

HOLDEN TORQUE

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



Kastle Designs

Maroonah Printing

mecomm
NEW MEDIA & DESIGN



COMING EVENTS

**HSCCV VS FFCC
CHALLENGE ROUND 2
SANDOWN
JULY 13TH**

ENJOY YOUR MOTORSPORT IN 2008

holdenclub.com

Welcome to the June 2008 Edition of

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

In this months magazine:

Executive Torque - News from the President, Vice President, Secretary & Treasurer: page 3

Members write: Kim page 14

Club Calendar : page 5

Club trivia: page 16

Pointscore: page 7

Motorkhana and Grp 5 Frank: page 17

Members write— Alex: page 9

Membership form: page 23

Tech Talk—Engines: page 11

Club TORQUE - Committee 2008 and Club Information

President	Bruce Lethborg president@holdenclub.com 0417 014 304	Vice President	Greg Black vice_president@holdenclub.com
Secretary	Phil Slater phil.slater@optusnet.com.au 0404 066 616	Treasurer	Vlad Kowal treasurer@holdenclub.com
Motorkhana & Group 5 Rep	Frank Rogan frankjr@optusnet.com.au 0416 001 577	Public Officer	Ray Cardwell public_officer@holdenclub.com
Stock Rep.	Martin Carrabot 0419 666 595	Social Rep	Jeremy Watts special_events@holdenclub.com 0412 200 037
Motor Racing & Rally Rep	Vacant	Editor	Greg Black editor@holdenclub.com
Classic Historic Registry	Richard Wales (03) 9803 7690	Membership/Point score	Bruce Lethborg president@holdenclub.com 0417 014 304
Special Events	Jeremy Watt special_events@holdenclub.com 0412 200 037	CAMSSStateCouncil Rep	Bruce Lethborg president@holdenclub.com 0417 014 304

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 fellow motorsport fans, its June, time to get ready for the great tax rip off as the Beatles song says "one for you, sixteen for me". Ahh well we can try and see if our race cars are tax deductible this year.

Some of the members quenched their thirst for racing at Phillip Island a few weeks ago and had good results including personal best times. Some not so good, I've heard Peter is looking for a good quality tyre pressure gauge. Hey Pete drop a few hints to the family for your next birthday. One poor unfortunate soul in a Honda S2000 had a moment on turn 12, he turned the car around and tore the right hand side out of the car on pit wall.....ouch!!! Hope he's got a big wallet to repair the car. Kim and I went to PI on Saturday before the sprint to give the VL a shakedown (and to see if I can get in and out of the car), it goes really well, we didn't have any times but the car handles and stops and does all the right things when you want them to, now I can't wait til Targa.

While I was at Phillip Island a crew was there from Channel 10 RPM program doing a story on Jason Bright's formula Ford scholarship, I started talking to the reporter, Will McCloy, about club sprint racing and "grassroots" motorsport and how it never gets any sort of media exposure. He said that they were interested in this type of story for the show but they never know when these events are on, I explained that we were holding a sprint at Sandown and would

welcome them to do a story on sprint racing. I have sent an email to him briefly outlining the sprint format and inviting RPM to Sandown. It will be great promotion for the club; we can only hope they are interested.

We have Sandown coming up on 13th July and we will be needing helpers. The size of Sandown requires around 15 – 20 to man flag points and to do other jobs on the day. FFCC usually put in a fair share of helpers, so if you are not running PLEASE help. If you can help call me 0417014304.

At the June meeting we will be visited by the team from Advanced Engine Management to show us the Wolf V500 system. Come along and see how to get the most out of your engine with a laptop.

Memberships are much the same as last month, I have had a few enquiries from the website and have invited them to the next meeting to meet us. Don't forget to send me results of any events that you have competed in for scoring.

Cheers for now
Bruce

**Vice President -
G. Black**

Here we are in June, halfway through the year already. We have had Ford Vs Holden events, motorkhana's and guest speakers at clubnights; and this is the quiet half of the year!

Still to come is the Ford Vs Holden presentation dinner, more Ford vs Holden rounds, motorkhanas, Phillip Island 6 hour, social events guest speakers, other Group 5 events and lots more.

Thanks to everyone who has contributed to the magazine over the previous six months. It is very much appreciated, not only by myself when putting it all together, but the membership at large who can identify with the things that went wrong or days when it all comes together.

At the next clubnight we have a presentation on fuel injection. Given that most of us (myself included) use carburettors on dedicated sprint event cars you may be forgiven for thinking there is nothing in it for us. However you don't have to get a dedicated manifold for fuel injection, injected throttle bodies can be used which is easier. I'm not trying to push fuel injection, it's more about considering the possibilities. I'm sure Wayne would have bought fuel injection on the spot at those events where the 'fabulous fuel fountain' plagued his day. (Well he might have wished for it at least...). It should be interesting to see what's out there.

Hope to see you at the next clubnight.

Cheers
Greg.

