

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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Welcome to the April 2008 Edition of

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred and each months items must be received by midnight on the second Wednesday 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 - B. Lethborg

Hi Guys, another month is gone but we have been busy. The Holden Ford challenge kicked off at Winton with a small entry (around 55) that gave everyone plenty of runs. Wayne had a bad start after spending much time and money and working on the car until the last minute only for the car to complete a handful of laps and expire on the first run with Chris at the wheel. Wayne tells me that the car is now being rebuilt and painted for a new look at the six hour. Kim and the Dato didn't even make it out of Melbourne, his day ended very early when two wheels of his trailer decided to part ways and go in their own direction, one wheel never to be seen again. We were a bit short of helpers at Winton with only Kris and myself helping and FFCC members making up the rest. We need you to help at these events, if we have no help we can't run events which is our main source of revenue.

Brocks big day out was the next event on the calendar and we held a club display, nine cars and the trailer turned up. The best club display was won yet again by the Brock owners club (must something to do with Brock in the club name, I think our display was better). Glen had his first ride in a helicopter courtesy of his friend Michelle winning the silent auction and he had grin from ear to ear after the ride. There didn't seem to be many public during the day, I wonder if the move to Flemington has affected the event. Time will tell.

Ever wondered what it's like to steer a boat through a

motorkhana test? Just ask Wayne and Peter, they commanded HMAS Statesman Caprice at Tooradin with Wayne taking second and Pete coming fifth what an effort.

As I'm writing this article, Shane Woodman and Kylie Kastelic have been competing in the rookie rally at Targa Tasmania and it looks like they have taken out third place on provisional results. This is a great effort for the first time entry, Targa is a very tough event that can turn around and bite you on the bum very quickly. Well done guys.

Jeremy organised a visit to Crow Cams and it was a very interesting night, the guys showed us all stages of manufacturing a cam. I was most impressed that every cam is quality checked to a very high standard I wouldn't hesitate to fit one to any of my cars.

Frank has managed to change the hillclimb date to 5th October at the new track at Haunted Hills and Darren has sent Jaguar car clubs date for Phillip Island 12th October, I would like feedback from those of you who competed last year at the Jaguar club event to see what you thought as we can use a PIARC event as a round if necessary.

I drove up to Winton the Tuesday after our sprint to watch a V8 supercar test day. There was only two main game teams and one Fujitsu team there with seven cars. Tasman motorsport had Murphy's new car for a shakedown before Hamilton although it didn't hit the track

until after lunch due to a broken centre bearing in the tailshaft that they didn't have a part for, they had a new part flown in by helicopter from Melbourne at a cost for the chopper of approx \$2000 per hour. I was able to talk to all the drivers, walk through the garages and watch them from the pit wall and take photos.

At the April meeting we have Leo Pruneau as guest speaker. Leo was a major player in the design department at Holden from the late sixties to the mid eighties, I have been at one of Leo's talks and he has many great stories that I am sure you will enjoy. Catch you then

Cheers Bruce

Vice President - G. Black

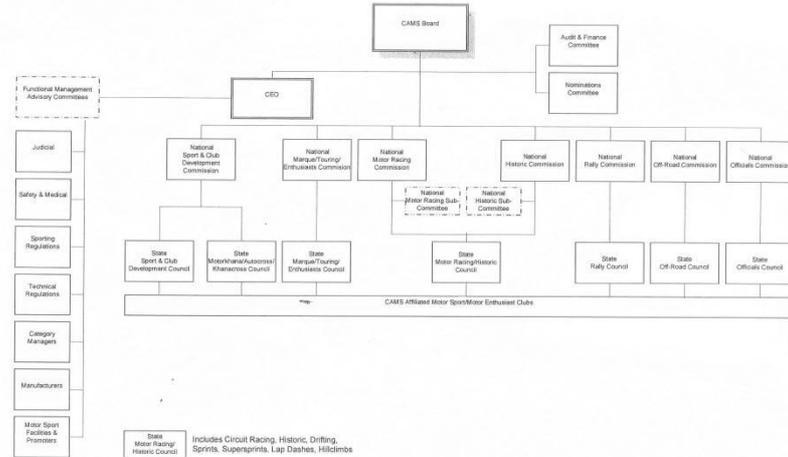
There has been plenty happening over the past month. The Ford Vs Holden challenge has kicked off with an excellent round at Winton. The day was just as requested, warm but not too hot and the track abounded with traction, although some complained of understeer. There wasn't a big entry so there was plenty of track time and opportunity to overheat engines. Pete decided the best way to stop an engine from boiling is to not have any water to boil. Simple idea really, and that's exactly what he did; raced at Winton with absolutely no water in the engine. Naturally it did not boil and it went like a trooper all day. Problem solved. Now

(Continued on page 4)

(Continued from page 3)
 why didn't I think of that?

