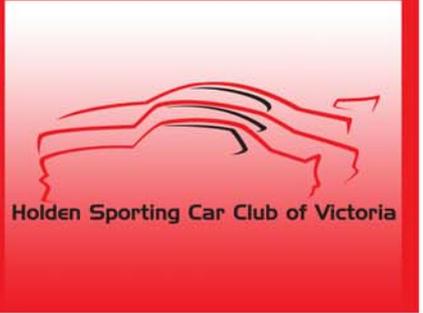


HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

JULY 07



FORD v HOLDEN SPEED SERIES ROUND 3 Winton



COMING EVENTS

ROUND 4

FORD v HOLDEN
SPEED SERIES
SANDOWN - 22nd July

THE REAL DEAL

holdenclub.com

Welcome to the July 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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Club TORQUE - Committee 2007 and Club Information

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred 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

Hi all for another action filled edition of Holden Torque.

Most of the discussion in this months magazine will be centered around Winton, the second sprint event for 2007 of the FFCC v HSCCV Speed Series. I would like to say a couple of things about it, and then leave the rest to all the various entrants from our club.

Starting off, there were 13 entrants from HSCCV in attendance, in a total of 84 entrants. So a very strong field lined up on what has to have been the best weather day I have ever witnessed at Benalla. 12 degrees and crystal clear blue skies.

Now, the very thing that drew so many of us to this sport, and therefore Winton on this day, had it roots back in the 1960's. What I speak of is the birth of the muscle car in Australia. When that first GT Falcon made its debut on the Ozzie market, it changed the conservative way Ozzie's behaved and saw them selves for ever. What has this got to do with Winton I hear you all scream. Well, every car enthusiast worth there weight would have been able to appreciate the significance of the BIG RED CAR in attendance at Winton on Saturday. Just to see this car was one thing, but to hear it and feel it shake the ground when it drove past was amazing. The days of open exhausts may have gone at Phillip Island and Sandown, but at Winton, it just sounded brilliant. Further was the treat of another famous muscle car in the Torana A9X. of club member Glen Mason.

Why am I bringing this up you ask. Well, it's like this.

Without these famous cars (all muscle cars) no one in this country would be able to appreciate powerful, sporty cars other than the very wealthy. Had it not been for these compact cars with overly large engines, the Germans and Japanese may not have created things like M3's and GTR's etc, let alone would there have been a plethora of circuits for we weekend racers to have a ball on. Thanks General Motors, Ford and Chrysler, thanks Gibbo, Moff, Brocky, Firth, Howard etc.

I had on the day some misfortune, in that my diff broke while the Sunday bloke was at the wheel. I had recently changed to another housing which had a 308 to 1 ratio centre in it. It broke after Chris and I had had one full run each. Compared with the 336 that came out, the 308 felt so much better, or just more to my liking. Before anyone says anything about being fragile, I should point out this is only the second time in four and a half years that mechanical failure has put me out. I have not blown anything other than a diff, now two diffs. Not bad for a 23 year old car that maxes at 6000rpm.

I am desperately looking forward to the new SS Commodore ute, due in October 2007. If the bank balance will stretch far enough, I hope this will be my next tow car. The Summit Holden showroom in ELSTERNWICK, south east of Melbourne, is abuzz in anticipation at what it will look in the flesh. The Americans will surely be lining up as well to get this as the next El Camino.

It was pleasing recently to receive a call from the president of another major car club in Victoria, interested in discussing joint property ownership by car clubs like ours. In tough times, with

property prices as high as they are, this type of development is one way of progressing our ambitions. We still anticipate having a profitable year in 2007, but we are not in a position to do anything on our own. Anyway, the sub committee will investigate all opportunities thoroughly.

Until next month, see you all at the August Hill Climb. We will need helpers and this will be the last time we use the old venue, so it should be a hoot. I expect to be doing whatever the chief want's me to do. Talk to Peter Stewart to get on the roster.

Wayne Paola

Vice President - G. Mason

Hello fellow members,

Boy doesn't time fly when you're hanging out for an event to come around, NOT. Winton will be run and won by the time you read this, and I will have been there to actually run instead of stand around and watch (yay!!). You reckon I haven't been counting off the days, hours, minutes and seconds until I drive out onto the track again. You bet I have!! I must have walked around, sat in and looked at the Torana about a million times in the last three months. The six hour at Phillip Island is the last time we saw track time, so I am super keen to get out there and have a "red hot go". It will be interesting to see how my shoulder holds up, hopefully it'll be fine and I can just drive hard all day!

Speaking of the six hour,

(Continued on page 4)

(Continued from page 3)

those of you who are thinking about whether you want to compete, make a decision asap. This event will be BIG, and will fill pretty quickly. So please get in now to avoid disappointment. It looks like we'll have about four teams running at the moment, and there are a couple of spots available, so ring one of us now to put your name down, or get yourselves organized and put together a team. Make sure you let us know though, so we can help you a little if required. This really is one of the best events you will ever be involved with, and you will kick yourself if you miss out!

Has every person out there been watching Top Gear on SBS again? If that is not one of the best shows on TV at the moment, I don't know what is! The humour, the road tests, the photography, it is all just so well put together and just sheer good fun. There is a great range of cars and stories, and they come at it from some different and interesting angles. I don't think I have as much for ages when they chopped the roof off a Renault Scenic, and built their own convertible top for it. Absolutely hilarious! Do yourself a favour and sit down at 7.30 Monday night and have a look, even just to see some amazing cars and some wonderful driving.

Drive well, Drive safe, Glenn.

