

HOLDEN TORQUE

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



35th
Anniversary

AUGUST
07



FORD v HOLDEN SPEED SERIES

ROUND 4 Winton



ROUND 5 Morwell Hillclimb

COMING EVENTS

Victorian
6 Hour
Regularity Relay

Phillip Island
September 29th and 30th 2007

holdenclub.com

Welcome to the August 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

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Disclaimer

The views written are not necessarily those of the committee and the producers of the Holden Sporting Car Club of Victoria Inc.'s 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 fellow members for August,

There has been an awful lot happening since we last printed the magazine.

Sprints on consecutive weekends, and of course the last Hill Climb our club will run at Morwell. Further to this was the Comedy night that Andy Collins from the FFCC invited HSCCV members to at the Comedy Lounge.

Despite having some worries about the viability of two sprints on consecutive weekends, both Winton and Sandown were run at a profit. The treasurers report will have more detail on the income for the events, and Morwell also.

It was sad to hear how quickly the Phillip Island 6 hour, scheduled for late September, filled up. It seems only a month ago that entries were opened, however two of our teams missed out. Glens Hobo's and Dan Carragy's Country Squad were the unlucky ones. As the "Team De Sade" only had four cars, and "The Holden Allsorts" had five, Glen Mason and Chris Loxton have been moved into the former, and Vlad has moved into the latter. So the HSCCV is now fielding two teams of six cars for the weekend. We have booked 5 caravans through a contact of Darren Colgan. The FFCC boys and girls are doing the event in the trusty old Lasers, while HSCCV are fielding

SIX COMMODORES
ONE CV8 MONARO
ONE A9X TORANA
ONE GEMINI
ONE HJ 383 KINGS-
WOOD
ONE 180B SSS
ONE ESCORT

Dave Davies has also entered a team with Lawrence, Stan and some others, but I don't know the specifics of the team, as in what cars and who all the drivers are.

To say we are all excited would be an understatement. Any members that have missed out this year are implored to come down and check it out. We will have Kylie Kastelic and Chris Paola helping to manage the teams, and hopefully other helpers as well. Julie will be out to take as many photo's as she can possibly manage.

On a personal note, my VK was running like a train at Sandown and Winton. I was especially pleased to improve on my PB by half a second, to low 28's. next time I will be aiming for 27's. losing the spoiler up the back straight at 180 klms per hour was a little unsettling, particularly for those that were following me. Sorry for the paint scrapes Greg and Steve, and the fright to all four cars that were behind me at the time. The next round of the HSCCV v FFCC series is at Sandown again on Melbourne Cup day. Be ready people. It will be a corker.

Check out what Peter Stewart has lined up for fathers day, and talk to Pete if you are interested.

Until next time,

Wayne Paola

**Vice President -
G. Mason**

Hello to you all,

Do you think I've been missing driving the Torana? Let's

see now, Winton. First in line at the gate, about an hour before they even opened. Off to Morwell for the hillclimb, first in line again!! Although only about a half hour early this time. Yes it is easy to forget just how much fun we have at events. And surprising just how much we enjoy our cars. I had honestly forgotten just how enjoyable the A9X is to drive at the limit, just so adjustable and "chuckable". Dive on the brakes, steer in, off the brakes, let it drift a little, power out. Absolutely wonderful, could not wipe the grin off my face for days.

So I started to think about professional racers. Do you think they get sick of driving their cars? Does it start to become just like another a job? "Oh bugger it, I've got to get out of bed and go drive that bloody 700 kW piece of junk again! Gees I'm soo sick of doing this. Maybe I should look for a job selling TVs or something, THAT would be heaps better!!" Err, maybe not. I am sure that these guys do have days like the rest of us, but I reckon once that engine fires up and the first corner of a hot lap comes around, they are having a hoot just like us. That is part of what makes it so interesting for me, is that we can see what it must be like for the pros, even if it is just for a very short time, and usually at a fair bit slower pace!!

I will be off to the Australian Muscle Car Masters this year, finally. I have been wanting to get there since the first event two years ago. We are celebrating thirty years of the A9X this year, and looking at the schedule for the day it will be a huge event. There will be many famous names and cars to talk to

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(Continued from page 4)

and look at, and we get to drive around Eastern Creek, all be it at a somewhat slower than racing pace, unfortunately. The racing looks to be jam packed with all sorts of cars, harking back to the good old days of huge variety of classes and cars all on display at the same time. Can't wait.

Drive well, Drive safe

Regards, Glenn.

Secretary - K. Kastelic

August is the month where HSCCV turns 35 and Yours Truly turns 30. Let's hope we are both a bit older and wiser? The hillclimb, for those who missed it, was a lovely rainy day in Morwell. Greg and I had our share of troubles when the clutch master cylinder in the Rx-7 decided to give up the ghost about 5kms from home and we had to limp it home in first gear with a fair amount of pushing and towing in the final stretch. Lucky for those who got an early dry run in on the day, the STi came out for a play instead and made short work of the wet track. Thanks to Glenn, who gave me a few quick tips on the day to deal with the huge amount of understeer that I was experiencing. The car actually handles quite well and due to a good suspension set up does not generate as much understeer as other WRX's but I expected it to be the same in the dry as it is in the wet and was not happy that it made the entire track feel like I was driving on a corrugated dirt road! Actually the day was so much fun and I learnt a lot about the car in a very short time.

I received an invitation this month to compete in Targa Tas-

mania next year with fellow club member, Shane Woodman.

Shane has a very tidy A9X that should go well. We are applying to enter the Rookie Rallye class so we will let you know if our entry is accepted.

Incoming mail for this month is: CAMS magazine, TCCA mag, Unicar mag, Seemore motorsport promo, GPO box records update, ANZ statement, Victorian Goldfields railway promo, ING tax statement and JDH marketing promo material. See you in the dirt, Kylie.