Secretary - P. Slater

Hello everyone, it's great to get back on the track and even better to finish the day

(Continued on page 4)

(Continued from page 3)

without my brakes smouldering. The boys at Bundoora Brake & Clutch who I'd met at Brocky's BDO did a great job of setting up my brakes with minimal modification and cost. I suppose Sandown will be the big test of how well the brakes cope with severe use. I had a great time at Phillip Island doing a PB of 2.07 on my road tyres. There was a very fast Skyline in my group as well as some surprisingly fast HQ race cars which two and three wheeled around the corners. I'm looking forward to the next event at Sandown which is always sensational. I hope to see you there. Phil Slater.

Treasurer - V. Kowal

The club's accounts are in a healthy position for this time of year. The purchase of a Gazebo and some more equipment will have an impact on the balance figure, as will possibly some new apparel which is currently being considered by the committee. There will be a small amount of income from the Winton Sprint day and hopefully we will do well from the Sandown day. I have agreed to be a Steward for the Sandown sprints (July 13th) so I won't be running, but can I encourage all of our club members to have a go. If it's your first sprint, there will be plenty of advice and support from the other "experienced" members.

Income/Deposits for the period to 16th May 2008 to 13 June 2008

Memberships	\$ 144.00
Stock Sales	\$ NIL
Transfer from ING to ANZ Cheque Account	\$ NIL
Aroma Bakeries	\$ 40.00
Laptop Refund (HP)	\$ 150.00
Total Income	
\$ 434.00	

-	
ANZ Deposits	\$ 434.00

Payments for the period 16th May 2008 to 13 June 2008

Magazine postage	\$ 50.00
Bank charges	\$ 15.00
Withholding tax	\$ 39.00

Total
\$ 104.00

Accounts/Liquidity i.e. Our Balance as of June 13,

ANZ Cheque Account Balance	\$ 3075.97
ING account. Includes \$85.32 interest	\$ 15,364.54
Petty cash tin	\$ 26.60

Balance Total (Liquidity) \$ 18,467.11

Plus \$300 outstanding in Six Hour entry fees

TEAM NAME	ENTRIES PAID	ENTRANTS	BALANCE OWING HSCCV
TEAM De SADE	\$1200 to HSCCV	5	\$300
TEAM ALLSORTS	\$1500 to HSCCV	5	NIL

Don't forget if you are looking into home loans, consider DONATION Home loans – one of our members did, and the club benefits accordingly!

DONATION
Home Loans
www.donationhomeloans.com.au
1300 30 99 79

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

<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

<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

Club TORQUE - Club Calendar 2008

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

<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

<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

Club TORQUE - Club Pointscore

Club Champion Summary run on 14/06/2008 @ 10:54

ELIGIBLE EVENTS

NO	EVENT NAME	DATE
1	GEN MEETING JAN	28/01/2008
2	PHILLIP ISLAND SPRINT	17/02/2008
3	VMC 2	02/03/2008
4	PI HISTORIC DISPLAY	09/03/2008
5	FEBRUARY GENERAL MEETING	11/03/2008
6	MARCH GENERAL MEETING	25/03/2008
7	G5 MOTORKHAN RND1	30/03/2008
8	VMC RND3	06/04/2008
9	WINTON	06/04/2008
10	CROW CAMS	16/04/2008
11	TEN PIN BOWLING	27/04/2008
12	APRIL MEETING	04/05/2008
13	VMC 4	04/05/2008
14	MAY GENERAL MEETING	26/05/2008
15	VMC RND 5	26/05/2008
16	PI SPRINT	01/06/2008

Name	Tot	Evnts
Frank ROGAN	62	13
Bruce LETHBORG	53	10
Wayne PAOLA	47	10
Peter STEWART	45	10
Kristofer LETHBORG	41	9
Philip SLATER	40	8
Greg BLACK	39	8
Vlad KOWAL	36	6
Ian SMITH	35	9
Ray CARDWELL	34	6
Chris LOXTON	33	5
Jeremy WATT	30	7
Stephen CRUPI	25	6
Malcolm CARDWELL	25	5
Julie STOKES	23	5
Jason PERCY	22	5
Micheal BUDGE	20	3
Ray SEYMOUR	20	3
Alan DAVIES	20	4
Ken SCOTT	20	4
Richard WALES	20	3
Kylie KASTELIC	17	4
Greg KASTELIC	17	4
Irene LE MOTTEE	16	2
Evelyn CRUPI	15	3
Monique LE MOTTEE	13	2
Gordon HALEY	12	1
Glenn MASON	12	3
Peter DIXON	11	2
Lachlan PARRENT-SEIDEL	10	1
Martin CARABOTT	10	2
Zeljko HOVANCEK	10	1
Antonia FITZPATRICK	10	2
David WILLIAMS	10	2
Kim MCCONCHIE	10	2
Stanley KARATZIS	8	2
Cameron CHIVERS	8	2

