

# HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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## COMING EVENTS

**PHILLIP ISLAND**

**6 HOUR**

**PHILLIP ISLAND**

**AUGUST 30TH - 31ST**

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**Welcome to the July 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](mailto: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](http://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**

Hello motorsport fans, its July, did you get that tax deduction on the race car? I didn't, maybe they didn't believe I used it for work.....ahh well there's always next year.

Sandown has been run and won, the VN made it's debut of five laps after which the engine expired with a death knock, not sure what happened yet but the engine will be out and stripped by the time you read this. Thanks to all the members who helped out I was very pleased with the numbers, I think we outnumbered FFCC helpers. Next round of HSCCV/FFCC series is September 14<sup>th</sup> at Winton.

Kim has had his fifteen minutes of fame, Sixty minutes have filmed a story on commuting and motoring enthusiasts which starred our very own "Jeremy Clarkson" Kim McConchie, They filmed him driving to work, at home and at play with the race car, this was done at Calder on a lovely cold and wet day. Peter Stewart, Vlad Kowal and Craig Bennett came out with their cars for a play. Thanks to the guys for taking time off work to help. We are not sure when it's going to air but it should be soon, meanwhile you can check out the photos on the club website.

We have a couple of events coming up social wise that will be fun that involve Go Karts, wineries, old cars, driving, eating and having a good time so stay tuned.

How do you get on with your bank manager? With the way the cost of fuel is going we

will have to take out a loan just to put fuel in our race and tow cars, it now makes our sport expensive on the day. Let's take a Winton event for example. A couple of tanks for the tow car \$150, fuel for the race car \$100, entry fee \$140, food, drinks, trailer hire it's fast approaching \$500..... bloody expensive day out. With the carbon laws coming into effect in 2010, is it going to deter people from entering motorsport, do we have to start thinking outside of the square and create cheaper types of events? Motorkhanas, autocross, khanacross and hillclimbs are cheaper to run and compete in, is this the way we may go? I'm keen to hear you ideas.

Time to pull that engine out and strip it

Cheers Bruce

---

**Vice President - G. Black**

It has been a bit of an action packed month with Kim becoming famous on TV. I'm sure we will manage to stretch the 15 minutes of fame to at least two magazines (which is 30 days of fame).

We have also had round two of the Ford versus Holden challenge, a very successful event at Sandown. There were plenty of entries and even with the initial delays of several cars being retrieved from various parts of the track. I think 5 runs were on offer if you didn't go home early.

There is much talk about fuel prices, costs and all that and yes, fuel is getting expensive, but as one wise club member

pointed out a year or so ago, the cost of one entry fee is still cheaper than a speeding ticket. (And unless you choose to be on trashy TV chase shows, you will get much more track time as well.) Where else can you go at 240km/h without fear of a knock on the door, and more importantly without fear of oncoming traffic and hazards. The track (khana course, or whatever discipline you choose) is a sensible place to test your skills.

I have found it also develops your skills to diagnose and deal with mechanical problems in both track settings and normal daily driver. Many years ago if my car was not working I took it to a mechanic, hoped for the best and handed over \$\$\$ hoping it was fixed. If you have a good mechanic then this should be OK, unfortunately I spent a lot of time looking for a new mechanic.

Where will it all end up? I don't really know; it is interesting times and it could end up like the oil crisis of the 70's; although I don't think many would believe that.

Anyway enough doom and gloom, Winton is the third round on September 14th. It should be a good day, with weather warming up and the 6hr behind us. Hope to see you there

---

**Secretary - P. Slater**

I had a very enjoyable if cold day at Sandown last week. The SS ran faultlessly and was very competitive with more highly modified cars. I had decided to run on standard

(Continued on page 4)

(Continued from page 3)

tyres since my new Goodyear Eagle F1s are such good tyres anyway plus the weather was too cold for sports tyres to warm up but mainly because I'm too lazy to change my tyres. I knew that Sandown would be a test of my brakes and they stood up beautifully thanks to the boys at Bundoora Brake and Clutch Service (that's two free plugs, I'm becoming the John Laws of the club mag).