Secretary - K. Kastelic

Well, I heard that Winton was fantastic. I was preparing to come up and have a run but as I was cutting my stickers out on Friday night, Greg was out doing a spanner check on the STi only to find a

fair bit of play in the rear wheel bearings. (That would explain the clunking noise, Al). So no Winton for us. It was a bit of a push anyway as we currently stressed out with having our house on the market and have told people that they can only come through on the weekend and if our dogs are not here. Also, sorry to anyone who has not been able to contact me by mobile. I lost it on the train about four weeks ago and by the time you are reading this I should have another one.

Though I must say, I have enjoyed the peace and quiet of not living in the 21st century!

Good luck to those running at Sandown next week. Please come along and wave a flag or two if you are not running. I recommend having a go at an officials position. It is amazing the benefits of a different perspective on a race day.

I have the honour of running the membership and pointscore for the club again after Dave resigned for personal reasons. Unfortunately, with the house situation I have not had a good chance to look it over so I will not print a leaderboard this month.

Well, this will have to be a short one as there are people about to come through and inspect our house.

See you in the dirt (hopefully soon),
Kylie.

Treasurer - P. Stewart

Hi everyone

As you can see, generally we are in good shape; the income is generally balancing the outgoings with the exception of the initial entries being forwarded on behalf of the teams entering the Phillip Island 6 hr event.

To this date one team only has taken advantage of the clubs' offer of assistance, made last month, and we expect another 2 teams at least to enter, but we need, names, 50% of entry fees up front, and signed paperwork before we can help.

These payments will be of course reimbursed by the drivers back to the club between now and September and is intended only as a convenience to lessen the financial impact at such a busy time in our racing calendar.

Adding to the accounts this month will be the results of a very successful HSCCV / FFCC day at Winton, held on Saturday, 14th.

At the moment the results are still being finalised and therefore I can't report the actual figures, but again, we can say it has been another successful event.

The next 'successful event' is scheduled for next Sunday 22nd.at Sandown, please, If you can't compete, then please, turn up to help.

Helpers are desperately needed These events cannot run without helpers, This HSCCV / FFCC series ensures the growth of both of our clubs, providing friendly rivalry between respected members of FFCC who we know and who have become friends with.

And of course an affordable series with results that we can relate to. The series also minimises the 'high dollar' risks in hiring and hosting events that we have seen in bygone years.

Without helpers, No events, No events, No money, = No club ... again.

See you there

Pete

Treasurers Report	
Deposits for the period 16th June 2007 to 15th July 2007	
General income	\$ 360.00
Advertising Aroma Bakeries	\$ 40.00
Summit Holden	\$ 500.00
Donation Home Loans	\$ 58.75
Transfer from ING Account	\$ 1540.00
Total	\$ 2498.75
Payments for the period 16th June 2007 to 15th July 2007	
Mail	\$ 50.00
Warrnambool Run 2 nd prize payment	\$ 50.00
Sponsors Photo frames	\$ 40.00
Phillip Island Team De Sade entry payment	\$ 1450.00
CAMS new membership	\$ 88.00
Total	\$ 1678.00
Accounts	
Cheque Account	\$ 820.75
ING Investment account. Includes \$69.75 interest June	\$ 11,867.11
Petty cash tin	\$ 25.00
Total	\$ 12,712.86

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

Please send all your latest video clips to Peter Stewart, camera, phone, whatever, 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!

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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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Holden Sporting Car Club of Victoria

Club TORQUE - Club Calendar 2007

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

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 SATURDAY
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	
2 nd	NCCA Gr5 Motorkhana - Werribee
2 nd	Australian Muscle Car Masters - Eastern Creek Raceway NSW
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

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	PIARC Gr5 Sprint – Phillip Island
22 nd	HSCCV General Meeting

Thanks to every one who submitted pictures for this months magazine - Frank, Julie (again - what a legend!), Pete, Wayne, and all the other. For a full suite of pictures check out the club website. Awesome!!

Club TORQUE - Club Calendar 2007

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
9 th	FFCC VMC Rnd 10 Motorkhana - Tooradin

Club TORQUE - For Sale

This car would suit someone starting out. The car description is;

VH shell which originally had 253 motor
 VB front quarter panels and grill etc.
 15" rims with Yoko 008Rs just on tread wear indicators
 Engine/drive train;
 Baffled radiator
 Blue 202 with Webber carb, lightened flywheel, (main seals leaking, main bearings starting to get noisy)
 M20 box
 Holden 6 cylinder diff with LSD centre and additional ratios and centres
 Brakes;
 Unbiased master cylinder with under bonnet adjustable bias
 VT front disks and callipers
 VH rear disks
 Steel braided lines
 Suspension;
 Koni "yellows" externally adjustable
 King springs
 Nulathane bushes
 Front sway bar from V8
 Also have an assortment of spare parts including a T5 gearbox.
 A good summary of this car is that it turns and stops but

just needs power. I never got to building a hot six I'll would like \$3000 ono. The car is currently garaged at Mornington.
 Contact me via email peter.scant@westnet.com.au or mobile - 0437 443 385 Peter Scantlebury



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By the time you read this the Winton round will be over and Sandown will be looming bigger than Vic Argento's Falcon in your rear view mirror. Winton was dry, sunny and so cold the birds were dropping frozen from the sky (don't believe me; well did you see any birds flying? No, they were all frozen.)



The round came with two momentous events; The President of Vice, Glenn, back in the Torana; and Mr Ed competing in a Commodore and there are pictures to prove it (blackmail is such a dirty word).

Kim did quite a few laps in Pete's VD Commodore in preparation for his own VH (obviously Kim can't spell 'VK' correctly). His times were pretty good for an unfamiliar car and he even managed to emulate Pete's spin from round one at the end of the new main straight, nicely placed in the centre of the track and cars going either side to avoid. The Blues Brothers could not have done it better.



