Ken SCOTT	30	5
Ray CARDWELL	30	5
Malcolm CARDWELL	30	5
Jeremy WATT	29	5
Kylie KASTELIC	28	5
Glenn MASON	25	4
Greg KASTELIC	24	5
Shane WOODMAN	20	3
Kristofer LETHBORG	20	3
Alan DAVIES	20	3
Richard WALES	20	3
Craig PATTERSON	16	2
Laurence GLEESON	16	3
Andrew HOUSTON	15	3
Jonathan HUMFREY	15	3
James STEWART	15	2
David WILLIAMS	15	3
Amelia SLATER	15	2
Craig BENNETT	13	2
David LE MOTTEE	11	2
Stanley KARATZIS	10	2
Alex CHIANTA	10	2
Ian SMITH	10	2
Brad SHARP	10	1
Luke BOYLE	10	1
Brad CHIANG	10	1
Greg EVERY	10	1
Irene LE MOTTEE	10	1
Martin CARABOTT	10	2
Antonia FITZPATRICK	10	2
Andrew HOLC	8	1
Andrew BOOTH	6	2
Egle PARKER	5	1
Jan SMITH	5	1
Saeid AGHAZAMANI	5	1
Matthew SEAMONS	5	1
Bradley SOMERS	5	1
Daniel HOLC	5	1
Caitlin CLOUGH	5	1
Joseph CLOUGH	5	1
Kathleen CLOUGH	5	1
Bruce PARKER	5	1
Troy FITZPATRICK	5	1
Barry CLOUGH	5	1
Cassandra CARDWELL	5	1
Geoff PATTERSON	5	1
Samantha CARDWELL	5	1
Rowena CARDWELL	5	1
Monique LE MOTTEE	3	1





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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:.....

<u>Membership fees:</u>	Single:	\$48.00 full year from January 1
Please mark clearly	Family:	\$70.00 full year from January 1
	Junior (under 18)	\$25.00 full year from January 1
	Associate (Bona fide members of non CAMS affiliated car clubs only with proof of membership)	\$25.00 full year from January 1

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

Payment: Cash..... Cheque.....

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

Office Use:
Date received:.....
Licence processed:.....



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