It was frustrating to once again be competing against a turbo rocket ship on slicks that had entered in the wrong class but fortunately this was picked up. There was a bit of discussion on class structure at the committee meeting which prompted me to have a look at the class structure which has been in place relatively unchanged since I started racing 25 years ago. Personally I don't think that it's too bad but it could do with some tweaking. Also it's important to maintain consistency for people so that they can build their cars to suit the classes. Kim's new car was a good example of a car built to a class (Targa) that suits our class structure as well with its standard interior and original manifold and it was quick. I have included a copy of the group 5 class structure in the mag for information and discussion. On another note congratulations to Amelia on the occasion of her engagement to her boyfriend Jake.

Phil Slater

**Income/Deposits for the period 13 June 2008 to July 19<sup>th</sup> 2008**

Memberships	\$ 48.00
Stock Sales	\$ NIL
Transfer from ING to ANZ Cheque Account	\$ NIL
Aroma Bakeries	\$ 40.00
Six Hour Entry Fee	\$ 150.00
<b>Total Income</b>	<b>\$ 238.00</b>

ANZ Deposits	\$ 434.00
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**Payments for the period 13 June 2008 to July 19<sup>th</sup> 2008**

Club Car Stickers	\$ 130.00
Magazine postage	\$ 50.00
Bank charges	\$ 15.00
Withholding tax	\$ 40.00
Hand Stamp	\$ 35.00
<b>Total</b>	<b>\$ 270.00</b>

**Accounts/Liquidity i.e. Our Balance as of July 19<sup>th</sup> 2008**

ANZ Cheque Account Balance	\$ 2915.68
ING account. Includes \$85.32 interest	\$ 15463.25
Petty cash tin	\$ 24.60
Club Lotto Balance	\$119.10 (thanks for the extra!)
<b>Balance Total (Liquidity)</b>	<b>\$ 18,403.53</b>
Plus \$300 outstanding in Six Hour entry fees .....	

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

(Continued on page 5)

**Club TORQUE - Club Calendar 2008**

**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, but a small income from the Winton event and a larger income from the Sandown

event will see our balance around the \$22,000 mark by August.

Our Club Lotto balance is looking healthy. Someone should win it soon. There will be nearly enough in it for a tank of petrol for a Hyundai Getz soon!

While the nice \$87.30 interest from ING really helps, the \$40 to \$41 withholding tax every month brings it back somewhat!

**Club TORQUE - Club Calendar 2008**

*Dates & Venues subject to change. Please advise of events that need to be added. Check the website for latest updates*

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

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

<i>AUGUST</i>	
1-3	V8 Supercars—Winton
3	VMCi Hillclimb
11	HSCCV Committee Meeting
18	HSCCV Print Night
25	<b>HSCCV General Meeting—Bells Hotel</b>
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*

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

<b>OCTOBER</b>	
5	<b>HSCCV/FFCC Ford Holden Challenge Hillclimb– Haunted Hills</b>
9-12	V8 Supercars Supercheap Auto Bathurst 1000
13	<b>HSCCV Committee Meeting</b>
20	<b>HSCCV Print Night</b>
23-26	Indy 300 (incl. V8 supercars)
26	PAC VMC Rnd 8—Tooradin
27	<b>HSCCV General Meeting—Bells Hotel</b>

<b>NOVEMBER</b>	
4	HSCCV/FFCC Holden Ford Challenge <b>Sprint (Grp5) – Sandown (Cup Day)</b>
6-8	V8 Supercars—Bahrain
9	PIARC Grp5 Sprint—Philip Island
10	<b>HSCCV Committee Meeting</b>
16	<b>HAC Interclub</b>
17	<b>HSCCV Print Night</b>
21-23	V8 Supercars—Symmons Plains
24	<b>HSCCV AGM—Bells Hotel</b>
30	<b>HSCCV/FFCC Khanacross</b>

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

## Club TORQUE - Club Pointscore

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
17	VMC6	22/06/2008
18	JUNE GENERAL MEETING	23/06/2008
19	G5 KHANA RND3	29/06/2008