Phil was having a good go and was getting some temperature into those brakes, he needed to do laps of the pits to keep the smoke in them (if you let the smoke out they don't work; a bit like engines...).

Steve Crupi was being a quiet achiever again with some good lap times and rumour has it an agricultural excursion at the old turn one. I believe the Ford Holden secret parity panel are observing this car.

Pete was doing his best Murray Walker impersonation (spin spin spin) with a few spins. You know you're trying hard enough when you spin, you can just rejoin and have another go but it's a bit annoying to watch everyone going by while stuck to your axles in the mud. Yes it had rained at Winton and it was very slippery off the track. Pete's race car sounded good when passing as at the pit exit, probably due to the change in diff ratio.



Jeremy's Torana was superbly presented as usual, looks great on the track, and had a sudden desire to emulate Pete with a nice spin at the end of the new main straight. No problems, just grass and mud, then continued on.

I watched Glenn coming in from one of his sessions and I have never seen a smile so wide on his face, obviously very happy to get out on the track again. The Torana looks and sounds great (as you would expect Mr Ed), unfortunately there was a minor engine problem at the end of the day, but nothing serious.

Bruce was having a good day in the Tiburon (is

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that how it is spelt?), with good reports on the handling of the car, and finished the day with no problems.

There were a number of problems on the day, with the HSCCV spare parts shop doing 'trade'; it would be better to close the shop, but that's not likely to happen. There was suggestion of stocking spare diffs but it's difficult to fit that into a plastic tub....

Chris and Wayne were having a great start to the day, with good times in the first session when everything was still warming up (drivers and cars, the



Mark Lomas was not able to run this event with a sump problem still to be resolved, but watch for the car at the next event and check out the engine!

Craig Bennet could not run, but helped out with flagging along with Julie and Max. Thank everyone for helping out, and apologies to those who I have not mentioned

Regulars Lawrence, Dave and Chris Loxton were all missing on the day, with other commitments preventing them from coming along. Hope to see you at Sandown.



day did not warm up) but came to an abrupt halt with diff problems. If the HSCCV shop had diffs I reckon Chris would have been ripping the old one out in a flash. Wayne and Pete's cars were both suffering mysterious starting problems, battery good, alternator good, starter motor good, but won't turn over. This affliction might be contagious, with other cars coming down with the same problem later in the day.

(There was one poor competitor there who seemed to spend all day cranking the engine without success. More than once it was commented on how good the battery must be to crank all day and still keep going. Unfortunately the engine was not in the mood and the car was loaded up and taken home)

Martins VK had some 'surgery' done before the event with a Borg Warner diff in place of the Salisbury unit. Unfortunately the diff did not fit as expected (due to some confusion about models) which required some minor guard reshaping. The car still looked great, but don't mention the diff; I did once but I think I got away with it.



Looking at the championship points mid year Chris Loxton and Phil Slater are consistent and having a good go versus the Evo 9. Vlad is doing OK for one event in class F, but will have a tough time catching the leader (Damien Hunter). Peter and Steve are doing battle with that Falcon, so wind up the supercharged V8 and blast past at Sandown Steve (Pete too if it's installed in time).

(Continued on page 10)

Club TORQUE - Motor Sport & Rally - G. Black

And Chris (Sonntag kerl) Paola is getting serious in class H.

The Philip Island six hour entry is open, and to those who might be interested, but didn't do it last year, you might be wondering about the wear on tyres and everything else after a day on the track. Most people last year thought tyre wear would be a problem, and spares would be needed. Being a regularity trial and not a speed event you don't target your fastest time, because there are quite a few other cars on the track (and some of them don't seem to mind holding you up) so it is not that easy to do your best time. If you target below your



at all, judging how much ground to make up for that slow car, 15 times in a row; then come in the pits for the next car to go out. That is fun and not that easy.

If you're interested it's not too late, speak up and have a go, it's worth it.

best time you have a chance to make up lap time if you get held up, but mainly you can conserve tyres. Unless you are punting it really hard the tyre wear is minimal, some competitors will be using last years tyres for this years Holden / Ford sprints and the 6 hour too. If you are not pushing the car hard then engine wear and everything comes back to 'Sunday driving'. Why do it if there is no challenge, well you try doing a lap within 1 second, but not faster than nominated, with no timing devices



Club TORQUE - Stock - G. Mason

Hello all,

Not much this month, we sold some stock at the last general meeting and the cupboard is starting to look a little bare! So, we are ordering some new items this week. This will consist of polo shirts,

long sleeve "t"-shirts and windcheaters. All will have the new logo on them, and there will be a good variety of sizes available to suit just about anybody. Will let you know as soon as they arrive.

Cheers, Glenn.

Khana

Not much has happened since the last mag. Well, there would have been three events to talk about, but due to the weather, more specifically rain and lots of it, I can only really talk about two events. The one that was cancelled was actually a Khana-cross at Werribee. This was not your typical event, but for those who knew the grounds, this was a typical scenario for a wet day. When there's a bit of rain, the whole place turns into a slush-pit. It's hard enough to get out the gate when it's like that, let alone compete...And since it rained most of the time for four days prior, it came as no surprise when it was cancelled. So that was the end of racing on the 8th of July. Good news is that it's highly likely to be rescheduled.

What can be talked about is the PCCV round on the 17th June. At where else but Wer-



ribee. That seems so long ago now! I think from now on I'll call it "Where else but Werribee".

Well, what do you know, we were able to run until about lunchtime and then down came that sodden rain, which cut four tests from the end of the day. Damn! I was packing my secret weapon and was giving the other two a good run for their money...my speed was right up there. Early on, I was

just getting into a test called Nucleus when I realised I was going to stuff it. I was going around, pretty much sideways mostly, when something told me to stop and check. If I had kept going I



would have stuffed it, and as the results showed, in this case I was better off stopping than stuffing it completely. Also on one other test the officials apparently needed to fix a flag that I don't think I even hit. But judges decision is final and all that...so after kicking myself in the bum for Nucleus I recognise that it was a pretty good result.