(Continued on page 8)

Club TORQUE - Club Pointscore

Chris PAOLA	8	2	Shane WOODMAN	5	1
Jan SMITH	7	2	Matthew CARDWELL	5	1
David LE MOTTEE	7	2	Kerry CARDWELL	5	1
Kristina BERTRAM	6	1	Geoff PATTERSON	5	1
GLENN BERTRAM	6	1	Jason BLACK	2	1
Mark LOMAS	6	2	Lachlan BLACK	2	1
Leanne LETHBORG	6	1	Melinda BLACK	2	1
Alex CHIANTA	5	1			

Club TORQUE - Members write — Vlad**Actual Newspaper Headlines from the Herald – Sun in 2005**

Include Your Children When Baking Cookies
Something Went Wrong in Jet Crash, Experts Say
Police Begin Campaign to Run Down Jaywalkers
Drunks Get Nine Months in Violin Case
Iraqi Head Seeks Arms
Prostitutes Appeal to Pope
Panda Mating Fails; Veterinarian Takes Over
British Left Waffles on Falkland Islands
Teacher Strikes Idle Kids
Clinton Wins Budget; More Lies Ahead
Plane Too Close to Ground, Crash Probe Told
Miners Refuse to Work After Death
Juvenile Court to Try Shooting Defendant
Stolen Painting Found by Tree
Two Sisters Reunited after 18 Years in Checkout Counter
War Dims Hope for Peace
If Strike Isn't Settled Quickly, It May Last a While
Couple Slain; Police Suspect Homicide
Man Struck by Lightning Faces Battery Charge
New Study of Obesity Looks for Larger Test Group
Astronaut Takes Blame for Gas in Space
Kids Make Nutritious Snacks
Typhoon Rips through Cemetery; Hundreds Dead



Friendly, Professional Design Service, Superb Colour Printing
Complete Photocopying Services to suit all Corporate Image requirements

And also club magazines

Corporate Image Development.

And of course, General Printing to cover all your printing needs

Phone: 03 9879 1555. Fax: 03 9879 1799

Unit 16, 42 New Street, Ringwood 3134

Email: Robert@maroondahprinting.com.au

Phillip Island – frustrating, dangerous and exciting

On the Friday afternoon before Sunday's race I thought I'd take the old bomb out for a test run. After a good 15 min warm up I put the boot into it. Felt great, the sound, the push in back but when I backed off there was an odd squealing noise from the drive train, aagh! this is not good. Back to the shed, up on stands, no noise with the wheels off the ground. Quick check, nothing obvious, so back out on the road for another test. Squealing noise still there, but only when there is weight on the back wheels? hmm, suspect axle or diff bearings. At about 11pm on Friday night I'd come to the conclusion a diff centre bearing was spinning, as there was no pre load. To make it to Phillip Island on Sunday, best option, shim it up and put it back together.



Saturday morning before race day

Saturday lunch time, ready for a test drive. A good warm up, a few hard runs and seems ok. Good enough for the Island but better hire a trailer just in case. By the time I'd finished a few other jobs on the car and had it on the trailer it was 11pm Saturday night. Tried to convince myself this is fun, no, just frustrating.

Sunday morning, up early, get ready, walk outside, wow, talk about fog. It was such a slow run I thought I'd miss out. It all worked out ok, passed scrutineering and ready for action. My group was called and I was finally on the track, bit nervous so I took it easy, get the feel for the track again and be gentle on the diff for a while. One lap down all seems ok, around again for second lap, just cruising along until turn 8, about 120Km/h the back just slid out, holding on for grim death in a slow motion spin, I'd turned as white as the car, terrified at the thought of flipping, I was just a passenger going around for a ride. It eventually came to a stop on the track facing the right way. Quick look, no other cars, fire it up and drive on. A very slow cautious drive back to the pits. Maybe a diff seal blew and put oil over the tyres? Around MG corner, seemed ok, nearly back to the pits and it slides again. This time only a 180 and I was going slower. Again I tried to convince myself this is fun, no! too dangerous for me, back to the trailer.

Eventually made it back to the paddock. A look under the car, all seemed ok, tyres dry, diff dry. A walk up to admin for a chat. "Oil and water on the track", they closed the track for a clean up. I warned the other guys to be careful. I wasn't game to go back out.

After a few other groups went out without incident I figured the track can't be that bad. I'd calmed down a bit but was still feeling very uncomfortable. They called my group, so I went out again, taking it very easy and finally finished a session but just to shaken to get into it.

A while later they called my group again, helmet on, off we go. Did I tell you there was a '69 fastback Mustang in my group? It's moment like these that you dream of, a HK Monaro mixing it with a '69 Mustang on the race track, yeah baby this is excitement! I started

Club TORQUE - Members write— Alex

to relax more and pushed the car a bit harder but it was missing a bit. That last session was about as good as it gets, something I'll never forget.