Name	Tot Evnts		
		Lachlan PARRENT-SEIDEL	10 1
		David LE MOTTEE	10 3
		Zeljko HOVANCEK	10 1
Frank ROGAN	89 16	Antonia FITZPATRICK	10 2
Bruce LETHBORG	58 11	David WILLIAMS	10 2
Peter STEWART	53 12	Kristina BERTRAM	8 2
Wayne PAOLA	52 11	Stanley KARATZIS	8 2
Philip SLATER	51 10	Cameron CHIVERS	8 2
Greg BLACK	47 10	Steven GALLAGHER	8 1
Kristofer LETHBORG	41 9	Jan SMITH	7 2
Vlad KOWAL	41 7	Aaron GALLAGHER	6 1
Ray CARDWELL	39 7	Mark LOMAS	6 2
Ian SMITH	38 10	Leanne LETHBORG	6 1
Stephen CRUPI	35 8	John PATTERSON	5 1
Jeremy WATT	35 8	Maxi STOKES	5 1
Chris LOXTON	33 5	Shane WOODMAN	5 1
Malcolm CARDWELL	30 6	Matthew CARDWELL	5 1
Julie STOKES	28 6	Kerry CARDWELL	5 1
Jason PERCY	27 6	Geoff PATTERSON	5 1
Alan DAVIES	25 5	Jason BLACK	2 1
Ken SCOTT	25 5	Lachlan BLACK	2 1
Greg KASTELIC	22 5	Melinda BLACK	2 1
Irene LE MOTTEE	21 3		
Evelyn CRUPI	20 4		
Micheal BUDGE	20 3		
Ray SEYMOUR	20 3		
Richard WALES	20 3		
Kylie KASTELIC	17 4		
Monique LE MOTTEE	15 3		
Martin CARABOTT	15 3		
Kim MCCONCHIE	15 3		
GLENN BERTRAM	14 2		
Alex CHIANTA	13 3		
Chris PAOLA	13 3		
Gordon HALEY	12 1		
Glenn MASON	12 3		
Peter DIXON	11 2		
Mark KAKOURI	10 1		

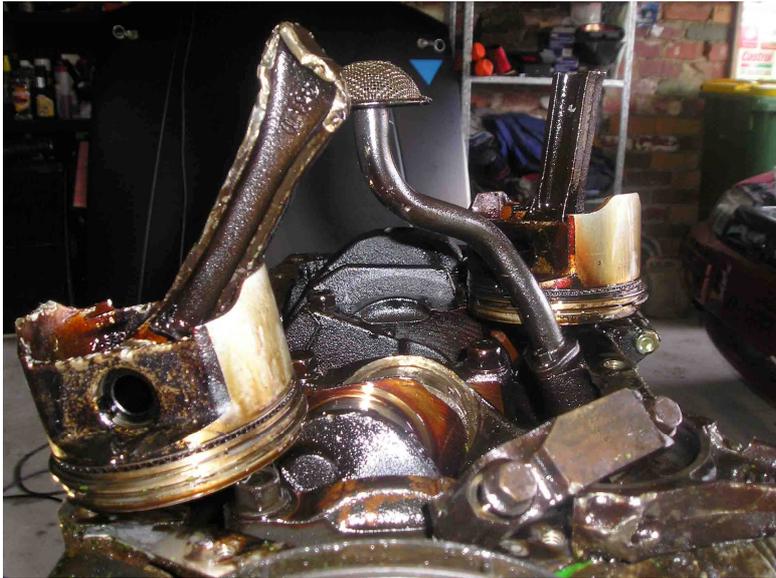
Don't forget if you are looking into home loans, consider DONATION Home loans – one of our members did, and the club benefits accordingly!



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Club TORQUE - Guess who?



Guess who?

Note: the big ends are missing.

Club TORQUE - Stock report—Martin

Time flies when you're having fun, where did the first half of '08 go? My VK is in storage after major heart failure last November, all fixed but no where at home for it, since moving house earlier this year and still not having anywhere to put it as the garage is a mess, but working on it.

Our baby daughter Jacqueline arrived just four months ago, so you could say there has been a lot happening at home.

We still have heaps of great looking stock that the last committee put together, that we need to sell before I spend your club money on creating any new stuff.

There are lots of shirts, t-shirts, caps, beanies, stickers, and gloves, please help your club by buying something.

The design for the club race suit is close to being finalized, I think such a suit will give our members a more uniform group identity, which will be great to see at future events.

Dropped in to see my friends at COME Racing in Caulfield to see their new products on offer, besides building their own Holden V8 from scratch. They are also doing some amazing things with the Holden V6 and the Gen 3, somehow taking it out to 7.3 liters (440 ci), did I mention that the Holden V8 stroker cranks are coming down in price?