Ray Cardwell also did very well taking a Class win in the old HQ (well done Ray!) against some Pugs and a Chooktin. The Pug guys, whilst representing their club, did seem to have directional issues on the day and one of the Pug guys pulled a tyre off a rim early in the day. I understand that Bob Jane's staff have all learnt from the same master who preaches that that sort of thing just doesn't happen. Well, I welcome any of their guys to come to one of our events and learn that they've been taught utter jibberish on that one!

Also from the club we had Bruce and Kris pulling the Accent around, clean runs from Bruce, and all bar one from Kris.

PIARC ran their Group 5 round on the 1st July. 39 entrants, which is little bit lower than expected but with reasonably evenly sized classes (if we ignore the WRX

clan - we tried really hard to, but we had to watch sometimes as were occasionally entertaining!)

I had no secret weapon to speak of, I was actually very tired and lacked the patience for the slippery surface. The surface did get better

as the day progressed as we managed to dig it up. It wasn't a warm day, but what does one expect for winter...?

Some good results and some spectacular driving at times over 12 tests.

David Le Mottee showed all the WRX owners how to drive with less than half the horsepower they had to take a Class win, with Irene not that far behind. And their daughter Monique who is all of about 12 is going to show most of them up too, the way she's going. One of the WRX guys got his car up on two wheels - how cool!



Ray Cardwell debuted the Gemi wagon with daughter Samantha taking her maiden voyage down the fun road of motorkhanas. She did very well for her first time, good on you Samantha! Mal put in a gallant effort (get it?) with clean runs to take a 3rd in class too.

Lachlan Siedel did a good job in the enormous Falcon (small tests

(Continued on page 12)

(Continued from page 11)

were set up!) and showed some real skill behind the wheel. Another youngster on fire, can't wait to see you let loose in the Torana!

Last but not least, the best driving of the day that I saw was one of our newest members, Stephen Gallagher. He absolutely nailed the reverse throw on Dollar, to the crowd's delight. His son Aaron, also put down some good times and took out Junior Class - legendary effort.

If that's your first trophy Aaron, then just wait, you'll get a taste for them soon. Plastic is very yummy! (Gulp...oops!). Gonna be great to see you guys in your rear wheel drive Lancer soon.

So that's what was, this is what will be:
Supp Regs for Melbourne Uni Car Club's VMC at Bendigo are out, the date has shifted from 14th July to the 21st July. Yes, it's still a Saturday. So that means that I'd be able to help out at Winton. Actually, no it doesn't, I've got something else I'll be doing instead. Sounds like Fraud Four have all the helpers they need anyhow...but I wish you all very well, and may the best drivers finish first. :-P Bendigo as mentioned last month is bitumen, but kind of slippery. A fun tyre frying day, we haven't done a sealed one at all this year.
So if you want to go somewhere warmer, come to Bendigo for the day, you can work on your tan too!
Then on the Sunday you can even it up by freezing your butt off at Sandown - I hope to see you there, either in a competing or officiating capacity. I'll

be there waving flags.

Back to the subject at hand, on the 5th August we are back at "Where else but Werribee". If the weather is kind enough, Toyota (who manage the grounds) will run their Group 5 round.

Then on the 19th some of us will trek up to Shepparton to skid-pan heaven - Let it rain beforehand I say, oh let it rain. Just not whilst we are there, we don't want officials cancelling the day because they might get wet, that's just not on!

Enough from me, so until next month, see you sideways...

Social

From the general impression I got, those who joined us on the 23rd of June for our annual Christmas in July (err, June) had a good time.

As I reported at the last General Meeting, we had some stuff happening with seating and then

some stuff happening with certain courses not getting delivered when they were supposed to. Meh, it all got resolved during the night and was just part of the experience.

I took some photos of the HSCCV clan (hope I got everyone in the shots in some way!) and I'm hoping each of you can pick out your family and friends from those furry pics. They look like this out of consideration, because it meant I could avoid giving anyone momentary blindness.

It was funny at the end of the night for those last few to leave - Most of us would have drawn our own conclusions about the owner's tallest staffmember, only to find out that the owner himself had serious confusion about it. And I was mighty impressed that people had actually paid more than they needed to. That was really great, not the club nor myself were not left out of pocket. In fact, I donated the extra money to the club so we



(Continued on page 13)

(Continued from page 12)



good people that they are, invited us to join them. The seats are already booked - Saturday 11th August from about 8pm and the address is 36 Errol St, North Melbourne. One of the comics is a bloke called Hung Lee, he did the Wok Star adverts if anyone can remember. Free street parking is available



actually turned a small profit! So thank you all for your honesty, your attendance and your company. I personally would liked to have caught up with more people but the night flew and before I knew it, it was over. Nonetheless, a good night it was.



able prior to the show, it has been recommended by previous patrons to order entrée sized dishes because they're about the same size as a main but less expensive. If you are interested, let me know how many tickets you want (frankjr@optusnet.com.au) and I'll see what I can arrange. Partners and family are welcome, but discretion advised for younger people. No-one likes a little potty-mouth, do they?

As mentioned at last months meeting, FFCC invited us to the Comic Lounge for a free night of entertainment. They have some additional tickets from the past, so, being the

around the venue from 6pm, and it should be a night full of good laughs. There are 8 of us going from HSCCV so far. Food is avail-

Frank

Club TORQUE - Club Web Site - Webmaster G. Kastelic

The HSCCV website has been getting a hammering this month. A massive increase of traffic has occurred this month probably due to the coming rounds of the Ford v Holden Speed Series. A lot a attention has gone towards the F v H webpage and Calendar.