It's funny, the rest of the weekend didn't matter any more. I also managed to better my previous best by 5 sec, down to 2:22 (don't laugh, you try getting this thing around a track on small street tyres).

Anyway, I'd just installed a camera in the car so there is some good footage.

ps anyone remember how to adjust points ?



In a spin, all 4 smoking

Club TORQUE - If I were a car— Bruce

If my body were a car

If my body were a car, this is the time I would be thinking about trading it in for a newer model.

I've got bumps and dents and scratches in my finish and my paint job is getting a little dull, but that's not the worst of it.

My fenders are too wide to be considered stylish.

My seat cushions have split at the seams. My seats are sagging. Seat belts? I gave up belts when Tim Tams came on the market.

Air bags? Forget it. The only bags I have these days are under my eyes. Not counting the saddle bags, of course. I have soooo many miles on

my odometer. Sure, I have been many places and seen many things, but when's the last time an appraiser factored life experiences against depreciation?

My headlights are out of focus and it's especially hard to see things even up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins, it takes me hours to reach my maximum speed.

My fuel rate burns inefficiently. But here's the worst of it – almost every time I sneeze, cough or splutter... either my radiator leaks or my exhaust backfires.

After you have modified your brakes and suspension the car feels good in the corners and stops too, but that sinking feeling occurs as you watch the car in front pull away on the straights. Time for some engine changes.

Over the years Holden has used many engine configurations in Commodores, some should be forgotten (4 cylinder) and some quite good (VN Group A fuel injected). Commodore engines likely to be used at club events are 253 (4.2L), 308 (5.0L), 5.7L (stroker), VL turbo 3L and the 6 cylinder models (inline and V6) and later imported alloy engines (5.7 L and 6.0L). This article refers to the 308ci (304ci) engine.

A very quick history here, the 308 engine started in the 60's and has been developed and changed over the years, so a block from a HQ is not exactly the same as one from a VT. During the VK model (1984-6) the engine was destroyed by a changed crank to 304ci. Some later blocks from VR onwards have casting relief for easier fitting of stroker cranks, all VT blocks are suitable for stroker cranks and are machined for roller lifters. The structural strength of blocks improved over the years with changes in internal webbing/ structural rigidity. The choice of exact model block will be dictated by your budget, the block you already have or suitable block availability. Decent standard bore blocks are getting harder to find.

There are two schools of thought regarding blocks; some believe a 'seasoned' (used but not abused) block is de-stressed and best for preparation as a race engine, while others believe a new block is better. The theory is a used block has been through many heat cycles and the stresses of casting and initial machine have decreased. New Holden 308 blocks are not easy to come by, so you will probably "choose" a seasoned block to build your engine.

Be realistic with your engine builder about the maximum revs you will use; for starters you actually have to use them to get the return for your money spent, secondly more revs means more frequent 'freshen ups' (and freshen ups = \$\$\$). The final "magic" number seen on the dyno sheet for maximum power is not that important; what is important is where the power and torque is made and

does it match what you will need.

Stroker engines can be an advantage here, as you can get the same power at less revs with more low end torque, but the downside is it will cost more to build.

You also need to make sure your gearbox ratios and final drive ratios are best suited to the tracks you go to. At the slowest corner the engine revs should not drop below the usable torque, probably around 3000rpm. In reality your engine and the track will dictate your optimum gearbox and final drive ratios. Having said that, most of us just use the gearbox and diff ratio that came with the car; it all depends on how big the sheep station is.

Once you have a block it needs to be prepared for use; it will need to be stripped, cleaned and inspected before machining, although machining may not be required for a freshen up of an existing engine.

There are many things that can be done, such as using aftermarket main caps and converting to 4 bolt mains, although really the two end main caps remain 2 bolt and only the ones in between are 4 bolt. If you are building a high horsepower engine 4 bolt mains are best to help control flexing, and main stud kits should be used in place of the bolts.



The crank journals should be line honed and the bores taken oversize (if required) and honed. The block surface (deck) should be true with the crank and height set for the piston and rod combination chosen. A typical approach is to zero the deck height and adjust compression ratio with head chamber

volume; the compression ratio is likely to be 9:1 to 12:1 depending on application and fuel used. Later style heads (VN) can support higher compression ratios than early heads.

Starting from the bottom end, the decision of standard crank or stroker will be driven by budget, your preferences and the type of driving intended. Opinion is often divided on this choice; generally bigger engines mean more power/torque. A stroker crank means you will buy new rods and pistons and early blocks will need material ground off the bores to provide clearance for the rod/crank rotation. Not all blocks are cast the same, so if you 'strike water' (remove too much material and hit a water jacket) you will be searching for a new block. This becomes riskier with the bigger strokers, although if you are careful this should not be a problem. If you have the choice a VT or later block is better here because the castings suit stroker engines.