See you at the next meeting, Martin



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## Ford versus Holden Challenge Presentation Dinner

Saturday the 6<sup>th</sup> of September 2008  
Sandown Park Hotel 7.00 pm

**Hot and Cold Buffet**

*Roast Beef*

*Roast Pork*

*Lasagne*

*Scalloped Potatoes*

*Carrots*

*Baby Beans*

*Potato Salad*

*Greek Salad*

*Caesar Salad*

**Dessert**

*Pavlova*

*Chocolate Mousse*

*Cheesecake*

**\$25.00 per head**

*This event was a great success last year  
for both the **FFCC & HSCCV***

*So we hope more people from both clubs will come and join us this year and have a great  
night.*

*For Tickets Contact*

**Debbie Tatt on 9792 9660**

*FFCC Membership Secretary*

The flyer above is from FFCC.

The presentation night has been organized again for this year on 6th September. The venue has been booked and the menu looks great. It should be a good night out, and if you intend to go you need to contact Debbie and book before 7th August.

**Don't delay!! (If there are insufficient numbers the event may be cancelled)**

**WHAT HAPPENED BEFORE CALDER  
RACEWAY – THE DAY THE TRAFFIC DIED  
60 MINS OF FAME, LUST AND GNASHING  
OF TEETH**

Friday 27<sup>th</sup> June,

*Part 1 of Kim's meteoritic rise to senility and  
a life spent haunting public places trying to  
flog autographed pictures to Japanese  
tourists*

For some fame is thrust upon them, for others it comes sneaking up, weaseling its way through damp and dank places as it gets close enough to leap unexpectedly out of hiding, wrapping its slobbering coat of public infamy and fleeting stardom on the unsuspecting soul – who then, if recent events are a reliable guideline, proceed to sue the media and newspapers involved for every cent that can be wrung from their loathsome coffers, and good luck to them too.

For me, it was a phone call from Bruce that bought the first inklings of the “F” word to mind – 60 Minutes wanted to do a story on people who drive in traffic (like duh, anyone with a car seems to qualify) for long distances (well that narrows it down to around half) and competes in Motorsport (Now we're into an interesting sub-demographic) and belongs to our car club (I'm now counting people on the hands of both fingers) and could appear on the show without looking like a pineapple and sounding like a total twat (which left 3 people I could think of, none of them me).

Despite the latter reservations, after an in-depth probing conversation (conversation dammit, will you pay attention in the back stalls and stop snickering – it may be World Youth Day in Sydney, but just leave it alone will you?) with the 60 Minutes producer, who really emphasized the critical requirements for the story (Do you look like a pineapple? Do you sound like a total twat?), as one of a few prospective candidates the big “F” word was pointing in my direction and starting to gain momentum, a bit like a runaway truck loaded with explosive in any halfway decent

Bruce Willis movie. And then the truck hit, but the explosives.....hmmm, seem to have a bit of a timed fuse attached. However, it was all going to happen –  
**FAMMMMMMMMMMMMMEEEEEEEEEE is a comin' my way!!!!**

As always with these things, planning is everything, all plans are subject to last minute changes, unplanned changes will be planned, nothing will be left to chance, unexpected chance events will be seamlessly integrated into the story line, and always look professional even when you have a booger hanging out the nose and a small dog is humping your leg on camera.

Having agreed to be the rabbit in the spotlight (why did the chorus from “Fame” keep repeating in my head, along with visions of long lines of leggy chorus line girls doing their kicks and turns, a really good rider for guest appearances on Good Morning Australia, followed by sharing lines of coke with well known celebrities – never did like Pepsi – and at least a few lines in Underbelly 2, if not a major supporting role) now this well oiled planning swung into place.

Plan 1: crew come down from Sydney midday Thursday, meet me in company car park late afternoon, kit out the Foulcan with lights, cameras, sound and we film the long drag home to the stix in the always fun evening traffic.

Actual: plane delayed out of Sydney due to weather, crew arrive in Melbourne airport sometime around 5pm, agree its all too hard to do anything today, see you early morning for : *da da!!* Plan2

Plan 2: crew arrive in Cockatoo by 5.30 am, kit out Foulcan etc etc, meanwhile other film dudes shoot the loneliness of the early morning commuter, breakfasting alone while the family sleeps, leaving as day breaks, brief greeting to wife as she appears berobed at the top of the stairs to wish her beloved farewell, no sign of the wee kiddies etc etc. and then break into the morning Melbourne slog to demonstrate the nightmare of modern commuting, as seen from within car, from outside car, from the

bonnets of support vehicles and from the Channel 9 chopper, which will join us enroute. Easy peasy, all wrapped up by 9am, crew depart for Sydney, all happy with the outcome.