June Website Statistics:

Total Visits:
3707 (Record)

Most Popular Club Cars:
Alan Davies - Falcon XY - 46
Bruce Lethborg - Monaro HQ - 34
Chantelle - XU1 - 33

Most Popular Pages:
Ford v Holden Series - 515
Calendar - 256
Members Cars - 256

Considering there haven't been many sprints for the first half of the year, the V8's are playing the usual follow the leader, and like all of you, my mind turned to springs, I thought a quick article might be in called for. (Surely you naturally thought of springs....Ok, I had a request from a reader – I'll pay the \$10 later).

All of our cars have springs and we tend to change them to go faster, but how do you know what to get and if the sales guy is feeding a line? Assuming you are using linear (non progressive) coil springs for circuit use you will probably have one of two types of coil spring, the standard size (large diameter) or mini springs, which will be a specific 'rate'. Spring rate is often quoted as 'pounds' (lbs), but it is really pounds force per inch (lbf/in. or lb/in). All this means is that for a 500lbf/in. spring every inch the spring is compressed it exerts a force of 500lbs; (or it will take you 500lbs to compress the spring 1 inch) simple really, but what spring rate do you have? You can calculate the spring rate yourself, all you need to know is the wire diameter, diameter of the coil and number of active coils. The most important one to measure accurately is the wire diameter because a small error will have a big impact on the result. Plug your numbers into the equation (all dimensions are inches):

$$\text{Spring rate} = \frac{\text{wire diameter}^4 \times 1500000}{\text{active coils} \times \text{coil diameter}^3}$$

The bad part is for some reason this calculation gives results lower than expected on springs with known rates, but if you are doing a comparison of one spring versus another you will know how different they are. (In my calculations a 550lb spring calculates as 450lb, although this could be due to very cheap calipers, because an error of less than 10% of the wire diameter (0.04in) makes a difference of 100lbs!)

So the factors that affect spring rate are the coil diameter, wire diameter and number of coils (we wont include metallurgical properties here, it's just too hard to get the information). Some of these are quite obvious, if the wire is thicker it will be harder to bend, if the coil diameter is larger, the coil, which is like a lever, is easier to bend, and number of coils; well less is harder.

If you don't have calipers or like most of us don't have time to calculate this, then you can look at it this way, if you;



Rear adjustable suspension on a Commodore for easy spring rate and height changes. A good setup but uncommon sight on club cars.

- double the number of coils, the spring will be half the rate;
 - halve the coil diameter the spring rate goes up 4 times;
- double the wire diameter the spring rate goes up 15 times (450lb goes to 6700lb; that would be unpleasant to drive!)

Why do people go to mini springs with platform suspension if the biggest change is from wire diameter? Try getting a range of spring rates suitable for racing from your local suspension store, they don't usually have them. You can get a custom wind, but that will cost extra, and the wire diameter on a standard coil size will be bigger than mini springs for the same spring rate. Mini springs also have the advantage of allowing more clearance for wheels and tyres, although they are not cheap items either.

If you only want a better spring then mini springs may not be for you, but if you want to do quick ride height adjustments, need more clearance for camber adjustment (standard springs limit the movement) and a variety of springs then platform is the answer.

Sway (stabilizer, anti roll) bars follow the same principle, a small change in wire/bar diameter has a big impact on results. A small change in bar thickness has a big change on resistance, or you can "change" your sway bar by moving your attachment (lever) point. The attachment is the end of the lever, if you shorten the arm length by 10%, the leverage ratio is decreased by 10% and the ap-

(Continued on page 15)

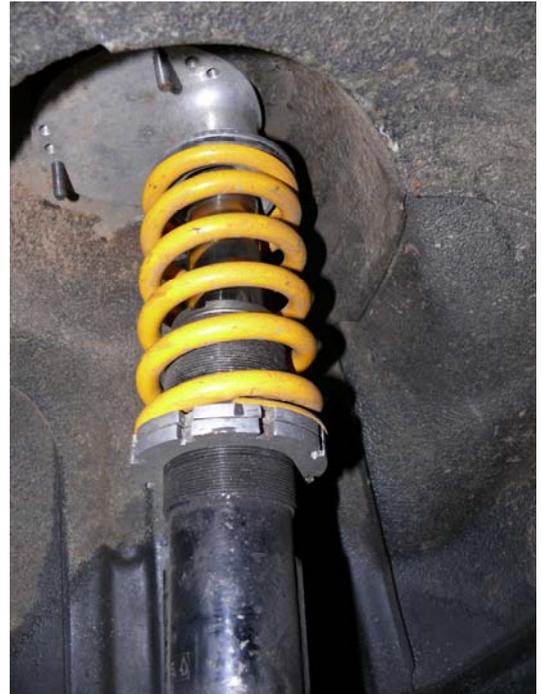
parent effect on the bar is about 10% more resistance.

If you do change the bar thickness, then, depending on what you start from, a few mm is reasonable even though it does not seem like much of a change. It will substantially increase the roll resistance.

Another thing to consider with sway bars is the link mounting, most cars use pliable material such as rubber or urethane. These materials will compress under force which delays the response and reduces the amount of leverage applied to the bar. Urethane is better than rubber, but rose joint links do not give and are best. For a road car urethane is the best compromise for daily driving and is significantly cheaper than rose joints.

Enough of springs for now, it is far too exciting. See you at Sandown.

(Note: some suggestions may not be legal for road use; check before making any changes)



The ride height is changed by turning the threaded platform (lower aluminium rings) on the threaded tube. Note the top mount is taking full advantage of the mini springs with high camber settings.