Of course you may just be freshening up your existing engine, if you are happy with the engine performance you will be in a better position as you have most of the bits needed already. Although when freshening engines who can resist a few "improvements". Depending on the model the engine came from and the condition of parts you may still need to replace cranks, rods or pistons. However there is nothing wrong with using a standard crank and the final engine can produce healthy power and torque curves. There is no real difference between 304 and 308 cranks in terms of power output. The VK Group A made more power because of manifold, camshaft and rocker changes. If you build it right a 308 can easily produce over 400HP using off the shelf (aftermarket) parts.



With the choice of crank made, for a stroker you will need new rods (preferably H beam) and pistons as well as the crank. Often you can buy the whole bottom end set up as a kit. For standard cranks you can use Holden rods, of which there are many. If you don't already have a set waiting you need to choose between standard, X and spike rods all of which will need new rod bolts, resizing and final finishing to be strong enough. The maximum power and revs used will help this choice. Standard rods are basically that, don't expect them to hold together at 7000rpm; and it is not worth spending the money for rod bolts and resizing. X rods and spike rods are better, with spike rods being the better option (X rods maybe difficult to find). There are two versions of spike rods, with a heavier set used in VN Group A; the normal spike rods are the ones to go for. Holden rods for a performance engine need some finishing work before use in a race engine, or you can buy off the shelf H beam rods that are ready to use, and are similar price to Holden rods. Good quality aftermarket H beam rods should be good for 500HP+, so will suit most club cars. If you have spike rods already you probably don't need to buy new rods unless you intend to rev it hard.



Rods and pistons can be held together by either floating or pressed gudgeon pins. Floating pins are just that; the pin is not a pressed fit, but able to move without 'flopping about'. The movement is not up and down, but along the axis of the pin hence 'floating'. Floating pins will give a slight increase in power (if you could notice it), and you need pistons that can accept the clips to hold the gudgeon pin in place, otherwise pressed in is for you.

Of course all rotating parts; cranks, rods and pistons need to be balanced properly and if you are using quality parts there should be little difference in mass between the heaviest and lightest (ie not much material removed to balance them).

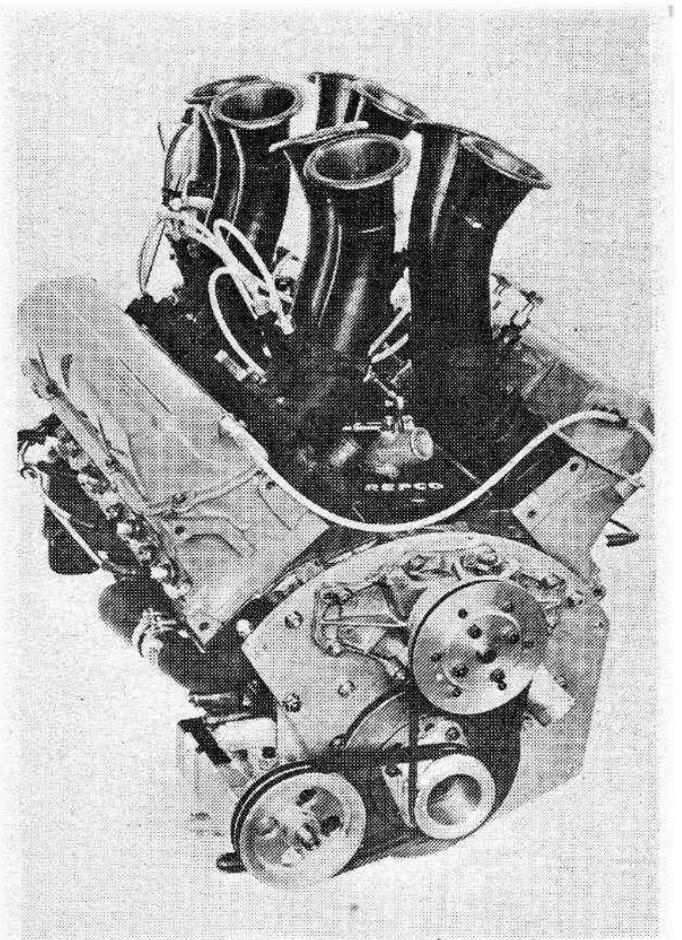
There is quite a choice of pistons so basically choose the best quality appropriate for the level of engine built. You don't need to buy \$10,000 pistons for a \$1000 cheapie, but it is worse to spend \$100 on pistons for a \$10,000 engine. Forged pistons are better and if you look after your engine can 'last a lifetime'. (I have seen forged pistons survive two unhealthy engines and perfect for use in a third rebuild).

Older pistons have large skirt areas and weigh more, whereas V8 supercar pistons have very little skirt, weigh stuff all and cost a fortune. There are many types and prices in between for you to choose from.

Make sure you use good quality bearings, gaskets and fittings. This will add up to a few dollars, but it is worth it; don't let the 'twenty cent part' destroy your engine or send you home early with oil leaks.



The conrod on left is H beam and much stronger than I beam on the right. After market price for Holden H beam is similar to second hand I beams which makes the choice easier.