Camera stuff in the wee hours of the morning. Note camera mounted on Territory bonnet – was MIA at Calder

Actual: crew discover that Cockatoo really is the stix. Also discover that Avis supplied GPS's have a level of perversity as part of their programming, apparently to ensure tourist's always go via a scenic route. Crew arrive late, in desperate need of coffee – lots



of coffee – before anything can be undertaken. Sometime later Ace Reporter turns up by taxi. Is concerned he may have been taken to Beirut by mistake. Is concerned his hair is out of place. Is also concerned that by now most of the family is well into preparing for the daily schooling etc, and the loneliness of the early morning commuter is compromised by a cast of thousands. Fortunately, most of the cast (well, all of the cast) do not wish to participate (it will make us look like pineapples, and sound like total twats), however wife and youngest child are encouraged to be part of the rapidly revised script. I proceed to make my second breakfast of the morning, have an unscripted conversation with monosyllabic family members, the Ace Reporter reshoots his commentary a few times to make sure its perfect – no twat he – and we head for the freeeewaaayyyy!!! yayyyyyy!!!!

Now, I had carried out a reconnaissance of the likely route on Thursday – Wellington Rd on-ramp to the Monash Freeway, down to the Warrigal Rd offramp, and then Warrigal Rd to work in Moorabbin. It was CRAP. On Thursday. Woeful. Blocked solid. Perfect!!



On Friday morning, at 7:50am, it looked like this. Seriously. We came onto the on-ramp – and straight through the ramp lights onto a freeway notable for a surprising absence of gridlock.

The traffic indicators were all green

35 minutes to the airport was indicated.

The traffic slowed briefly around Huntingdale Rd, which led to a flurry of camera work,

Club TORQUE - Members write— Kim 'the star'

swooping helicopter, running commentaries of how bad the traffic is – and then it cleared.

Now the helicopter assumed a new role – traffic spotter!!

Eventually we progressed down Toorak Road ----- Glenferrie Road - ----- Barkers Road ----- Punt Road -----by now the more astute will have realised this is a very interesting way to get to Moorabbin from Cockatoo. And it was getting on for 9.30. so after a quick discussion (and hair checks in the mirror for Ace Reporter) it was decided enough traffic shots had been got, and with the miracle of modern editing it would look more like this:



So then we did a heap of close ups – the nervous wheel tapping, changing radio stations, voicing some concerns over the ineptness of fellow commuters, etc etc – which finished the day off nicely.

Remove cameras, do a few re shoots of Ace Reporter, consider nearest coffee shop, and discuss Part 2 – the great racetrack shootout!

OK, so off to work it was, muttering smoke and mirrors and it's all a travesty to myself – but when I walked into the office, a great

sense of *FAMMEEE!!* overwhelmed me as my friends gathered around to tell me “You’re bloody late, get your act together you were meant to give a staff award this morning!!!” Oh yeah. Fame. Not a good time to offer autographs then....

Then there was great preparation of the VL in readiness for its star appearance at Calder. After discussions with Bruce and Pete, we decided to get the best club exposure we could – so off came the old sponsors signs, and on went the biggest club logo we could fit – fortunately we had a bit of help with this, as they were tricky buggers to get right.



**CALDER RACEWAY  
60 MINS OF FAME  
Wednesday 2<sup>nd</sup> July**

(part 2 of Kim's meteoritic rise to stardom)

Following up on Part 1 of Kim's marvelous traffic adventure with the '60 minutes' team, was Part 2.

This is the bit where Kim demonstrates his special way of releasing all of the pent up frustration and anger of having to deal with the average (no sorry, mostly 'below average' motorists) on a daily basis, on his way to, and from work



His outlet, of course is to go to the track with his race car and burn off all that aggressive energy in a safe manner (230kmh brings a big grin to anyones face).and come back in, a better happier chap ready for the next weeks traffic challenge.

Well thats what I believe the story is to be about,..... but not having been officially told what the story line is really about, it could be a story on how we choose to burn fuel at monstrously huge rates, and our seemingly total and active support for global warming.

To get 'Part 2' underway, Kim needed a racetrack, so the 60 Minutes team went and organised Calder Raceway for the day.