Treasurer - P. Stewart

Hi everyone

What a month, Winton, Sandown, Morwell, something for everyone

The Winton event was a real bonus for us, it was expected that it could possibly stand to lose a small amount of money due to the fact that it was held on a Saturday, and so far away, but it was a brilliant day, well supported and produced a very welcome profit of \$1,475 for both clubs

Sandown, also well supported, will also produce a nice little profit as well, and at this stage we are just waiting for the final figures after all expenses and the trophy costs have been adjusted out, could be around the \$1,800 mark with a bit of luck

Morwell, I guess the weather, closeness of other events, and the last minute necessity to change the date, all had a significant effect on the overall numbers.

At the end of the day after all the costs were allowed for, we

were just a little under the 'break even' point, by about \$200, which is not too bad considering the fun that was had on the day.

And of course, the many regulars had lots of runs on the continuously changing track, due to the weather.

We are presently just waiting for invoices from G.C.C. and St Johns

These days, to run an event it now requires more safety plans, risk assessments, and medical response planning etc.

As part of this new level of safety, we have now purchased four safety bollards, twelve safety cones and two large fire extinguishers, and all sign written so we don't lose' em.

These will now be a part of all future events.

Note:

Entries have now closed for the Phillip Island 6 hour event. All outstanding moneys owed by entrants to the club, must now be finalised at the next meeting.

Onwards and upwards
(Or in the case of the VD Commodore, sideways, and backwards)

Pete

Treasurers Report	
Deposits for the period 16th July 2007 to 17th August 2007	
General income includes PI 6hr entries	\$ 1650.00
Advertising Aroma Bakeries	\$ 40.00
Winton July HSCCV / FFCC Profit	\$ 1475.00
Donation Home Loans	\$ 60.80
Transfer from ING Account P.I. 6hr	\$ 1450.00
Morwell Hillclimb entries	\$ 1510.00
Interest ING account	\$ 59.06
Total	\$ 6,244.86
Payments for the period 16th July 2007 to 17th August 2007	
Mail	\$ 49.00
Phillip Island Team Hobos entry payment	\$ 1450.00
Phillip Island Team Allsorts entry payment	\$ 1450.00
Fire and Safety equipment	\$ 523.80
Reimbursement Peter Stewart, batteries and signage	\$ 100.00
CAMS Permit Morwell	\$ 896.00
Total	\$ 4,468.80
Accounts	
Cheque Account	\$ 4,169.50
ING Investment account. Includes \$59.06 interest July	\$ 8,999.99
Petty cash tin	\$ 25.00
Total	\$ 13,194.49

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

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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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	Fathers Day Club Display Repco Bayswater /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
22-23 rd	Good Year Aust Motorkhana Championship Somerton
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

HOLDEN TORQUE DVD
VERSION 2.0
IS COMING...

BUT WE NEED YOUR HELP!
Give all your event footage to Peter or James Stewart at each general meeting.
DV or equivalent quality is preferred

CUTOFF DATE IS END OF GENERAL MEETING, SEPTEMBER

THE MORE FOOTAGE YOU PROVIDE THE MORE YOU CAN SHOWOFF YOUR CAR!

REMEMBER:
IT'S YOUR DVD!

Don't miss the October Meeting!

**Special guest: the Spencer Martin
HDT Monaro HT 350!**

As recently seen in Unique Cars, we are planning to have this vehicle at the October meeting. Don't miss the opportunity to have a close look at a real piece of Holden history, and hear the story behind it!

October 22, Bells Hotel, 8.00pm start



Picture courtesy of 10 Tenths Motorsport, www.ten-tenths.com

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



FATHERS DAY CLUB DISPLAY

REPCO BAYSWATER

CANTERBURY ROAD, BAYSWATER
9 AM - 3PM Sept 2nd

A great opportunity to promote the club!!
Excellent display area on grassed area facing the roadway, Club BBQ and soft drinks. Call Peter for info if you can make it. 0407 361 426

Club TORQUE - For Sale

Time for a new project so my car is for sale it has a good track record - Sandown 1.30 - Phillip Island 1.57 Winton - 1.40 it has a good HP, 253 single rail and spool in a VL BW it has entry paid for 6hr if some one is interested before then asking \$10,000 o.n.o call Boothy and I will tell you anything you wish to know.

Email: albooth@bigpond.com

Phone:
(03) 5964 8165

Mobile:
0408 903 673



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Sandown

(You had to be there, it was the 'funnest' day ever)

22nd July 2007

It was a relief to see that we were going to actually have a reasonably fine day for Sandown, as the lead up to the event had been pretty cold and wet, but now we had a fine day, a bit of a cool wind, and just a hint of temperature in the track, everything we needed for a great day. Once again, the event was well



supported by both HSCCV and FFCC (those FFCC boys love their racing,) and also well supported by many other clubs as well.

Before we got too seriously into the event, Greg Black, Wayne, Steve Crupi, and myself, thought we'd like to do a hot 'formation lap', i.e. try to keep together for 1 lap, and get a picture of the four of us together.

The plan seemed simple, but



down the back straight, getting up to around 180-190 kph ish, Wayne (who was in front) suddenly lost the lower part of his



front spoiler, which had decided to break up completely, going under his wheels, and then going skyward about 15m or so into the air, sending all the following cars running for cover from the debris and shards of fibreglass raining down from above. From where I was at the rear of the group, it was all very exciting to see, the cars diving for cover in all directions trying to avoid the fallout.



In the improved Over 3001cc section Chris Loxton locked in with a very solid 1:30 while Phil Slater, 1:35.53 and Colin Heal 1:34.96 being within half a second of each other, were being kept on the toes by Jeremy who was doing a very good job in his GTR, keeping them both honest by being within 1 second of them.