A few weeks ago CAMS had an information night about the 'Independent Organisational Review' conducted by Ernst and Young. The presentation was more on the CAMS board view rather than the details of the Ernst and Young findings. It was an interesting night with some pretty frank comments from CAMS about sins of the past. It was also interesting to note they made a comparison between CAMS and the AFL and why they can't follow the AFL model. They did invite comment from member clubs and so a submission was made on behalf of HSCCV with an invitation for CAMS to gain more information from HSCCV on the points raised if they desire. (No acknowledgement or response yet). A very simple summary of the structural change is to replace the State council with discipline specific councils that report to a National level (to co-ordinate or maintain consistency). The submission from HSCCV centres around the grouping of Sprints with Motor racing and the apparent broken link between sprints and The Sport and Club Development Council. It is a bit difficult to summarise a very long meeting in a few paragraphs so if you are desperate for more

Proposed Consultative & Advisory Model



Outline of Key Elements - CAMS Board's Position on the Independent Organisational Review 5 | Page

information either check out the CAMS website or catch me at a club event.

Cheers
 Greg.

Secretary - P. Slater

Well it's been another busy month for the club. I had a great time at Winton, which is a track that I really love. I had made a few minor modifications to my car and picked up three seconds on my PB. This enabled me to have some great dices with Chris Loxton. We were very evenly matched with neither being able to pass the other. Looks like I need a few more tweaks and I picked up a few good ideas at the Crow Cams

night. Thanks to Jeremy for a great night it's just a pity that there weren't more club members there. We did have a good turnout for Brocky's Big Day Out although there was not a good turnout from the public. I hope this event can survive in the future. I know that when it gets to the stage that only one bloke turns up that I will be that bloke.

Phil Slater

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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TEAM NAME	ENTRIES PAID	ENTRANTS	BALANCE OWING HSCCV
TEAM HOBOS	\$600 to HSCCV	5	\$900
(Chris Paola)			
TEAM ALLSORTS	\$600 to HSCCV	5	\$900
(Frank Rogan)			(Continued on page 5)

(Continued from page 4)

Treasurer - V. Kowal

Income/Deposits for the period 7th March 2008 to 18th April 2008	
Membership (family)	\$ 70.00
Donation Home Loans	\$ NIL
Team Hobos Six Hour Relay Deposit	\$ 600.00
ANZ Deposits	\$ 5052.00
Team Allsorts Six Hour Entry Fees	\$ 600.00
Interest ING account	\$ 58.94
Stock Sales 25/3/08	\$ 90.00
Transfer from ING to ANZ Cheque Account	\$ NIL
Phillip Island Historics	\$ 145.34
Total	\$6616.28
Payments for the period 7th March 2008 to 18th April 2008	
Magazine postage	\$ 50.00
Six Hour Relay –Team Hobos	\$ 1500.00
Six Hour Relay –Team Allsorts	\$ 1500.00
Royal Children’s Hospital Good Friday Appeal	\$ 100.00
Withholding tax	\$ 26.00
Postage shortfall	\$ 11.00
Crow Cams Night	\$ 150.00
Total	\$ 3337.00
Accounts/Liquidity i.e. Our Balance as of March 7, 2008	
ANZ Cheque Account	\$ 3,090.97
Cheques in hand	\$ 670.00
ING account. Includes \$58.94 interest	\$ 15,321.22
Petty cash tin	\$,626.60
	\$ 19,708.79
Less unrepresented cheques	\$ 3,338.00
Balance Total (Liquidity)	\$ 16,370.79

Club TORQUE - Club Calendar 2008

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

<i>MARCH</i>	
2	HSCCV VMC Rnd 2—Werribee
7-9	V8 Supercars - Eastern Creek
7-9	Shannons Philip Island Classic Historic Motor Races—Philip Island
10	HSCCV Committee Meeting
13-16	Australian Grand Prix—Albert Park
17	HSCCV Print Night
24	HSCCV General Meeting —Bells Hotel
30	FFCC Motorkhana—Tooradin

<i>APRIL</i>	
6	DSCC VMC Rnd 3—Deniliquin
6	HSCCV/FFCC Ford Holden Challenge—Winton
13	HAC Grp5 Motorkhana - Avalon
13	BBDO
14	HSCCV Committee Meeting
18-20	V8 Supercars Hamilton New Zealand
21	HSCCV Print Night
26-27	PIARC Hill climb—Philip Island
28	HSCCV General Meeting —Bells Hotel

<i>MAY</i>	
6	PCCV VMC Rnd 4 Motorkhana - TBA
9-11	V8 Supercars - Perth
12	HSCCV Committee Meeting
17-18	PIARC State Race—Philip Island
18	NCCA Grp 5 Motorkhana - TBA
19	HSCCV Print Night
25	VMCi VMC Rnd 5 Motorkhana - TBA
26	HSCCV General Meeting —Bells Hotel