Now Kim needed competitors to make it look real, so the 60 minutes team went and organised three other superbly qualified drivers and their trusty (OK, perhaps rusty) race cars, in the form of Vlad Kowel, Craig Bennett, and myself,. well co ordinated by our illustrious President Bruce.Lethborg

Nothing was spared, even a surprise scrutineer, who I mistook for a vagrant fossicking around in the boot of my car, and even an ambulance...we had ourselves a race.

The steward, yes there was one, went out first in his FWD to test the track.....and lost control of his car coming on to the front straight.,

Yep it was a typical freezing, rainswept, snowy Calder day,.temperature about 7 degrees C (I actually saw a brass monkey desperately looking for something out there) They immediately closed the front straight because it was so dangerously slippery and we had to use the pit lane as the straight...ah yes, much safer.

Kim's car was set up with at least 2 cameras inside, a couple of cameras outside, sound recording equipment Liam, the 60 minutes presenter, and a sound recording man huddled in the back, he must have been a

dwarf tied to the cage, then with the snap of a 'clapper board' or clap of a 'snapper board', we were off, trying to simulate a serious race.

First corner, Kim loses traction on the ice, and spins the



**Club TORQUE - Members write—Peter Stewart—Kim's fame part 2**

car, complete with camera crew, cameras, Liam the presenter, the sound recordist, all with arms flailing around as they see death staring them in the face as I come sliding up to the front of Kim's bonnet fully locked up trying to avoid them.. Well they wanted realism didn't they?

Thereafter, Vlad, Craig, and myself, played our part in jostling each other for position, only to be

excellent footage, until one of the cameras mounted on the side of Kim's car came off at high speed.

It was a bit like finding easter eggs hidden all over the track, dozens of bits, all worth a thousand dollars for the taking.

It was at about this moment that I think the 60 minutes team totalled up the cost of the day, said 'thank you', or it sounded like 'thank you', and



overtaken by the star of the show, Kim. All this at the breakneck speed of about 100kph as this was as much traction sorry, lack of traction as we could deal with.

After a couple of hours of changing camera angles, pants, etc, a dry line began to emerge, then we had some half serious fun, at somewhere near a respectable race speed.

Another couple of spins, just for the camera of course from Vlad, and Craig, (Craig couldn't actually see where he was going due to the fact that his windscreen wipers had frozen to the windscreen), and we were getting some

disappeared back to Sydney, with many exciting stories to tell their families about their day with the HSCCV at the Calder Raceway. Not sure when its to be shown, could even have been shown by the time you read this, assuming you are still reading this littery, (how do you spell that?) masterpiece.

A thoroughly exciting experience and thanks to Kim and his TV crew

*(Ed footnote: No brass monkeys were harmed during the filming of this demonstration.)*

**Club TORQUE - Members write — Pete—Sandown Sprint**

Round 2 of the 'HSCCV / FFCC' challenge saw an almost capacity field of around 110 entries turn up, equally impressive was the support from our club in the running of the event,

Vlad was Steward, Alex Chianta, Martin Carabot, Jeremy Watt, Chris Loxton, Frank Rogan, Greg Black and Julie Stokes were on flag duty, we even had personnel on standby. I know I have missed a couple of names so to those people I apologies. Thank you from all our drivers for your excellent work on the day, and Julie for taking photos (check the website)

with his new VN, and Kim with his ex Targa VL, a shake down for both cars, sadly for Bruce, the VN figured that it might be able to do the job on just 4 cylinders and launched a couple of rods skywards

The engine was badly damaged and Bruce is now on the lookout for a V6 short motor, Kim's car went well with just a minor issue with overheating, but soon had that sorted by not over revving the car, and Kim is also to be commended for actually getting to an event this year, and for the fact that he arrived with all wheels still on his trailer.

The track, was not particularly greasy, but was cold, and presented a few grip challenges at certain corners for some drivers, unfortunately one nicely presented Cortina



had a throttle stick going up the back straight, ran off the end and collided very heavily with the Armco, totally twisting the body to the point where it maybe ir-reparable.

There was a large contingent of very quick HQ's which I hadn't seen before, great to see them getting involved with

A couple of our members couldn't enter at the last moment, Glenn, who had been working almost round the clock (well his neighbors thought so) on his 500hp Torana only to injure himself requiring stitches but still turned up to lend a hand, as did Craig Bennett who turned up in between 2 shifts.