Brad Chiang and Alex also had

a great time trying some new approaches and exits from the various corners, quite dynamic really, not so good for the times, but very entertaining for the spectators.

Kim with his 'dastardly Datto', has now perfected the art of 'late braking' to the point that he is now chasing and harassing the 'big bangers'.

On one occasion, Wayne had passed Kim going down the straight and had put what he considered, a safe distance between the two cars before braking for the corner, looked up



into the mirror and was stunned to see Kim with smiling face staring back at him just about one metre off his rear bumper, scared the hell out of him really.

Seems that the McConchie family is getting pretty serious about this car racing stuff, with Chantelle also shaving well over 3 seconds off her best time. I understand that Kim, (looking at the remaining 1 mm that's left of his brake pads) is considering up grading the front ro-



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tors and also now also going to use Race pads, instead of the truck pads that he's running so far. Instead of braking at what I think would have to be the 10m



mark, soon he may be even able to brake even later and actually get around the corner before needing to brake, dunno, the man's on a mission

Wayne and Shane Woodman, were very entertaining as they both did times within .03 sec of each other followed closely by Greg Black and Steve Crupi who were also within a mere .14 sec of each other. Steve with his very well sorted 6



cylinder Holdenfalcon providing some exciting 'on the limit' style of driving through the twisty bits, while trying to fend off Wayne.

A couple of new talents are emerging, Brad with his ever tortured Calais, and Dan Carrigy with a pretty gutsy performance in his 6 cyl VN, (also highly tortured), great to see them enjoying themselves, and doing it safely.

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Well, we've all probably seen 'Dancing Homer' from (the Simpson's), but wait, the HSCCV now has it's own famous dancer in the form of Bruce.

Bruce has found his own 'signature moves' as part of his role as official, in that he has now crafted some very smart footwork for display to the drivers on their cool down lap. Looks great, keep up the repertoire, and no doubt, we'll soon hear the patter of little tyres on the track, as Bruce's 'Geminator' is now alive and



well again, after the 'flux capacitor' was reluctant to 'reluct', or something like that.

As for me, the VD Commodore decided to blow a water pump, why not, I think it happened in the last session at Winton the week before, and while we're at it, let's toss in a 'dud alternator' as well just to keep the whole dam thing interesting.

Many thanks to everyone in the



'VD pits' who helped get the car ready with the installation of a new water pump and a borrowed battery (from a Ford which I managed to flatten also, heh heh), and ready for the



track without missing a session. What a great effort from a large number of friends.... maybe they're all a bit masochistic or something and enjoy having a good old laugh!

Anyway it was an excellent event, and there were some excellent photos taken by Mijuli, Maxie, and James, which are now on our website, and also some good footage for the new DVD, which is now being put



together. Special thanks to all who helped, and to the FFCC for their valuable input on this great day

Pete

Club TORQUE - Morwell Musings - G. Mason

Well, what a day we had at the hillclimb. Started wet and cold, finished wet and cold, with bucket loads of fun in between!! There were twenty seven starters, so we all had a LOT of runs up and around the hill, the despite the conditions, and only one casualty for the day. Steve was unfortunate to test the strength of the earthmoving tyre barriers in his Falcon. Score? Tyre one, Falcon bugged! Luckily it is mostly superficial, though the radiator was holed. Last time you drive with those boots on, hey Steve?!?! By the time the first official runs started, the track was pretty dry as there had been no rain for a while, despite threatening all the time.

As car twenty (me) left the line on the second run, there were a couple of rain drops on the windscreen, not enough to worry about. Wrong!! Geez, let me state right now that it takes almost no water to make that track VERY slippery. I could count the number of drops on the track at the keyhole, but boy was it ever slimey!! From there the day just got wetter and more sideways. There was some great driving on the day, with something of a drifting competition going on. There were also some BIG moments for most competitors as every-one was feeling out the grip levels, then finding they overstepped the mark. Trust me, there was a very fine line between woohoo and uh oh!!

I think Brad in his VK Calais gets the nod on points in the drifting competition. Kylie was most disappointed it didn't rain all day, and set the fastest time in the wet. Those blasted four wheel drive turbo whizbangers, man do they launch off the line and up that hill!! From what I saw every-one had grins from ear to ear despite the conditions, and it was great fun watching all the action from the top of the hill. Some, err, interesting lines and

techniques were on display. One highlight was the little Laser spinning backwards down the hill with the rear hatch open. I think it is one of those emergency air brake things. I'm not sure if that is allowed under Group 5 regs or not.!

All the results are on the website for you to peruse at your leisure. Thanks go to the officials on the day, again a well run and enjoyable event for us all. Thanks also to the competitors for supporting the event, which is probably our last at Gippsland Pk. I for one had an absolute ball on the day, could not be happier with the car,



Brad at Sandown - gives an idea of how it looked at Morwell.....
Image courtesy of 2Ts Visual Images - see the link on www.Holdenclub.com

or the event, any time you get nine runs of pure and absolute grin inducing fun, it is a great day. See you all on the track next time.

Regards, Glenn.

Club TORQUE - Editors Ramblings - Kim McConchie

Hi everybody, and welcome to the August magazine.

It is of course the Clubs 35th anniversary, being formed in August 1972 at the Torana Club of Victoria under the patronage of Gary & Warren Smiths Holden dealership. As the club evolved during the 1980's, the name changed to the Holden Motor Sport Club of Victoria, reflecting the changing membership and cars they owned (for a while there Mazda rotaries seemed to be the dominant type!), and later to the Holden Sporting Car Club of Victoria. After a few years where the future looked uncertain, it is great to see this club as successful and robust as it is today. The next big party will be the Clubs 40th; and lets hope for many more years to come.