<i>JUNE</i>	
1	PIARC Gr5 Sprint – Phillip Island
6-8	V8 Supercars—Sandown
9	HSCCV Committee Meeting
16	HSCCV Print Night
22	FFCC VMC Rnd 5—Shepparton
23	HSCCV General Meeting —Bells Hotel
29	VMCi Grp5 Motorkhana—Werribee

Club TORQUE - Club Calendar 2008*Dates & Venues subject to change. Please advise of events that need to be added*

<i>JULY</i>	
4-6	V8 Supercars—Hidden Valley, NT
13	HSCCV/FFCC Ford Holden Challenge Sprint – Sandown
14	HSCCV Committee Meeting
21	HSCCV Print Night
18-20	V8 Supercars—Paperclip, Qld
20	MUCC VMC Rnd 6—Shepparton
28	HSCCV General Meeting —Bells Hotel

<i>AUGUST</i>	
1-3	V8 Supercars—Winton
3	VMCi Hillclimb—Broadford
11	HSCCV Committee Meeting
17	VWCV Drags Grp5—Heathcote (event TBC)
18	HSCCV Print Night
25	HSCCV General Meeting—Bells Hotel
30-31	6 Hour Regularity—Philip Island

<i>SEPTEMBER</i>	
7	PIARC Grp5 Motorkhana—Moorabbin
8	HSCCV Committee Meeting
12-14	V8 Supercars—Philip Island
14	HSCCV/FFCC Ford Holden Challenge Sprint – Winton
15	HSCCV Print Night
20-21	PIARC Grp5 Sprint—Philip Island
22	HSCCV General Meeting—Bells Hotel
28	TCCA Grp5 Motorkhana—Werribee

<i>OCTOBER</i>	
9-12	V8 Supercars Supercheap Auto Bathurst 1000
13	HSCCV Committee Meeting
20	HSCCV Print Night
23-26	Indy 300 (incl. V8 supercars)
26	PAC VMC Rnd 8—Tooradin
27	HSCCV General Meeting—Bells Hotel

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

<i>NOVEMBER</i>	
2	HSCCV Motorkhana—Melton (event TBC)
4	HSCCV/FFCC Holden Ford Challenge Sprint (Grp5) – Sandown (Cup Day)
6-8	V8 Supercars—Bahrain
9	PIARC Grp5 Sprint—Philip Island
10	HSCCV Committee Meeting
17	HSCCV Print Night
21-23	V8 Supercars—Symmons Plains
24	HSCCV AGM—Bells Hotel

<i>DECEMBER</i>	
4-7 TBA	V8 Supercars Grand Finale—Oran Park HSCCV Christmas Party & Presentation Night

Memberships for 2008 are past due.

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magazine



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The sun was shining, track was clear, scrutiny was quick and painless, check-in was faster than usual, and no this is another sprint day that started out just right. But the story of this sprint starts two weeks earlier, with a quick trip in the 'Way back machine' and Pete's RACE CAR is sent to Steve Crupi for a minor check over after Philip Island where the car had retired early with strange sounds emanating from the engine bay (and driver too). A week later the car emerges with a fresh engine and a dyno tune. Phew thinks Steve, that was a last minute re-build; but wait there's more! A few days before Winton, Wayne discovers broken valve springs and associated problems. With an impressive effort the heads are rebuilt, engine is repaired, up and running and Dyno tuned by 7pm the Saturday before the event. To quote Steve, "it threw everything at us...". Well that surely must have been the last of the problems? Who would have guessed....



Next there was Vlad parked out on circuit (spun and could not restart), fortunately that and a noisy gearbox (we couldn't hear anything?) didn't ruin his day with some good driving and a healthy second in class.

Despite all the very hard work of Steve, Wayne, Chris and Pete the Summit Commodore did not last the day. Strangely the failure was not something that had been worked on (Steve, maybe it didn't quite throw everything at you yet...) but was the oil pump drive shaft that failed. No oil pressure is generally discouraged in any car. Oh well one down, but there were still plenty of cars out there.



Ian Smith had a try at early retirement when he had troubles in the circuit familiarisation session when he broke a power steering belt and trimmed the Gilmor belt to save some weight. Ian is running in competition to the HSCCV spare parts shop and produced his own spare belts.

Then one of the many VK's was stranded with a mysterious electrical gremlin. It took two goes before Mark Lomas managed to pinpoint the problem (well done Mark!).

(Continued on page 10)

Club TORQUE - Winton - Ford Vs Holden Club Challenge Sprint

Does it end there, no Pete's car decided to be unco-operative in gear selection. You had to turn the car off to select gears; a simple procedure but not conducive to quick lap times....

the air intake. A very cunning plan, which seems to work looking at the times. It is interesting how much the front tyres scream as Steve understeers through the corner onto the new track section. I'm sure it was the tyres screaming?



Chris Loxton took out a class win, just beating Phil with times in the 46-47's. Both cars look and sound good on the track. Phil looks so relaxed in the drivers seat with the open face helmet. Chris is so calm in the air conditioned Monaro that he would not need to get black flagged for short sleeves. Chris also, as usual, finished the day when he ran out of fuel. At least

he still had brake pads left.