We had about 15 drivers, including Bruce



our series and it was great to see Colin Heal there with his beautifully presented Torana.

Kylie had a few moments driving Russell's Maroon VL, seems she was arriving at a few corners with way too much speed on, and consequently looped the car a few time. From a fashion point of view, she looked resplendent in her pink race suit. She's now known as 'Racing Barbie'

As the track warmed up a little, some good sprint times started to emerge, and Phil, Stan, Colin Heal, and Ian Smith started to dial in some consistently good times. Steve Crupi in the XF Holden as always, was very fast on the day, and he and I had some sessions trying outrace and out brake each other into the corners, mind you, 'it's not a race'.

Mark Lomas turned up with his ever evolving HJ which has got some serious power, but had to retire due to a box full of neutrals.

The next big event in the Holden Ford calendar is at Winton, which is a top little track and will no doubt attract a lot of the local boys as well from Wodonga, Albury and Shepparton again, it should be huge, so start checking out the date on our calendar.

Congrats to the FFCC and HSCCV people for the smooth running of this great day at Sandown Raceway



You've all heard this before.

All of us love to compete in Motorkhanas, in Autocross, Khanacross, and in Speed Events such as Sprints and Hillclimbs.

To make this happen, we need vehicles, entry fees, a suitable venue and officials. Without officials, the backing of insurers such as CAMS or other similar bodies doesn't happen, and the event doesn't go ahead.

Officials need to be licensed (i.e. by CAMS) and they are also all volunteers. Our club has very few officials compared with our number of members. (Less than 3% of our membership). We have Two of our officials are licensed to be Event Directors, two are Stewards, two are Scrutineers, two are Event Secretaries. That's not eight members, but five, because some double up with multiple official roles. We may have one more scrutineer, but I need to check on this. However, the point is that if our officials also want to compete, they can't if they also need to run the event.

So how do you become an official? It's easy. Yes, it really is. You can complete most of the qualifications on line at no cost, except for your time. Have a look at what I have done below, over about a year and a half.

CAMS Modules completed by Vlad

- Generic 3
- Grade 3 Steward
- Generic 2 Module
- Category modules:
- General Competition Area
- Administration

Two of the training sessions had to be at CAMS and they took a day, but that was for level 3 or level 2 modules.

Check out the steps to being licensed below:

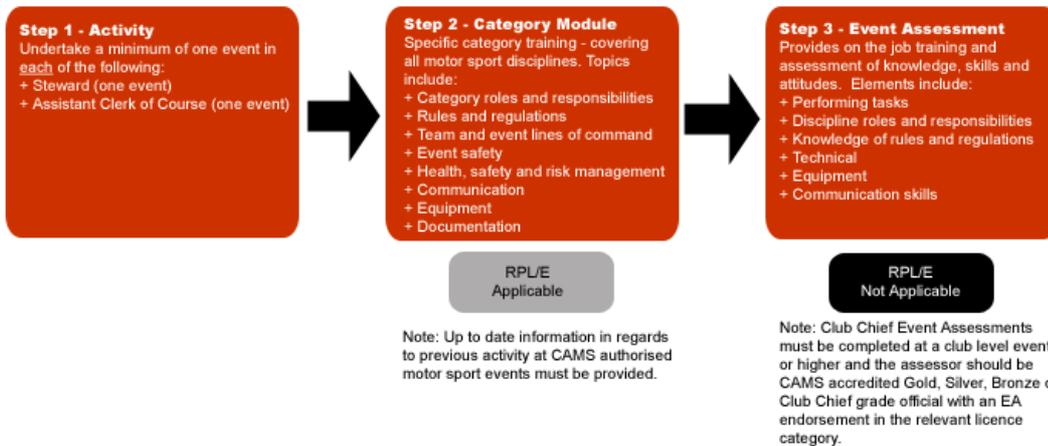
Trainee licence to General Official licence

Trainees must be under direct supervision at all times and receive instruction whilst working at an event – no formal training is required. To be upgraded to General Official, Trainees must complete the [General Official training plan](#).