Notes from Winton

Sat 14th July

Dear Diary

This morning I got up at 5am, jumped into the car, dragged a trailer for nearly 3 hours with my 'pretend' race car on it, went to Winton Raceway, drove the 'race' car all day, put it back on the trailer and drove for another 3 hours home again with it.

Total, 12 hours behind a wheel.

Result at the end of the day? a personal best of 1.2 seconds improvement in lap time

Fuel costs for the day, entry costs, stress and damage to the car, doesn't matter.

The 1.2-seconds improvement was 'reward' enough, and was what we went there for, and what it was all about.

Again, a near perfect day for racing, sorry, sprinting, the sun was out and we had a clear sky, and a bit of a cool breeze a nearly full field to kick off round three of the HSCCV / FFCC challenge.

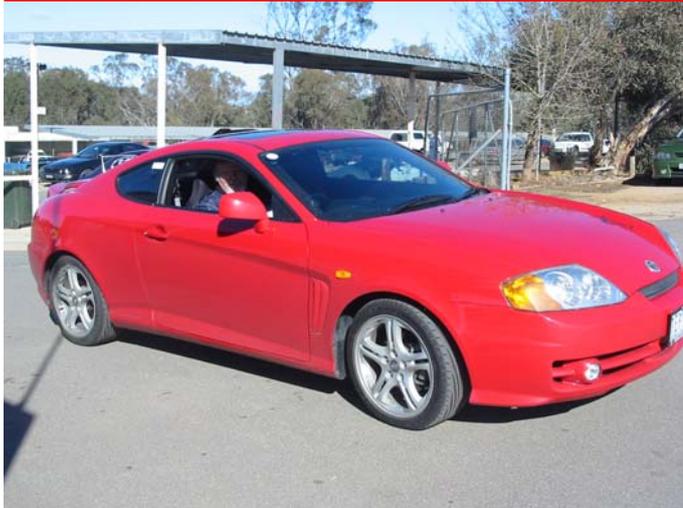
We had 13 members from our club, about 18 from Gippsland car club; about 20 from FFCC a couple

from PIARC and others from various local clubs,



an excellent turn up.

Bruce managed to steal the family hotrod, (a newly acquired Tiberon), as his racing Gemini (The Geminater) wasn't quite ready, and put in quite a respectable 1:54 min lap time, Phil and Glenn seemed to be locked into an interesting session or two, Glenn's first outing since the 6 hour last year at P.I. and Phil just seems to get-



him Sideways Steve from now on) was having a ball out there and putting in plenty of mid 40's. mmm not bad for a 'straight 6' Martin's car (pretty as a picture) VK just kept circulating faultlessly all day.

Kim, well Kim was on a fact-finding mission in the VD Commodore, masquerading as the 'Stig', while his Dulux Datto is having heart surgery. Getting used to the 'bulkier commodore' produced some very interesting braking styles early in the sessions, and at one stage managed to park it

faster and faster now that he has racing tread, and some brakes that work.

Jeremy was pushing all day with the XU1 trying to break through the 1:50 min barrier, didn't quite make it yesterday, but the little XU1 just looked and sounded beautiful.

Casualties for the day unfortunately were Wayne and Chris Paola when the 'new ratio' diff recently installed, disintegrated, and Glenn, with a blown



neatly across the middle of the 'esses' and then, the car in typical VD Commodore style, belched out volumes of white smoke from the resulting oil surge. GPS was needed to find everyone in the smoke. After that, he dialled in some steadily diminishing lap times around the 1:48 - 49's I think, and also had a great time while doing it. For me, the challenge was to find out what all the recent mods to the car would mean at Winton, my

head gasket, and temporarily, Greg Black with a missing power steering belt. Good old HSCCV spares shop to the rescue again.

Shows the spirit of these guys, Glenn had the heads off the car next day (Sunday morning) and found that there was a fault in one of the gaskets, and Wayne also had the diff out Sunday morning, and found about 37 bits (faults) in the diff. Including broken bearings, and bolts, and some creative dental work to the teeth.

Steve Crupi in the XF Falcon was very impressive out there, constantly sideways, (I think we'll call



Club TORQUE - WINTON FFCC v HSCCV Rnd 3 - P. Stewart

favourite track, and I was pushing very hard all day, and then it happened, coming out of the 'cleavage', the back wheel went up onto the ripple strip and around it went again and again, finally ending up in a graceful 'never ending' slide into the wet, boggy, muddy infield, coming to rest eventually near the NSW border, totally bogged. I have to say it was one of the best days I've had

Very special thanks to Julie, Alex, and Craig for their superb efforts helping out with flagging, Craig, coming straight from a night shift, and to FFCC for their excellent work and preparation. Next week Sandown, anyone who can help, please come along, as we absolutely need helpers for this event please contact me, or the racing Rep Greg Black.
Pete.

Club TORQUE - Works Falcon GTHO Phase 3 at Winton

We were privileged to have the ex FOMCO Works car of Fred Gibson run at Winton, on its first (and possibly last) track outing following a 20 year restoration. The story of its recovery is remarkable - after being stripped of all useful items in the mid 70's, the shell was dumped upside down in a dry creekbed (used as car graveyard) near Bendigo, and had a couple of other bodies thrown on top. Still sign written, and with all its tags intact, the wreck was exhumed in the late '80's, complete with bullet holes from having been used for target practice, and has now been restored to a superb standard. On the track it bought back a lot of memories of racing before noise restrictions began to be enforced - it would have broken the 75db limit at Phillip Island while idling....