Then Mark had to park the 383 with rear brake problems. The often quoted '20 cent part' failed and the HSCCV parts shop did not carry anything that could be used. Mark was done for the day, but had put in some consistent times around 1:46 first.



Pete got the car out again with all four



Michael Budge had a mechanical failure which saw him retire early, but not before having a good go at 'that damn Coupe'.

gears for a couple of laps before the gearbox chucked away and repeated it's offences. At least you can crawl in with one gear.... Pete was having some fun and pushing pretty hard in his RACE CAR, although there were a number of spins. How many times can you fall off the track? (Answer: as many as you want....)

Steve Crupi had a good day in the super-charged V8 Falcon. The secret to his engine can now be revealed, while it may look a touch spacious in the engine bay the super-charged V8 is hidden beneath the covers and



Club TORQUE - Winton - Ford Vs Holden Club Challenge Sprint

Speaking of which Ray Seymour did have a damn good go at the XB coupe and came up trumps! Woo hooo. Consistent times in the 39's, ouch! Now that's a fast six cylinder auto.... (Apologies in advance to Ray)

Gordon Haley took out the day in his Mazda 323, with a best time of 1:38. Not bad for a standard 1.4 litre 4 cylinder family car.

During the day there were a few quotable quotes made.

Allan Argento in discussion about his race engine: " Yeah, it goes okay for a 289...."

'Anonymous' on Allan and Vic Argento: "They should call their car 'The holy ghost', then they would have the father, son and holy ghost."

Wayne on VK electrical problems: " Is that a Moffat type of electrical problem" discreetly asking if a conrod had knocked the alternator off.



VK Commodore Build...an update

Following on from the article last year, the car has now done 2 events (Sandown and PI) and an Open Practice day at Calder (pay ya money and run as hard as you want!)

The car ran perfectly at Sandown (Nov 07) thru all sessions and I had a ball..car is easy to drive, no real vices, goes good, steers great and stops well. Apart from a slightly long travelling brake pedal, it went as I expected. Sandown showed the car is great, the driver rusty .

Calder a few weeks later was a hoot. I got a chance to stretch its legs pulling over 6000 in 4th gear down the straight which put a smile on my dial ...all the while watching the mirrors for one of the TOLL V8 supercars (at Calder for tyre testing) . Thru a number of sessions, I did more than 50 laps (I lost count at 50) and I only stopped when the bottom radiator hose partially come off (temp, pressure and vibes I guess) and I got blackflagged for dropping coolant. It was also a hot day (35°) so I packed up and came home. The only nagging item..that slightly soggy brake pedal. It stops ok but the long pedal travel was a bit disconcerting , so..... one brake upgrade to go!

This meant fitting a VX V8 brake booster/master cylinder assembly (from RaceBrakes



Sydney) The VX master cylinder is larger again than the big HDT/Police VK item I had (1 3/16" v 1") and the VX booster being needed as the master cylinder mounting on the

booster is completely different from earlier models.

The VX booster/master assembly also avoids a common Commodore problem ..it does NOT rub on the higher alloy rocker covers (like some setups). It did need a new support bracket fabricated though coz its longer than the standard VK master/booster setup.

With the right firewall bracket and line adaptors, the VX kit from Racebrakes Sydney is a bolt on job. Result? As I found at PI ...no long travel or soggy pedal! Great!

Over Christmas (doing checks after Calder and Sandown) I found that the original 25yo alternator was churning out a massive 1-2volts so in went a shiny new chromed 100 amp alternator. Problem fixed.

Just before Christmas, I was given a 2ndhand Commodore tailshaft and told it needed new unis. Yeah right, it needed 2 new unis AND a new CV joint AND a centre bearing! I rebuilt it and had it balanced. Spare tailshaft now hangs from the garage roof!



Moving on.....

I was looking forward to PI (Feb'08) as I have ridden a bike around there on a number of occasions (at Super Bike track days) and a in-car passenger session there last year (thanks to Dave Davies) only whetted the appetite. Arrived early Sunday, unloaded the car and went to Scrutineering. No problems there. I also looked forward to PI, not only to test the new brake setup but I had made up an alloy racetray as the standard aftermarket

fibreglass ones don't fit because I have a 25mm spacer under the carb.

A little bit more horsepower is always good; this being the reason for the racetray.



It has to be said...Phillip Island circuit is fantastic. The first time down the straight I was a bit distracted by the view and forgot about braking. Oops... Turn 1 was taken a tad fast (like nearly flat in top) but the ol' girl did not



bite and so I got down to business...

My day at PI finished early because I noticed the water temp gauge go off the clock on the last lap of a session. Back in the paddock, a check found a split seam in the radiator where the side tank is soldered to the core... and coolant spraying everywhere. This was a rebuilt copper/brass style radiator too. Back home, decision time and I want no more cooling hassles. An alloy race radiator is going to



fix this and from Alloy Radiators (again in Sydney) came a shiny new radiator.