You too can build an engine like this...

(Article to be continued in later magazine)



Kim & Pete's Excellent Adventure- a story of intrigue, excitement, travel to far off lands and Importing a car!

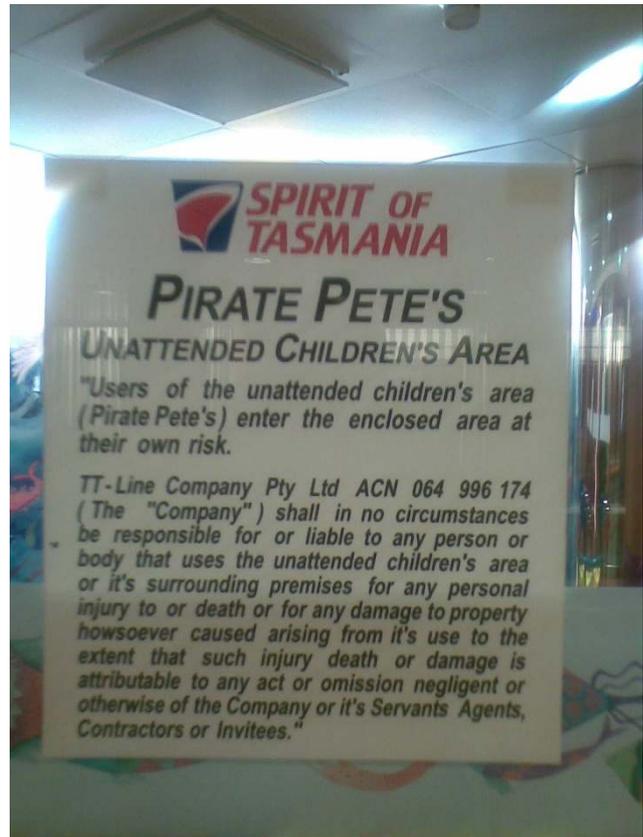
As alluded to in Bruce's column last month, I have made another fabulous e-bay purchase – and an overseas adventure was required to collect the latest addition. So who better to shanghai as a sailing companion than Peter Stewart, who on hearing a sea trip was involved took on the persona of Pirate Pete, acquired a stuffed parrot (I didn't think you traditionally stuffed a parrot with seasoning, but what would I know) and kept threatening to keel-haul all and sundry about him. (if you don't know what keel-hauling actually involves, check it out in Wikipedia. The name is actually very accurate).

So it was off to Tassie, where thanks to the internet and too much time on my hands I had spotted a VL tarmac rally car for sale. As always with these transactions where you can't actually pop around the corner and have a quick squiz and a drive before committing, there is a great degree of trepidation, and some hope that the sellers description (yes, I did talk to him as well as read his sales pitch!) and the actual car have some fleeting resemblance. My long suffering wife had allowed me to place one bid, and one bid only, at the opening price, on the grounds that if I won it was obviously meant to be. Obviously, it was. Also obviously, there are very few other idiots in the world who will bid sight unseen on a used race car residing on the south west coast of Tasmania.

So accompanied by Pirate Pete, a set of road wheels to chuck on the car for the drive back occupying the boot and back seat, and our new friend Bitchin' Betty giving orders on where to go (I celebrated the purchase by getting a GPS – any excuse!) we headed for the trip of a lifetime on the good ship Spirit of Tassie.

Having got the car on board, we did the obvious and made our way directly to the bar, and

to our great delight came across this wonderful sign:



So now we all know what to do with unattended children – send them on to Pete! I've got a few I can send even as I write.....

Now this is probably a gross generalisation, but our quick survey of the embarking passengers quickly had us assigning one of three categories to them: caravanning retirees on their last crusade (fawn cardigans, grey slacks, slip-ons for the guys, pink or pale blue trackies and the occasional scarf for the gals), truckies (hi-vis jackets on at all times – can't be too careful), and bogans (don't ask). And us, of course. Further surveys in the bar during the course of the night did nothing to change our views, particularly once the retirees retired (by 9pm typically), the truckies got down to some serious beer drinking and the bogans continued to threaten the worlds supply of Bundy, bourbon and coke. We civilized people partook the vintners finest reds available until our legs started having difficulty holding up the body – must have been the ships movement.

Saturday morning, beautiful Devonport beck-

oned cold and grey, and we took off to the west to the wilds at the back of Smithton. Not a bad drive actually, and Bitchin' Betty was even able to guide us to a bacon 'n egg breakfast roadhouse along the way.

We arrived around 9.30 to find the car waiting – and bugga me it did actually match the description! The owner usually competed in gravel rallies; a mate of his had built the car which was used in a few Tassie rallies and club sprints over the past 5 years; he had bought the car to do the Targa Tas, had swapped engines with his other rally car for this years Targa Rookie, but was DNF due to a melted piston, so had the original motor put back in, and was selling to fund the motor rebuild so he could get back on the forest tracks.