It's been a busy few weeks, with our round at Sandown, missed the John Mott (working - damn) and

then fun in the sun at Morwell!! Sandown was an absolute ball, the Dato was behaving itself, the repaired sump stayed together, and I did my fastest time yet at that track. Being out with the Commodores of Wayne, Greg and Pete for the last session gave me a bit more try harder incentive, and it was great to knock about one and a half seconds off my earlier times.

Chantelle was also having a drive on the day, and continued to improve her times - I think she's hoping that once the Commode is up and running, the Dato will be 'her' car, which means we'll need more a truck than a trailer to get to events. Then came Morwell, and what a miserable old day that turned into. After some brief bursts of sun that gave everyone false optimism, the rain set in as Glenn and I were having our first runs. It became a matter of don't worry about the times,

just enjoy a lesson in (low speed) car control as the Dato alternated between understeer and oversteer from one bit of track to the next. Further entertainment was provided by most of the competitors getting sideways, backwards, any which ways etc - which just goes to show that fun can be had even when the day has gone to pot.

With the 6 Hours event coming up, the Dato is getting a bit of a freshen up (no, I'm not repainting it!) to make sure it stays reliable - after nearly 3 years competition, the heavy duty Hilux brake pads have finally got to the end of their life, and I need to hang a new air-freshener off the rear view mirror. And I might even top up the windscreen washers. You've gotta love cheap racing!

Cheers, Kim

Motorkhana Musings

Despite the sheer number of events that have been run in the last month or two, the majority of them have been speed events.

However, the same cannot be said for motorkhana and non-speed events; it has been very quiet. Until the 19th the last event run was Melbourne Uni Car Club's VMC at Bendigo. For me, well I was there, but shouldn't have been. And when I look back, I wasn't truly there, I was crook and I was an idiot even attempting to compete. The drive



Oooops!!



up was pretty tough let alone anything else. The next day being Sandown, I still considered going - then called Pete with what was left of my voice and told him I was not going to make it. The only successful things about that weekend for me was driving to and from Bendigo and managing not to hurt myself or anyone else on the road, then completely writing off the Sunday!

We had the Group 5 Round on 5th August cancelled about a week and a half before the event. This is an unusual situation, because if an event is touch'n'go the decision is often made the day or evening before. The way to find this out is typically by checking on the motorkhana E-group, or by calling the event director (the phone number is on the supp regs). I was in

the area on Thursday before the Sunday and other than a 20-30sqm pool of water in one section of the grounds, it was relatively dry. I reckon they could have run the day.

Perhaps the wisdom is that it'll make for a better surface for the next few events, like the Khana-cross - that's the 26th of August and I'm itching to do this one. I've seen videos on youtube.com of the one they ran last year (hint: type in TCCA into the search) and it looks like fun with a capital F.

By the time you read this the VMC at DECA in Shepparton will be all over. I plan on packing my secret weapon so I expect I'll do well on the day.

I've done a motorkhana some years ago on the skidpan area, it's better than Somerton in my opinion because it's flat and there's no trucks to deal with. Bring on a small spattering of rain. Oh, I don't care, rain, no rain, bring on Sunday!

I had the good fortune to get along to the Morwell Hillclimb on the 12th August. This is something I have never experienced before, and I found it quite educational and entertaining. Well, what I could see of it. There was lots of slippery sideways action, but I'm sure someone else will cover this in detail.

Thanks to Bruce for for playing chauffeur and dragging the trailer as well. Actually there's a story about the trailer being dragged; it was being dragged alright, a kicking and a screaming. The noise coming from it was in the form of a large vibration going through the car, and was going to make our trip down quite uncomfortable. But it all stopped abruptly after one last vibration attempt only about two minutes down the road.

We found out later that the trailer's jockey wheel had it's own plans and decided it wasn't going to hang around. We all had a laugh when we realised what happened.

It turned our friends at FFCC

could put up their feet, there was heaps of us from HSCCV that pitched in to make this a great event for competitors. Lots more runs than usual I'm told; we even had people who declined to participate in the last couple of runs of the day.

We also had a special guest on the day, though most people wouldn't have known.

Out from England on holiday, even during his time off, the Stig simply can't help himself. Here he is about to go out on one of his runs:



It IS the Stig!!

If you don't believe it, look at the other cars in the photo, oh, he was there alright!

Well the calendar is backed up for the time being like a houseboat's dunny. Nissan plan to run their previously postponed Group 5 on Sept 2. Then Saturday, yes that's Saturday the 8th, we go back to the Bendigo Stockyards. Based on how the event was run last year, this will be a well hosted gig.

The 23rd of September is the Australian Motorkhana Championship. I might show up for a couple of hours to watch on the Sunday but otherwise, I'm not that likely to do the event myself. I may change my mind closer to the day, but not at this stage. Withdrawal symptoms perhaps will decide it.

The 29th and 30th is set aside for Phillip Island 6 hour. When some Group 5 dates were being set, I told the rest of the representatives they were wasting their time putting

(Continued on page 13)

(Continued from page 12)

an event on that weekend. The reason -because everyone will be at the Island! Should be another good result for HSCCV, yep there's nothing like pre-empting the results.

Until next month, see you sideways.

Social Stuff

Once again a bit on the quiet side, but there's been a small number of non-posted functions that have given us some things to see or do other than racing.

Our beloved editor alerted us via email about an open day held by Tasman Motorsport. That was run on the 4th and 5th of August. Greg Murphy and Jason Richards were there, some great cars and a number of excellent displays were set up.

It was a good show of how the big budget boys go about their motorsport business. Bruce & I chatted to a bloke on the Tasman crew that he knew from his karting days. The guy said that the floor is usually clean enough to eat off but was apparently not up to it's usual standard. Looked pretty good to me.