Installation was a breeze (with Commodore



mounting pins) but the electric thermo fan's mounts took some fabricating.

Overall, I have had no major issues since I finished the car. The engine is strong, the aussie gearbox has given no hassles, the rest of the drivetrain is behaving as its meant to. The slight brake problem with pedal travel also fixed. The engine (based pretty much on Holden parts) has been strong. Being based around the 'improved' Brock/HDT V5H engine plus the add-ons of extractors, semi-race camshaft, motorsport dizzy and my rebuilt Quaddie has not given any real problems... in fact its happy out on the track. However, I am curious as to its output. A dyno run would be of interest.

The car is providing plenty of 'fun' motorsport!

Now looking to the next event...

Club TORQUE - What else can you say? — Kim

Trailers, and our lack of respect for each other, go back a long way. A loooooonnnnggg (pronounced long, but take a long time saying it) long way indeed.

In 1964 (yes children, back in the dreamtime, before anything electrical of significance had been invented, back when school children drank warm milk every day, when summers had at least 50 days over a hundred degrees farenthingies, tans were healthy, fireworks in the hands of kiddies were encouraged, prising 179 badges of EH Holdens to put on your belt was the epitome of cool, and Vietnam was a minor skirmish overseas which Harold Holt had assured us we would win by going all the way with LBJ) my dad bought a trailer. A you beaut 6x4 wooden trailer. To tow behind the greatest product of the English Empire, the Humber Hawk Mk 4, replete with a powerhouse 2.3 litre (very Continental that, an engine size in litres, none of us knew what that meant, milk being in pints and all, and decimal day 2 years away after which we could convert pounds/shillings/pence into the newfangled dollars/litres/kilograms, but it sounded impressive - oh yes, we have the 2.3 litre donchya know, designed for French touring and German autobahns, so much classier than a 149 red motor, colour of Communism and if it hadn't come from the great god GM it would have been pilloried by Big Bob Menzies, touch forelock, genuflect, Mum and Dads voting choice) and column shift gearbox, must have been a fifth column gearbox based on the number of times it decided neutral lived in many places where gears used to reside. But I digress - the trailer. My Mum christened in Bouncing Billy - god knows why, but everything tended to have a name in our family (even my sister who, being a girl, was only of interest as a target on fireworks night) despite its either total inanimate nature or the rest of the families total lack of interest in whatever it was. Bouncing Billy was a mongrel of a thing, being lovingly constructed by leather skinned ex Tobruk rat digger craftsmen from good old Aussie hardwood (I swear it had timber springs and a timber beam axle - I'm sure the wheels and tow ball thingy were the only steel bits on it) and weighing about 2 tons empty. Which a) I had to move around to line up to the Humber's towbar, and b) apparently warped the first time it got wet, so that it towed at very interesting angles. Once loaded with the McConchie Family On Holiday requirements (I remember all too well my father removing the kitchen sink from the family home the night before we left, because there was nothing else left in the house of value and he didn't want to encourage burglars by leaving high quality "Sunrise" stainless steel utensils behind) the effect on the Humber was similar to throwing out the Polly Woodside's anchor behind a jet ski. We used to leave Highett at some

ungodly hour in the morning, and stop in Geelong for lunch. Seriously.

After which we would head down to the Great Ocean Road, where my sister would either throw up on the first corner, or get a nosebleed. Often both, in which case our vocabulary would be increased by my fathers thoughtful summary of the situation.

Anyhow, having lifted this little timber edifice on wheels from its resting place on the nearest tree stump (jockey wheels being something short gentleman with high pitched voices and carrying capacitors drove to race meetings) my next task was to "watch Bouncing Billy - something might fall off" all the way from Highett to Apollo Bay. Not for us eye spy, or name the oncoming car, or in car snakes and ladders - we had the shuddering contents of the trailer, tracking at anything up to 30 degrees from the path of the car, to keep an eye on as various bits of string, second hand rope, and an old sail for water protection tried valiantly to contain the family heirlooms as they shook and shuddered their way to holiday bliss. And then home again 2 weeks later with a greater lack of packing discipline, and my sister now throwing up at every corner, not good when the Humber had 3000 turns of the winder to get a window down.....

Bouncing Billy met his end when we were rear ended by a Morris 1100 in the Otways one grey drizzling day. We had stopped to allow an insane Irish tourist (I spoke to him - it was either a life on drugs, or a life in Dublin) to do a U turn in the middle of nowhere; with at least a quarter mile visible behind us, it took a myopic female pillar of society in a Morris 1100 to drive straight up the back of the trailer as "she couldn't see it in the awful conditions" Bouncing Billy hardly shuddered, some minor splintering it seemed but the car chassis was never the same again - a hardwood enema barely needs thinking about, and it resulted in the car and trailer moving on to new pastures, complete with their multi degree tracking problem which only looked very serious when coupled together.