The car came with a pretty good set of Bridgestone race tyres, including 2 spare wheels, a spare carbie, CAMS and AASA logbooks, and a very neat very loud optional track exhaust system, as opposed to the reasonably loud street system currently fitted, plus full cage, in-date harnesses, Sparco seats, nav meter and intercom setup....

So no probs, stick the road wheels on.....ah, nope, same 16 inch size as fitted but these ones didn't quite clear the front callipers – missed by half a mil! So we drove it back on the race rubber, and I had the satisfaction of knowing I had carted 4 wheels around for no purpose whatsoever. We were back in Devonport around midday, which gave us a few hours to kill – so we left the Commodore at the terminal, and took the scenic back roads to Cradle Mountain. The weather was still grey and cold, so there weren't a lot of other cars about – so lets play Rally Driver! Complete with the 4 wheels, sundry tools, bags and a soddin' great exhaust system sitting just behind our heads, the Falcon got to demonstrate its ability on a wonderfully windy road up the side of the mountain, and repeated the performance on the way down. Fine me if you must, but it went bloody well! Pete's contribution was to say that if we did have the big one, the various extra wheels and exhaust would confuse the bejeezus out of the rescue party as they went looking for

the car they had fallen off.....and then concluded he'd never make a navigator as he couldn't look anywhere but straight ahead under those sort of conditions. He does turn an interesting shade of green actually.....



Back to the dock, and some further character assassination as we watched the throng assemble to head back to civilisation, and finally rolled off the boat Sunday morning after a luveerly night in the salubrious comfort of the "Ocean view seats", good thing I'd had enough night caps to put even a hardened insomniac to sleep. Starting the car up on the boat was a treat – much better than Burnley Tunnel, except one of the crew kept threatening me with a monkey wrench if I didn't shut that bloody thing down RIGHT NOW!! Not my fault if I couldn't hear him – I thought he wanted me to rev it.....

The following Saturday, with Bruce onboard for the ride, I took the car to Phillip Island to find out how it went on a circuit, and other than some minor niggles with the oil filler cap coming loose and the clutch cable needing replacement, it all went pretty well. A few things to fine tune, and it will get a run at Sandown in July and will no doubt be the weapon of choice for the 6 Hours this year – and then it's the rally scene for next year!

Meanwhile, the VH also progresses – more on that project next month.

Club TORQUE - Trivia question

The trivia question will not appear in this edition due to the underwhelming response and pending legal issues with prize destination descriptions.

Dodgy Brothers Competitions Inc apologises for any inconvenience.

Club TORQUE - Photo's



The last Holden dealers corporate Motorkhana day ended in tears.

What else can you say?



Mr Gadget's car (now I need just one more display....)

Another month has screamed by, and with some large (and overdue) changes recently to my personal life, I haven't thought too much about motorsport. Yet there comes a time every month (no you fool, I'm a male) where I have to reflect on the events and other motorsport related things that have transpired or are to come. I rambled a bit for the May mag, so guess what? I'm going to do it again! Incidentally, last month's mag was pretty damn good with some fine articles written by Kim, Lawrence and Vlad, amongst others. Keep up the good work guys. Martin has assured us that he'll be writing an article for this month, we're all awaiting that one with baited breath...

(Ed: not sure what you catch when using "baited breath")

Anyway, for the remainder of May I can only really report on Mini's VMC from the 25th. From memory it was a "thought-about-raining-but-didn't" kind of day, there was 31 competitors, and another well-run day of 9 tests. There were a couple of small pools of water around, which for one or two tests were virtually impossible to avoid, yet still fun to spray a bit of mud around. I was the only one representing HSCCV and was awarded an easy 3rd in Class after good clean runs with a car that seems to be working better, even if it was still a little (okay a lot) smokey. Incidentally, that's been fixed now, replaced by a decent oil leak instead., but I digress...one of the good things about the day was VMCi running two tests in reverse order. I'm not talking about a mirrored test, I'm talking about where you'd normally finish a test, well, that became your starting point. Not a big deal on Cloverleaf, but a real brain-bender for Triple Loop. So instead of a slalom to finish, it was a slalom to start, and it made for some quite wild full-noise finishes. I had a lot of fun during the non-competitive time, stirring up the usual lads in my class; the muck-raking was ramped up more than usual and some mud was thrown too, just to add to the silliness...

With the V8s scheduled at Sandown and the long weekend in June, nothing else has really happened. I didn't go to PAC's motorkhana at Rutter Park on the 1st of June either, though part of the Gallagher clan attended. Well, they weren't officially there as Holden Sporting Car Club members (well, I don't

think so anyway) but I needed something to write about and they are members of our club after all! Stephen was almost the outright winner of the day, missing out by only 1.3 seconds! Fantastic effort Stevo! Aaron was the third junior out of quite a decent number too so well done Aaron! With 31 competitors (the magic number it seems, though one didn't start) they've both done really well.