Dunno about eating off the floor though! Anyway, I'm going to let



Assembly room the the photos tell the rest of the story.



Bathurst telemetry



Looks clinical - the engine room



Get your stopwatch



Check out the crowd!



Not like a production car!



Place your bid



Fully slick mate!!



Nice VE shell



Precision engineering in a VZ boot



Now for tourists

(Continued on page 14)

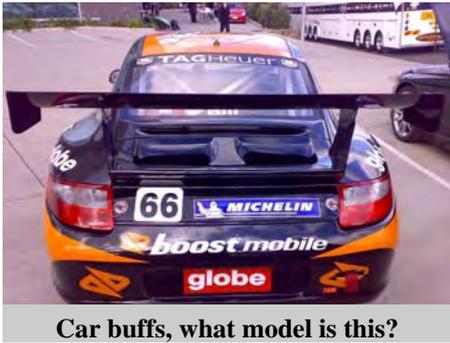
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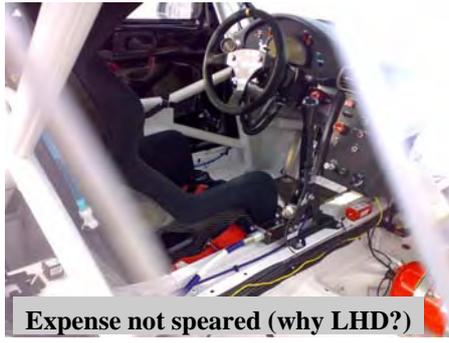
In its livery



Car buffs, second clue.....



Car buffs, what model is this?



Expense not speared (why LHD?)

Andy Collins and FFCC for the free passes into the Comedy Lounge. Hung Lee was the main act and he was brilliant. Did you guys know he can sign and play the

We also had a night of entertainment with many thanks going to

guitar. He made up his own dirty/silly ditties, clever guy. Justin, the guy between acts was simply rude and crude. From time I would check over at a certain young person that accompanied us; the stuff that was being put out there and the manner in which that was done was pushing my limit of filth and smut, and by the look on her face it was pretty mind bending stuff for her.

The kitchen seemed to have some issues, Darren Colgan was beyond eating the table by the time his food arrived. Overall a very good night, many laughs were had.

I take my hat off to the Ford Four guys, many of them joined us on the Saturday, only to get up early and head to Morwell on Sunday for the hillclimb. Good works guys and thanks again for the invite!

The Crackerjack lawn bowls day is the next social event to be planned, the date is not set yet but mark my words, you'll hear about it.

Club TORQUE - Stock - G. Mason

Hello,

Exciting news this month, the new stock has been ordered and will be available very soon! It all looks absolutely first rate, and I for one can't wait to purchase my new apparel and wear it proudly. The new logo looks

brilliant, and the long sleeve "T" shirts will be excellent sprint shirts. So put some money away now, you won't want to miss out on your part of the new look!! Toodly doo!! Glenn.

Club TORQUE - Club Web Site - Webmaster G. Kastelic

The HSCCV website has been getting another hammering this month. Again a lot of interest probably due to the pictures from the rounds of the Ford v Holden Speed Series.

July Website Statistics:

Total Visits:
5667 (Another Record!)

Unfortunately the hosting website is having a day of, so I can't give you any further breakdown this month.



A few weeks back, at the invitation of my girlfriends (Claire) Dad, I was lucky enough to compete at the RAAF Base sprints down in Sale. My ride was the VC Commodore Cup car that Claire's brother uses to compete in the national Commodore Cup series, although fitted with a 308 instead of the spec-253 engine that the series normally uses.



The invitation was extended to me as a kind of payment for helping out with the car at the national series rounds, which started with an epic weekend for the team at the Bathurst Easter meeting involving an all night engine rebuild in the dirt to get the car on the grid for the last two races. The following round was at Phillip Island, which has already been reported on in last month's magazine. Anyhow, I digress.....

The sprints at the RAAF Base for those of you who haven't competed there (which I believe is a large portion of our club), are held on runways and perimeter roads at the Sale base by the RAAF Auto Club of East Sale. Lets just say, for those of you who competed at the last Phillip Island meeting, the RAAF club has a touch of Jag club about them.....



The weekend started on Saturday (as most of them do) with some final prep and cleaning of the car. We headed out to the track, and helped with some of the

set up of the fences before being allowed out on the track for some practice laps. I strapped into the passenger seat of the car, next to my Claire's brother (who is also confusingly named Chris) and we ventured out for some familiarisation laps. This was my first look at the track, and the first thing I noticed was how narrow it was.

Because it's only a temporary track it's marked out with old tyres (conveniently still black), with plastic drums marking the apex of each corner. The track layout is quite simple, basically consisting of two straights of decent length, with a tight chicane and nice sweeper leading into a hairpin at one end, and the series of tight 'S' bends leading into a shorter straight and another hairpin with an opening exit at the other. After a few laps in the jump seat, it was my turn to have a steer. I couldn't help but notice how much better a 6-point harness holds you in than a 4-point.

Now in the passenger seat I had another mate, Dicko, who also helps out with the car at meetings. His racing experience consisted of 1 hill climb on dirt, so he was a bit nervous. Whether it was the thought of racing on a track with other cars, or being strapped in next to



me that was making him nervous, I'm not to sure. We ventured out onto the track, and I noticed straight away the car felt extremely similar to Dad's VK, although it hasn't got power steering. I managed to get to the braking area for the chicane before I noticed the white smoke in the mirror. Roughly 3seconds later, said smoke started to invade my personal space in the cabin and I realised the run was over. A quick glance of the gauges revealed oil pressure and water temp were OK, so I picked 4th gear, pulled to the outside of the track and slowly idled back to the paddock. Dave Davies, my heart goes out to you. What a shattering feeling to experience.