I avoided trailers after this for some years, until the unfortunate combination of high revs, wine tasting in extremis, and frail Holden pistons saw us sitting outside Rutherglen with a Torana with a rod through the sump, block, and wallet. OK, 6 and a half in top gear because the winery 5 miles up the road closed soon was a contributing factor.....by jees it left a loooooonnnnggg trail of oil!!

Anyway after a series of misadventures I met a character driving a Morris Minor panel van (alarm

bells should ring RIGHT NOW) who owned a tandem trailer - it had been borrowed by a mate, so we went to check its condition - which involved a number of alcoholics attempting to weld the trailer to restore it from single axle to tandem status; nevertheless we did a deal involving petrol costs and in flight refreshments and next morning he arrived with it hooked behind his Mum's SLR5000.

It was about 30 kms later that we first saw the side of our car - and then the other - as the trailer started a series of graceless swings from one side to the other. At 80km/h. And our new found friend struggled to control it, having had as we found out recent heart surgery, we heard how he had the stiches in his chest open up only a couple of weeks ago when a Transit van on the trailer did the same thing "and my whole bloody chest opened up because of the strain, thought my guts was going to land on the dash board" and so we proceeded to Melbourne at 65km/h - great, except he hadn't told his mum he had her car, and she needed it back by 3.30, so he had to go fast again and so the trailer swung again.....and that's how we drove to Melbourne, complete with the trailer from hell on the back and a homicidal maniac who should have been in post operative care at the wheel, and to add interest to the day took a very "Rutherglen" attitude to city driving - What light? What car? What cop? What the f??? Was that legal? Is this legal? Etc.

Since then I have hired trailers, and had an interesting exposure to the world of hire companies ("all my trailers are like whores -if you have the money, they will go anywhere with you"), the whimsical features their trailers have, such as brakes that only work in reverse, only work when the sun comes up, and only work when the day has a "P" in it; and one of my favourites that refused to wear out its brakes on a trip to Queensland - until we parked, when they locked solidly on. Borrowed trailers are great, except for the feeling of intense obligation as the third tyre blows out....

So I bought The Mongrel. Yes, like my mother, I have taken to naming Things. Like my fathers trailer, it was lovingly constructed by local artisans, only using BHP's finest rather than rain forest products.

It proudly says so on its compliance plate - "Manufacturer - Home Made"
Are those alarm bells going off yet?

It had served its former owner well, carting bodies to Simsmetal from his wrecking yard once there was nothing left of value to be stripped. From the number of bends in the checkerplate - quite thick checkerplate at that - it appears loading said bod-

ies involved dropping 2 or 3 at once from a great height. The frame, however was solid (Solid! It bloody weighs more than the Torana! I got a hernia just thinking about pushing it around the yard) and it had interesting angles, bits, square tube, and other scrap iron welded on for no apparent functional purpose. Sprayed in dull black over a coat of white over a coat of red, covered in grime, grease and muck, it looked an absolute mongrel. Naturally I fell in love with it immediately.

The love faded soon after when the ramps attempted to depart the back of the trailer turning onto the Westgate freeway. Great ramps, would support a Kenworth no problem, just that they are a little bit too narrow for the ramp holder frames, and slide gracefully past the catch that's meant to hold them in place. They appear to have had no previous association with this trailer at all, but were no doubt handy at the time to meet the advertised "comes with great ramps" part of the sellers spiel. And they're a bit short, too. The frame would comfortably take two and a half metre ramps; these are one and a half metre. So as well as sliding side to side, they also slide backwards and forwards. Try finding that out on the side of the Westgate freeway when its raining. Try tying ramps to a trailer using a t-shirt and two knotted hankies. Try to retain dignity and sense of humour while achieving this lying in a puddle. Tried, and failed.

The Mongrel had happily lived behind an F350, where the towbar typically lives somewhere higher than that on a Falcon, as became apparent by the 30 degree angle of the tailer when hooked up to the car. That in itself was not a big problem - with pre HQ hubs on it, a set of 13 inch Torana rims dropped it down quite a bit, and I had a load leveler kit with adjustable height ball mount in the shed. All good - with the grease and crap largely removed courtesy of the local car wash and a big bottle of degreaser, a spare set of Sprintmasters made the Mongrel look semi respectable, and the careful addition of a couple of planks to the ramps meant the Dato could get on it without doing untold damage to all its low hanging bits. On Saturday night, all was prepared for the trip to Winton next morning.

Brakes work? - yep

Lights all work? - yep

Safety chains on? - yep

Wheel nuts tight? - yep

Club TORQUE - Members write—Kim

I am sure they were tight.....



The bearing on the rear hub had been replaced, but not fully nipped up so had a bit of play in it; maybe that was enough to set up some vibration to start working the nuts loose.

where into the morning darkness and was never seen again; I pulled over, as it didn't feel quite right through a couple of bends, and the front wheel broke its studs and fell off where you see it as it stopped.