Hi everybody, and welcome to the July magazine. What a great day Winton turned out to be - a full field, a crack at the circuit in Pete's fabulous not a racecar, perfect (if you like freezing) weather, and the appearance of the genuine Fred Gibson Grp C Phase 3 HO. Couldn't ask for better than that! After the Dato, Pete's car was....interesting.....to say the

least. The Dato's steering, through the use of carefully copied Austin truck components circa 1954, manages to be both low geared and heavy, so having the benefit of power steering in the Commodore was a revelation - might have to upgrade the Dato to match if it doesn't suck up to much hamster power. As expected there was a wee bit more power to play with (but I

still wanted MORE!!), but it was the brakes that really amazed me.....well, concerned me, actually. I now have even greater respect for the times Pete gets in this car, because the standard VB stoppers fitted are, well, more like gentle slowing devices. Thanks for the drive Pete, and I've ordered big brakes for the VH! Cheers, Kim

FORD VS HOLDEN SPEED SERIES



ROUND 3 - WINTON
July 14th Saturday



ROUND 4 - SANDOWN
July 22th Sunday

**Helpers Needed!!
Sandown Meeting
Sunday July 22**

If you are not running at Sandown, please come up and lend a hand if you can; and if you are new to Club Motorsport it's a great opportunity to see how the events are run, as well as a chance to get involved and support the club. As always, no volunteers means no event!! (Pics taken from Belgian marshalls Gallery at www.belgianmarshalls.be)



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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!!

I Know You Got Soul - Machines with That Certain Something

by **Jeremy Clarkson**

Hardcover book, 20 x 25 cm, 278 pages, code 16042

Review by Bob Campbell

Top Gear presenter Jeremy Clarkson doesn't only write about cars. In this highly entertaining book he gives his opinion of a range of outstanding machines, machines that, in his far from humble opinion, have soul.

The machinery ranges from Concorde to the SS Great Britain and includes the space shuttle, Jumbo jet, flying boats, the Flying Scotsman, the BMW-built Rolls-Royce and the most beautiful machine of all, in more than Clarkson's opinion, the Supermarine Spitfire.

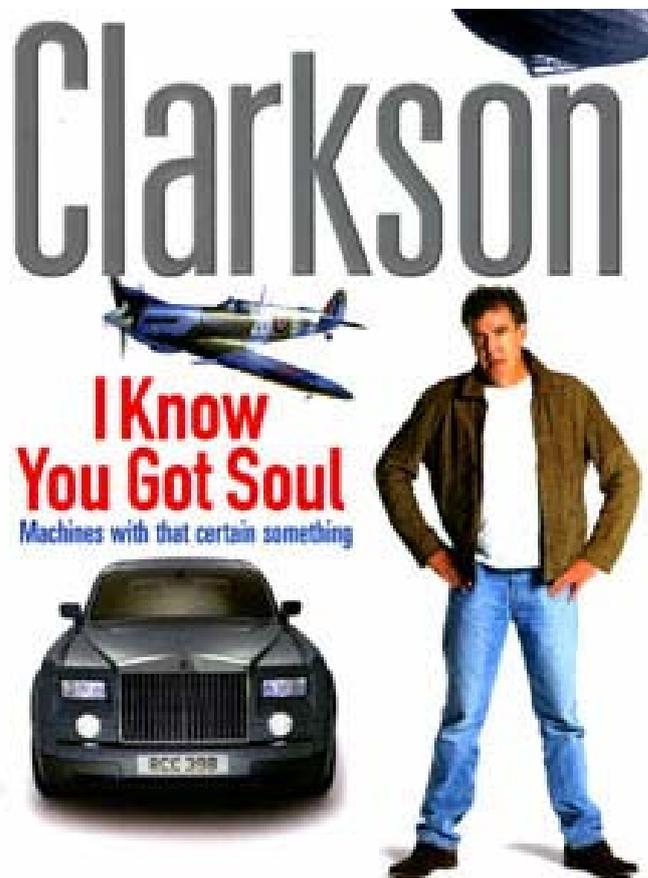
All are described in Clarkson's inimitable style, a mixture of worldliness and small boy's wonder that carries you through the book without effort, but can really make a mess of your working day.

The primitive but effective AK47 and the science fiction but marginally reliable Millennium Falcon share the pages with the breathtakingly beautiful Riva speedboats. The GT40 turns up as does the battleship Yamato and the accident prone Zeppelin.

Alfa Romeo, the Hoover Dam and Boeing's long-lived B52 are all considered by Clarkson to have soul. The most amazing thing in the book is Arthur, the first open satellite dish in the world, 30 metres in diameter and weighing 1180 tons, but able to turn a full circle in three minutes while moving its dish from horizontal to vertical. Nothing this big had ever been able to move so fast, but it was necessary to keep track of the satellites of Arthur's youth, which did not keep to geo-stationary orbits. Arthur doesn't have to chase satellites any more, but was able to change satellites quickly on September 11 to stand in for America's communication network.

It is a book that everyone will enjoy reading, and you will find out things you never knew before.

The book is available from The Pitstop Bookshop, freecall 1800 622 422 (within Australia), web site www.pitstop.net.au.



Minutes of Holden Sporting Car Club of Vic. Inc. – General Meeting

Bells Hotel, South Melbourne – 25/06/2007

MEETING OPENED AT 8:23PM

PRESENT As per sign in book.

APOLOGIES Troy Fitzpatrick, R.Wales, A.Slater, B.Inman, K.Lethborg.
Previous minutes M: G.Black S: S.Karatzis
Any business arising from previous minutes? Nil

PRESIDENT:

PI to see as many members that we had there was good.
Show of hands for who is doing Winton. 20 members, and Sandown
If you are not doing both please be prepared to come along and official at the alternate event.
Pretty good response for our events.
6hour- supp regs are out. Few changes this year. We have at least four teams to field. Entry is \$1450 per team. 40 teams so 40 cars on the track at one time. Entries must be in with the cheque. A few sponsors will allow you to run at no cost.
CH plates- implore all to read. We are responsible for administering this program. This is a permit for driving an unregistered cars, if we abuse it we may lose it.
Also, it is the users responsibility to make sure it is being properly managed. Lots of grey area.