A quick inspection revealed that the rings were stuffed and blowing oil out of the catch can at an alarming rate. We made the decision to take the car back to the workshop and change the engine back to the spec-

(Continued on page 16)

Club TORQUE - RAAF Base Races - C. Paola

253 for the Sunday. But before that, Dicko and I needed to cut some laps. Enter Claire's Dad's mate Ronnie, who kindly offered up his bog stock VH with a warmed up 202 in it. Let me tell you, for what it was, this car flew.



And it was bullet proof too, with both my self and Dicko running over one of the marking tyres. No damage done, we headed out to the workshop to change the engine in our car. Normally at least a 4-beer job, we got it down to only 2 each. Champion effort.

We arrived at the track on Sunday morning to an absolute throng of cars. An aluminium V8, 4wd 260Z, a few home built open wheelers, and a bunch of paddock bashers (plus the familiar purple and white escort or Darren from FFCC) should give you a good idea of the diverse bunch of cars in attendance. My first run in anger was a mix of locked brakes and understeer as I found the limits of the car and track. Old tyres and a driver who likes to find the limits then come back a notch were to blame for this. If you've never driven with a T-10 gearbox, its an experience I highly recommend before you hang up your helmet!

As the day wore on, I became extremely comfortable in the car, and found it easier to drive the quicker I went. Not having power steering was not really a problem, though it may have helped with the direction change in the esses. My times continued to tumble until I got within half a second of the other Chris, who drives the car on a regular basis and has driven the track for the past 5 years. Needless to say I was pretty happy with that, and believe with a bit more time I could drag the times down a bit more. But the pivotal moment of my day was yet to come...

Towards the end of the day I found myself lined up with another group, as so often happens in sprint racing. So I was a little bit worried that I would be baulked or held up on what I was hoping to be my quickest run. My suspicions were confirmed when I was sent out after a left hand drive mustang and a Corolla with (I think) a Holden V6 over the front axle. Now the RAAF club has a rule that you're not allowed to pass in the corners, due to the track being so narrow. Once I

despatched of the Corolla, I hunted down the Mustang and within half a lap I was on his rear bar.

He had the pace on me down the straight owing to his larger donk, but the guy had no corner speed, and at times there was less than a foot between us through the corners. I was certain I was going to hit him more than once, but it turned out to be a great lesson in close racing for me. As we exited the hairpin that leads onto the back straight, I was again tucked right under his rear bar to the extent I could hardly see his rear lights. But instead of following the normal line, the Mustang jinked to the right and before I knew it I had collected a stray marker tyre. If the loud bang wasn't enough, the vision of busted fibreglass and splintered wood in the rear view mirror confirmed my fears: I had caused some carnage to the front bar and undertray. That was the end of our day, but not due to my damage. The car ran out of fuel on the in lap, and that was the last of our juice.

So my final thoughts on the RAAF base. Consid-



ering it's a temporary track, its quite fun although short with a laptime around the 1minute mark for an average car. It throws up some interesting challenges, such as the super tight chicane and the esses, which require confident use of the throttle as well as the steering wheel to get a change of direction happening. As previously mentioned I believe the track is too narrow, nearly to the point of being dangerous. If it were opened up a few meters at all points, they could relax the no passing in corners rule to allow some passing in the safe places available. It's a fun little set up that demands a lot from the driver in terms of car control due to the need to use all of the track to get a good time, yet steer clear of the tyres. A few things on the organisational side of the event could be improved, and it would take the status of the event from 'good' to 'excellent'. It's no Phillip Island or Sandown, but for those of you who enjoy a challenge, I suggest you have a crack if you can get your entry in!

The recent Morwell event, probably the last we'll see of this track, was run on a damp, wet day with a field of around 25 cars - with some pretty exciting driving to make the finale memorable.

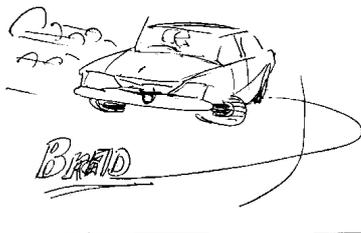
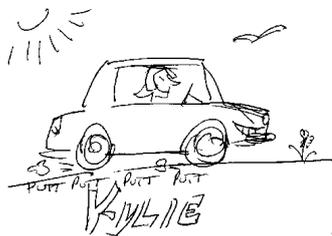
Times were obviously slow, but just now and again, it would stop raining long enough for a few lucky drivers to dash out and put in a half reasonable time.

Driving styles varied a lot, some were serious, others, just for the fun of it, and some with 'all wheel drive', seemed to go just for a 'quick little drive'

Glenn, always the 'camera hog' realising the camera was on him, would leave the green light with so much wheelspin, that the car was not even moving, while staring directly at the camera with the biggest 'Cheshire

Don't know what was going on with the 'feet' that day, Kim was doing his impression of 'Chester' from 'Gunsmoke' limping around on a badly cut foot, the result of an argument with a wineglass in the dark, but he, also being a 'trooper' soldiered on in the Datto, I think Kim, Ray, and Kylie were the only ones on the day to achieve some degree of traction off the start line. Brad seemed a little confused as to whether it was a hillclimb, or a drifting competition but managed to combine both into a pretty spectacular style, not too sure about his times though, or the condition of the tyres at the end of the day.

Didn't see it, but I believe Bruce went for a bit of an excursion as well just having a closer look at the 'big tyres'.