Either way, the rear wheel disappeared some

Fair dinkum I hate trailers.

Club TORQUE - Trivia question

A trivia question for those who are interested.

- Who took the photo?
- Who's feet are they?
- What are 3 things wrong with this photo?

Prize is all expenses paid trip to Tahiti*

*Entries must be received before December 1980 by Arthur Daly c/o His Lockup, UK; otherwise no prize will be awarded; no correspondence will be entered into; this completion is completely baseless. Destination is Tahiti Crt Mulgrave, any similarity to a Pacific island destination is purely co-incidental.



Well, Tooradin was run and won on 30th March. A good day out, perfect for both budding photographers and spectators alike. Why you may ask? Because there was bugger-all dust!

Well there was the odd rear-drive car that spat clumps of dirt, most noteworthy being the Le Mottee "we'll use the road car until we fix the Mazda" XR6 and a certain looong prestige car from GM's stables, more about that in a minute...

A bit of a coldish overcast day with 31 competitors and what seemed like mostly Class D competitors and mostly Holden Sporting Club nutters.

The whole Le Mottee tribe seemed to pride themselves on giving the 5000 kay old Falcon a decent caning, yes, including Monique. The LSD had them skating all over the shop and David couldn't take the smile off his face. I don't think he'll be in any great hurry to fix the Mazda somehow...

Wayne, Pete and Maxi showed up in a newish Caprice. They figured it was much more fun than watching the box at home. Here, here. Anyway, the guys took turns thrashing the Caprice (okay, mainly Wayne) and it was great to watch. Wayne was telling me it was \$76,000 worth of Holden, and even though it was only the V6 it still managed to shove the car along very quickly until it was time to turn. And that was when some real magic happened; such a spectacle to see a car that barge, sorry, large, drift it's huge bum sideways. It was a whole lot of car and a whole lot of sideways... I only have one other comment about these two - if either of them told me they were watching Cliff Morrison on DVD between runs again I was going to clobber them.

Aaron Gallagher and Jake put in a great performance in the overfuelling Lancer (still!) to take out first and second in the juniors class. Good work fellas! I was very impressed with the reversing efforts of these two; they looked like seasoned competitors despite the fact that neither of them can see that well out the back of the car as they aren't very tall yet. I hope Steve doesn't hang his boots up when the youngsters start beating him, because somehow I don't think it'll be that far away... then again, Steve might be starting to find his form given he took out B class by doing everything right, well done Steve!

Noteworthy also was Lachlan's old man Ben giving the old LJ Torana a hard time. Early on it got thrown sideways into some ruts (not the reason the place is called Rutter Park but it's rather fitting nonetheless) and it looked like the car was going to tip over. Though that didn't happen, the flex in the car popped the bonnet, that's pretty good going! And it was all caught on video (even if he's not one of our own, Ben's actually with Nissan Car Club, we just haven't converted him yet) so we'll just claim it was the young bloke!

Complacency cooked my day, two WDs simply because I didn't pay enough attention to the test sheet. I got them both wrong from the first flag. Bugger! That gave Irene Le Mottee and Wayne Paola a better set of point in class - yep, I got beaten by the barges! Still, there was some good stuff in there and I enjoyed the surface, even if it was a bit rough closer the bay.

On April 5th and 6th I flew the flag for our club up at Deniliquin. They ran the autocross on the Saturday and then the motorkhana on the Sunday. Both days were warm but pleasant instead of hot. The numbers were a bit light on this year, with a number of competitors who were at Winton this year instead. So 28 competitors and 5 runs each. Nice! Well, the autocross was flaming fantastic, a flat open track with next to nothing you can run into, meaning huge speed and commitment could be applied. I could go on and on but I won't other than to say I should have tried this some years ago. I didn't bother trying to compare my times to others; I had such a good time flicking the car from side to side and powering out of corners with plenty of opposite lock. I ran mid field, which is pretty good given half the people there were Deni's own.

True to tradition, everyone from Melbourne met on the Saturday night at the RSL for a meal together and then smacked a few balls on the snooker tables. The Sunday became quite difficult for me with some distractions, the predominant one being the amount of dust I created when the car was still running properly, then trying to continue after lunch on three cylinders and hoping to finish the day - dropping a cylinder meant at least I could mostly see where I was going, go the traction control! But then of course I had in

the back on my mind the concern about being able to make it all the way back to Melbourne. I had to swap plug number 4 for the trip home as it had oiled up and hence Deni is the last event the motor will be doing. Been moving towards a freshen up or replacement motor for a little while now, I knew it was coming just didn't know when...but it did make it home under its own steam...a trooper to the very end...

I highly recommend doing the Deni weekend, especially the autocross. Fast sweeping corners, you can loop the car or even cut corners and still not run into anything...we should organise a Holden Sporting contingent for next year!