Looks to me like there's no playing at Shepparton this year, a pity because I wanted to call in and see a mate whilst up there...but we get to play at Somerton instead, with VMC Round 6 run by Ford Four on the 22nd of June - which will be all over including the shouting by the time you've read this. And then we go back there again for Round 7 on the 20th of July, under the hand of Melbourne Uni Car Club. Nice to get some sealed stuff to fry some tyres on, as it's been quite a while...the AMC last year if I remember correctly, but they weren't my tyres I was frying (Thanks again Ron!). In between the bitumen rounds at Somerton we go back to Werribee for a Group 5 motorkhana, which is being run by the Mini crew on the June 29. After that we will be well into July, so I'll yabber about those events next month or perhaps at the meeting. Now, just a quick note about Somerton, this is not the old BP Truck stop on the corner of Hume Highway and Cooper Roads where we used to play, as that has now disappeared under a large factory. This "new" Somerton venue is about 2 kays north of where the old one was, on the Hume Highway. You might know it as PDL/Pacific Dunlop/Dunlop Tyres/The Big Tyre. Yes, with the huge tyre you can see when you drive by...

Really no news on the Group 5 front, our meeting is the 25th June and it's been a while since we've met. Further details when they come to hand. I'll leave you with this little beauty; it's a creative country road sign. Until next month, see you sideways...

Club TORQUE - Motorkhana and Group 5—Frank



Club TORQUE - Photos of Haunted Hills -





Don't try this at home.

The remnants of an S2000 Honda after contact with the wall on the left of turn 12



This Skyline was probably quick once upon a time. Note the For Sale sign on the back window.... Apparently the floor buckled under the drivers seat also. A good argument for roll cages

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

Bells Hotel-26/05/2008

MEETING OPENED AT 8.15PM

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

Amelia, Julie, Craig, Greg, Kylie, Troy, Tony, Richard

New Members/Guests Kurt

Any business arising from previous minutes? No

PRESIDENT:

Leo Pruneau

Wolf Inductions guests next month

Website updated

Cheque from HP arrived

Officials needed –steward, recovery vehicle

6 Hour 3 teams

Bathurst day interest

VICE PRESIDENT

Cams website seatbelt discussion

SECRETARY

Incoming Mail May 2008

Item	From	Action	Person to Action
Toyotalk Mag	MUCC	Inform members and File	Secretary
Camcrusher Mag	FFCC	Inform members and File	Secretary
Leaflets	Victorian Goldfields railway	Inform members and File	Secretary
Auction Leaflets	Shannons	Inform members and File	Secretary
Car Show	Riverview Classic Holden Display	Inform members and File	Secretary
Workshop for sale		Inform members and File	Secretary

TREASURER

As per mag.

Balance@ \$19000

Auction planned

MEMBERSHIP & POINTSCORE

Membership 147

Send results to Bruce

EDITOR

Articles needed

Send emails to address in mag.

(Continued on page 21)

Club TORQUE - March General Meeting Minutes

(Continued from page 20)

MOTOR RACE AND RALLY

Webber 4th good
Aitkinson 3rd in VRC
Sandown Long Weekend
AI report on rally. Wayne/Glen/Kim/Pete/Bruce report on Car Progress.
Ken's VH for sale

SOCIAL

Go kart day Sep?

SPECIAL EVENTS**GRP5/ MOTORKHANA**

G5 MK report as in mag.
Yesterday was good at Werribee.

WEBSITE

Email from Just Holdens for stock cars

STOCK

Need to get rid of old stock
Number Plate collecting.

CSC

Bruce attended meeting on review gave report.

PUBLIC OFFICER

NTR

GENERAL BUSINESS

Hillclimb
Holden Heritage update
Peter awarded trophy for destroying gearbox

Wheels for sale – Bruce
Hyundai for sale- Chris
Discussion of CH plates and who can sign for them.

FINE:

LOTTO:

MEETING CLOSED: 9.28 PM



PROFESSIONAL AFFORDABLE WEB/GRAPHIC SOLUTIONS

WEB DEVELOPMENT

- user-friendly and clean designs
- easy, simple navigation
- Internet marketing and advertising
- e-commerce solutions
- shopping cart systems
- real time credit card processing
- scalable database driven solutions
- advanced search facilities
- secure order forms and databases
- management centres
- Internet Business Ideas
- hosting/domain names

GRAPHIC DESIGN

- advertisements
- corporate identity
- stationery design
- brochures
- newsletters
- flyers
- posters
- stickers
- cd covers
- signs
- banners
- presentations

PLEASE CONTACT US FOR A NO OBLIGATION CONSULTATION

192 St Kilda Rd St Kilda Victoria 3182 Australia
www.mecomm.com
support@mecomm.com + 61 3 9525 3101

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



Delicious Catering

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



Aroma Bakery Cafe's

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

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

www.aromabakery.com.au