As there seems to have been a bit of a technology disaster with the pictures taken on the day, Pete has provided these

superb art school quality sketches of the days highlights!

cat' grin I've ever seen. He also managed to complete the entire trip in first gear on one occasion, (Little 'Glenny one gear') 8000rpm, nuthin' to it. I'm pleased to say that Dave Davies also had a fun day, a day that wasn't interrupted by bad luck. Well done, hope there's more for you.

First timer to the hillclimb was Steve in his 'Holdenfalcon', and Brad in the Calais.

Steve unfortunately, found out that if you press two pedals at once, this can cause some problems, big problems, and was unlucky enough to hit one of the large tyres at the top with the front wheels fully locked, and the back wheels still tearing at the ground, driving him forwards into the tyres.

True trooper that he is, he had a new corner cut off another car that night, ready to go on next day.

Great effort by Richard Wales, event secretary, Vlad, event director, Wayne, starter, Greg K. as spotter, Kylie and Phil for Scrutineering, Ray, retrieving, and Frank for his part in keeping the cars at the ready for their runs, and I'm sure I've missed someone, if I have, sorry, and thank you as well.

Sadly Greg Black couldn't make it at the last moment due to a family emergency, hope all is better soon for Greg and Melinda.

We managed to get some good footage and pics as well for the DVD, courtesy of our official photographers, Mijuli and James.

If you happen to have some pics or movies of the event, bring 'em along to the general meeting please.

Pete



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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.



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American Horsepower - 100 Years of Great Car Engines

by Mike Mueller

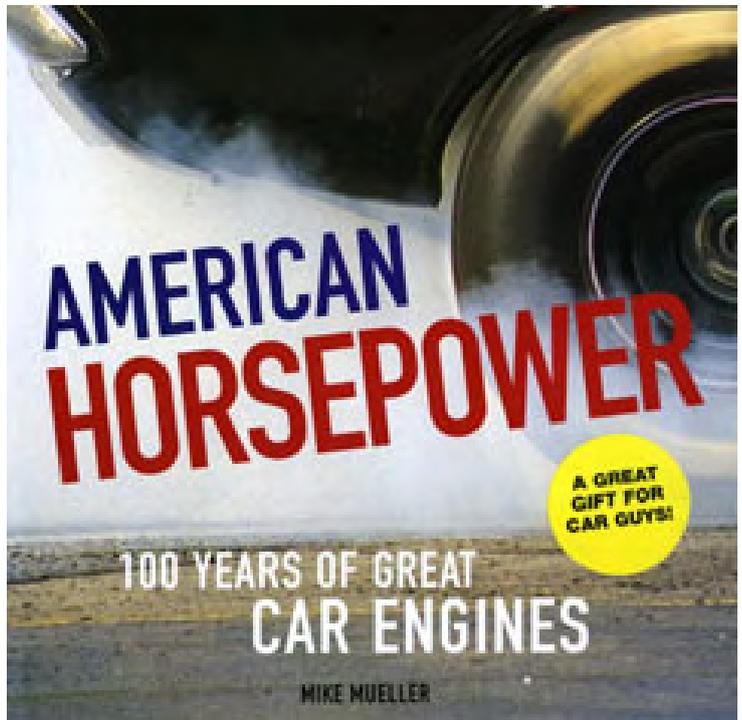
Hardcover book, 26 x 26 cm, 176 pages, code 18062

Review by Bob Campbell

There have been many outstanding engines built in the USA; this book describes 25 of them. Each engine described was a milestone in the development of American production automobile engines.

Except one, that is; the four-cylinder Offenhauser never hit the streets in a production car, but it was the engine to have in Championship racing on dirt or at Indianapolis. A smaller Offenhauser four was for many years the top dog in midget racing and many American racing drivers spent virtually their whole career behind the classic twincam engine.

The 25 engines range from the original Ford Model T four-cylinder of 1909 and the Mercer T-Head four-cylinder of 1910 to Ford's current DOHC V8 and the latest iteration of Chevrolet's small-block, the seven-litre LS7.



The surprising thing about some of the engines is how long they stayed in production. Chevrolet's "Stovebolt" six first appeared in late 1928 in the 1929 models and was Chevrolet's main passenger car and truck engine until the small-block V8 turned up for the 1955 models. The old six hung around until the early 1960s, but its moment of glory was probably when it turned up under the bonnet of the new Corvette in 1953 and it is that version of the Stovebolt, called Blue Flame by Chevrolet, that features in the book. Chevrolet's other six, the air-cooled flat six from the Corvair is also described.

The small-block V8 also features, both in 1965 fuel injected form (Corvette again) and the 2006 LS-7 version with aluminium block and heads and 427 cubic inches (seven litres) as fitted to the Corvette Z06. Chevrolet's big-block V8 features twice, as the classic 409 from 1962 and in LS6 454 cubic inches form as used in the Chevelle SS454 in 1970.

Ford's small-block 289 V8 also features as does the 428 Cobra Jet V8, the SVO Turbo four-cylinder and the SVT 4.6-litre "Terminator" V8, not to mention the venerable flathead V8 produced from 1932 to 1953.

In each case the origins and development of the engine is described and what happened after the version featured, which makes the book much more interesting. You can find out where the Dodge 440 Six-Pack came from, the story behind the Duesenberg Straight Eight, why Pontiac produced an OHC six-cylinder and the stories of the Oldsmobile Rocket V8, Cadillac's 1915 V8 and the V16 produced in the depression years and the amazing Buick ASC/McLaren GNX V6 that powered the fastest of the rear wheel drive Buick Grand Nationals. Other engines described are the Packard Twelve, Hudson Twin H-Power six and Dodge Viper V10.

It is a great book to sit down with for a relaxing evening or to dip into at odd times. It is a good read and an interesting reference.

The book is available from The Pitstop Bookshop, freecall 1800 622 422 (within Australia), or on their website at www.pitstop.net.au.