Onto some general stuff about Group 5, a bit was mentioned last month about the Hillclimb in October and the Motorkhana in November. Whilst it all seems some distance off, we

need to start putting things in place to ensure these events run. The dates have been re-confirmed with the respective parties and some written confirmation about Gippsland's new facility and pricing has just come to hand. The medical assistance side of things for this event needs to be investigated, by any chance are any of our HSCCV members qualified doctors or nurses? If so, we'd like to talk to you. So all in all, you could say that things are dribbling along. Something that may spark your interest is the fact that Haunted Hill's bitumen will be down by the time you read this and an Open Day has been arranged for Saturday May 10th – might just be worth a look...

Until next month, see you sideways.

BOWLING!!!

APRIL 27th

It has come the time to have some fun, and that's just what we at H.S.C.C.V. are going to do. On Sunday April 27th we are going to be strapping on some weird looking shoes, and throwing a big heavy ball as fast as we can in the general direction of 10 innocent pins, with the intent of hitting as many as we can. No, it's not cruel, it's TEN PIN BOWLING!!!

This wondrous event will be taking place at AMF Bowling - Chadstone Shopping Centre. I'm sure there will be plenty of laughs. Don't forget the kids. Start time is 2.30pm so there is plenty of time to do your warm ups.

The deal is as follows: for the price of \$22.00 you will get 2 games, shoe hire, 1 x burger, fries, and a soft drink.

Please let me know if you would like to attend, either by phone or in person at the next meeting so I can start to plan numbers. Cheers.

Jeremy Watt
0412 200037

Minutes of Holden Sporting Car Club of Vic. Inc. - March Gen Meeting

Bells Hotel-25/03/2008

MEETING OPENED AT 8.15PM

PRESENT As Per Attendance Book /Sheet**APOLOGIES**

Amelia, Troy, Maxie, Richard, Martin, Glen, Kerry, Matthew & Emma Cardwell.

Previous minutes; M. Ray S. Ian

Any business arising from previous minutes?

No

PRESIDENT:

Repco display report

Calendar discussed

Historics PI club display report

VMC 2 March 2nd Weribee report and thanks

6 Hour Relay get organised

AGP report

Garry Rogers Auction

Targa Report

VICE PRESIDENT27th April PI HC, 26th Driver training day

Bathurst Regularity run at Easter

Cams report

SECRETARY

Mail

Incoming Mail March 2008

Item	From	Action	Person to Action
UNICAR Mag	MUCC	Inform members and File	Secretary
CCRMIT Mag	CCRMIT	Inform members and File	Secretary
Leaflets	Canopy Outdoor	Inform members and File	Secretary
Bank Statement	ANZ	File	Treasurer
Membership	Mark Tanti	Receive Payment and Database	Treasurer and Membership Secretary
Membership	Mc Conchie Family	Receive Payment and Database	Treasurer and Membership Secretary
Membership	Ron klein	Receive Payment and Database	Treasurer and Membership Secretary
Membership		Receive Payment and Database	Treasurer and Membership Secretary
Leaflets	Euroa Show'n'Shine	Inform members and File	Secretary
Leaflets	Kerrisdale Rail Museum	Inform members and File	Secretary

(Continued on page 20)

Club TORQUE - March General Meeting Minutes

(Continued from page 19)

TREASURER

As per mag.
Balance@ \$18000
F1 Malaysia Webber in points racing more interesting

MEMBERSHIP & POINTSCORE

Members need to rejoin

EDITOR

Articles needed
Send emails to address in mag.

MOTOR RACE AND RALLY

Supercars pathetic sequential shifting-Wayne

SOCIAL

10 pin Bowling Sun 27th April 2.30 Chadstone SC
Go Karts PI on a Sunday

SPECIAL EVENTS

Crow cams Wed April 16th. Norm Beechey, Toll/HRT ?

GRP5/ MOTORKHANA

G5 MK report
FFCC MK at Tooradin

WEBSITE

Kris sup regs up for Winton
Site is updated PI pictures up soon.

STOCK

See Martin stock here tonight

CSC

Bruce rep

PUBLIC OFFICER

NTR

GENERAL BUSINESS

Rally car being dusted off- Alice Springs to Gold Coast AI asked to put club logo on Car
Wayne suggestion that when weather is Hot need bigger awning.
Grassroots motorsport contacting Ray
Manningham council road safety initiative – Ray to investigate.
Auto career opportunities- Chris P
Trophy presentation-Jeremy most improved, Vlad clubman,
Autobarn info – Ian
Wheels for sale – Bruce, Hyundai for sale- Chris
19/20th April open car collection at Como gardens in the Basin.
Discussion of CH plates and who can sign for them.

FINE: Kris, Bruce, Vlad

LOTTO:

MEETING CLOSED: 10.10 PM



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P.O. Box 791
Melbourne Victoria 3001



Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

.....Postcode:

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

Email:

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

Vehicles:

Reg. Numbers:.....

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

I am interested in: Motorkhana.....Race:.....Rally.....Sprint/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:.....
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Introducing Aroma Bakery

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



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www.aromabakery.com.au