VICE PRESIDENT

6 hour- if anyone wants to speak to me I can help chase up people for the entries.
Winton- 2 weeks away. I will be driving this year. 6 hour last year was my last run.

SECRETARY

Street Machine Commodores picture.
Trophy from state series motorkhana.
Sorry if anyone has been trying to get hold of me. Lost phone on train a few weeks ago. Please contact me via Greg.
Electric Life promo, ANZ cheque book, Galpro Engineering promo, ANZ fee change information, Unicar mag, For Sale 1970 Holden Panel van, Kangan Batman TAFE short course guide.

TREASURER

ING- \$13,689.34
ANZ- \$242
Petty cash-\$25
TOTAL- \$13,956.34
Doing a feasibility study of having a couple of clubs to buy a piece of dirt for motorkhana. It will be a few years off but basically looking at can it be done.
PI- There is an opportunity to get together with our teams and when half the entry fee is paid, the club will write the cheque for the rest and send it off on the teams behalf.
DVD- now is the time when we get busy with events and the club DVD is being put together. If you are going out to an event, please take along a camera for your 15 minutes of fame.
Sponsors- Throughout the year sponsors have come to our aid. We have put together some framed pictures of the trailer with the sponsors details to present to them.

MEMBERSHIP & POINTSCORE

No new memberships.
Updated pointscore available up the front.
Ch Plates, please call Bruce as I do not know much about them.

(Continued on page 22)

Club TORQUE - May General Meeting Minutes

(Continued from page 21)

105 hits from an intro letter on My Commodore forum.
Stepping down from membership representative for personal reasons.

EDITOR

Managed to clear a few wrong addresses this month.
Please send any articles through.

Dulux racing team is now a two car team. The only way to make the Datto go faster is to buy a Holden V8. Will probably not be going until next year as it needs a bit of work.

MOTOR RACE AND RALLY

Yesterday was V8's at Darwin. VE is a fine looking race car. Just follow the leader though. Lots of investigations but very little follow up.

Skaife made the decision to relinquish a place after tapping a fellow competitor.

Chris has lost his weight penalty.

Winton- Saturday July 14, be there.

WP- anyone who is unaware Greg has written an article for Race magazine. It is a technical magazine that is a good read.

The next issue is a follow up article on making an engine work for the race track.

SOCIAL

Christmas in June last Saturday night. Good night by all accounts. We were shoved into the corner which wasn't the idea, we couldn't understand them but they put up a Christmas tree for us. An email that some of the committee would have seen. The FFCC have invited us to the Comedy Lounge in North Melbourne. Free tickets for about 20 and the food is alright. 11th of August.

Still too early to organise lawn bowls.

Christmas dinner ended with members putting more than the required amount. Excess to go into car club account, may go to RCH for the Good Friday Appeal.

BL- went to Echuca to visit the Holden museum. Looking to organise a club weekend away. Show of hands of who is interested. Later in the year or early next year.

RC- please can you put Frank's number in mag for those who do not have access to web or email.

KK- my phone is currently not in use. Please contact me via Greg.

SPECIAL EVENTS

Nil organised, bit too cold

GRP5/ MOTORKHANA

PIARC group 5

8th July Khanacross at Werribee \$25 entry.

Information given on khanacross.

Rutter park being used for a motorkhana by PAC.

VMC at Bendigo stockyards 21st of July.

26th of August for Hillclimb at Morwell.

It is coming a real issue that we are running out of grounds. PAC is now looking at shire land or alternative Vicroads land for a long term lease.

BL- attended a motorkhana panel meeting last week. Possible new site next to Calder raceway at the BP. Will be followed up.

Plans for the AMC are well underway. To be held at Dunlop in Somerton on 22/23rd of September. Slightly higher entry fee but only National event that can be entered on a Level 2 licence.

LG- Has anyone asked Calder to use the inside of the thunderdome for Motorkhana. They have been asked for the AMC and want too much money.

Avalon is also closing at the end of the year.

LG- maybe we can use the inside of the speedway track at Bacchus Marsh.

WP- some tracks have limited meetings and may not allow us as we could go over their permit.

WEBSITE

Greatest month ever 2800 hits, but this month already 2900!

New car has been put up by Alex.

Alan is still the highest rating car.

Have been a bit slack but all fixed now sorry.

(Continued on page 23)

Club TORQUE - May General Meeting Minutes

(Continued from page 22)

STOCK

Look at our new shirts.

Polo and a 100% cotton long sleeve T-shirt for a sprint shirt.

Will talk turkey on old stock prices.

CSC

Next meeting in August.

PUBLIC OFFICER

Nil to report.

GENERAL BUSINESS

IS- CAMS has put out a press release for a club development committee. Linked to the Sport facilities strategy plan.

RC- last two rounds of VMC points to hand in.

Dan- Fiat 124 coupe for sale \$1000 with roll cage 1.6L twin cam.

DW- commodore cup car for sale VH.

WP- yellow VK mentioned a few mags ago is being sold and price is down to \$20K. Has not run for 2-3 years. On Ebay at the moment with a 20K buy now price.

PS- want some 16inch commodore wheels for the VX.

FINE: Stan for driving a Drof.

Martin for having his own meeting.

LOTTO: 1-6-1 Jackpot

MEETING CLOSED: 10:00PM



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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/Hillelimbs.....

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:.....



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.



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www.aromabakery.com.au