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

Bells Hotel, South Melbourne – 23/07/2007

MEETING OPENED AT 8:15PM

PRESENT As per sign in book.

APOLOGIES C.Loxton, D.Williams, C. Bennett, T&T. Fitzpatrick, K&M. Cardwell, K.McConchie
Previous minutes M: I.Black S:G.Black
Any business arising from previous minutes? Nil

PRESIDENT:

When I joined the club there were only a few sprint members and a large group of khana people. This seems to have changed. Will have discussion tonight regarding the other areas of the club to ensure no one is feeling like they have been left behind.

Winton: 13 entrants from HSCC. Beautiful day. Very successful.

Sandown: About 17 HSCCV. Another good clear day with no accidents. All the photos are here which will go on the website. Running repairs to Pete's waterpump. A little overheating after that but ran all day. Quite a few of our members went along to official as well, thank you.

6hour: been speaking to Darren about accommodation in cabins.

David Bellenger was at Sandown yesterday, Only one HSCCV team has been booked in and the entries are half full. Do have the option of putting the money and team name in and fill in the competitors names later.

2 months to go. There are four to five teams possible.

Hillclimb: August 19th. Last time we will go there in the current format. Already started grading the new track so this will definitely be the last time.

Would like to see a big turn out from the club and need lots of officials so that the day runs smoothly.

VICE PRESIDENT

Went to Winton, it was great even with the head gasket. Forget how good the car is. Got up too early as was very keen.

Managed to get a genuine A9X rear axle. Very handy.

Missed Sandown, family commitments.

Fred Gibson's car went to Winton but didn't make it to Sandown. Interesting story about the car relayed.

I do defensive driver training at Calder and as we were driving out the maintenance guy called us over. 90% chance of running Nascars again, building a skid pan and a lot of resurfacing.

SECRETARY

Incoming mail: Cams tax invoice for hillclimb, Cams Receipt for hillclimb, FFCC mag, Hyppo envelopes promo, Shannons Classic auction promo, Harness Racing Victoria promo, ING statement, CCRMIT mag.

Renewals: Guiseppe Mammone

TREASURER

Run down of Sandown.

New diff working well. Revs I have never seen before. Even used a Ford battery to keep me going. Thanks to those who kept me going.

Not a complete report as I have been doing end of year for my company and have not updated club finances.

Updating the club brochure. New photos and changed the text. Has got my phone number as Dave had resigned and Kylie had lost her phone.

This years DVD has started to take shape. Looking good. Please get any footage to me as soon as possible.

MEMBERSHIP & POINTSCORE

Singles: 60

Adult:55

Child: 28

Complimentary: 23

EDITOR

(Continued on page 21)

Club TORQUE - July General Meeting Minutes

(Continued from page 20)

Not present.

Please send in your thoughts of any events that you have done, or information about your cars.

MOTOR RACE AND RALLY

Sandown was a great day. Really good organisation which is surprising that a water pump got changed without missing a run.

Photos are good. Different photos on another website and I will send Greg the link.

Holley vs Rochester. Rochester gave better low down torque in my car. If anyone wants to buy a Holley.

Video did not work on the lap that the spoiler came off!

SOCIAL

Not a lot happening.

11th of August is the Comedy Lounge night with FFCC.

SPECIAL EVENTS

Night at Shannons was done by another club that I am a member of. Are we interested in going along to one of their nights?

GRP5/ MOTORKHANA

Bendigo event on the weekend. Did do some damage to the car. Small tests and lots of juniors.

Little bit quite. Upcoming events read out.

WEBSITE

Stats update.

3707 hits in total for last month, but 3779 to date for this month. Most of it due to the FFCCvs HSCCVseries. Were keeping an eye on the supp regs downloads as we were worried about entries.

Winton pics up now. Spent all last night doing them. Hopefully Sandown pics will be up by the weekend.

PS- can we record who is visiting the site and ask them for a comment.

STOCK

Are going to order in the next week or so. Just need to deliver the artwork.

Next meeting there should be some stock to buy.

CSC

Next month is the meeting.

BL not going as it will be in Bendigo and would need to leave too early.

PUBLIC OFFICER

Nil to report.

GENERAL BUSINESS

Group 5 meeting: this Wednesday apparently, put off from last week as there were no minutes ready.

BL: officials. Couldn't afford to run both of our events so officialled yesterday and had a great day. Good fun and beneficial to have your licence.

VK-Hillclimb need scrutineers.

JW- had flaggies egging cars on and made my day.

IS- question. Odd add here and there in mag but there is no club directory of preferred suppliers.

Has been looked into and is still on the table but no one has responded. Would like to get this running.

If your business could do with a lift send Greg an email.

PS- need to lift our presence in the series as far as officials go. We need to field more officials. Please put your hand up to help.

FR-Gemini wheels for sale 14x6 alloys \$50.

JW-Selling genuine XU-1 spoiler.

WP- did get a call from a lady selling a Brougham with a 307.

FINE: WP- tow car with a blue oval.

PS-

DC- blue oval tow car.

GK-mistook for sale sign out the front of house for Alan's Bedford.

LOTTO:6-4-4 Jackpot.

MEETING CLOSED: 9:40PM



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- secure order forms and databases
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Melbourne Victoria 3001



Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

.....Postcode:

Phone: AH.....BH.....Mob.....

Email:

Occupation:Date(s) of birth:.....

Vehicles:

Reg. Numbers:.....

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

I am interested in: Motorkhana.....Race:.....Rally.....Sprint/Hillclimbs.....

I hereby certify that I will abide by the rules and regulations of the Holden Sporting car Club of Victoria Inc. and also the National Competition Rules of the Confederation of Australian Motor Sport with which this club is affiliated.

Signed:..... Dated:.....

<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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