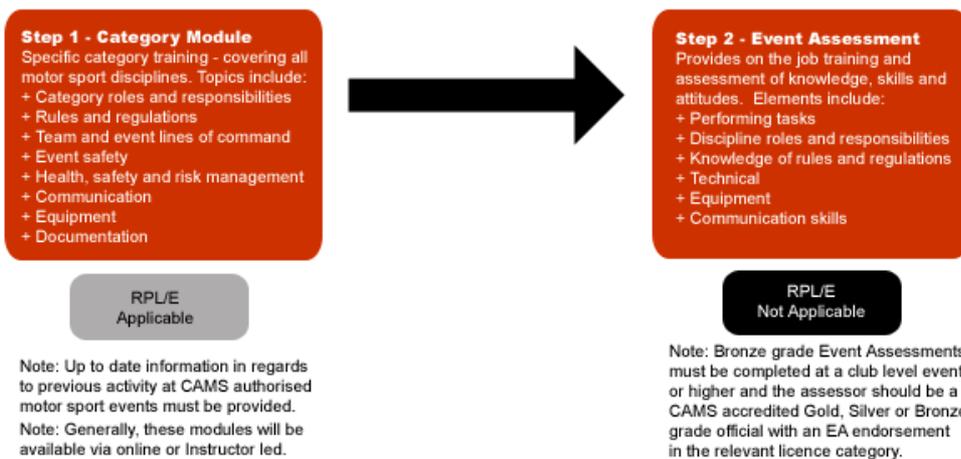


Note: The Introductory Module can be accessed online by contacting the CAMS Officials' Hotline on 1300 657 673 or can be run by an event organiser.

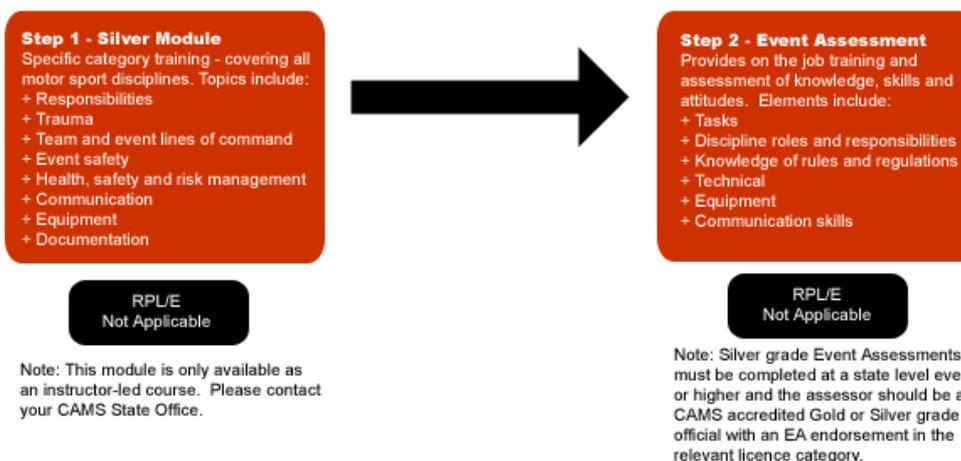
**General Official licence to Club Chief licence Required to complete the [Club Chief training plan](#).**



**General Official/Club Chief licence to Bronze licence. Required to complete the [Bronze training plan](#).**



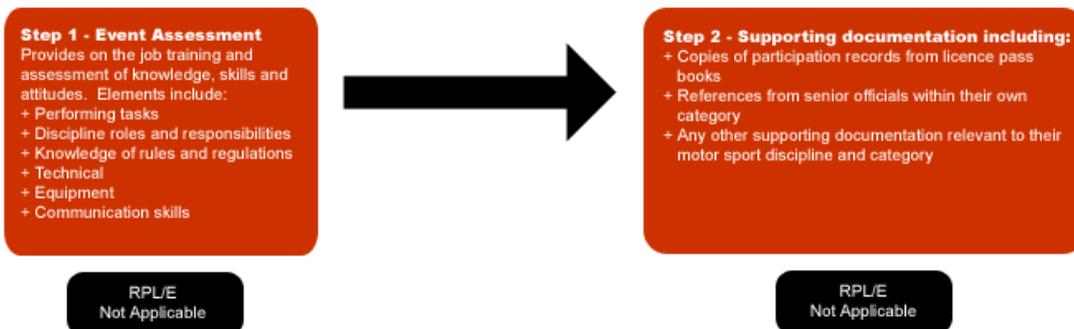
**Bronze licence to Silver licence. Required to complete the [Silver training plan](#).**



(Continued on page 19)

**Silver licence to Gold licence**

Required to complete the [Gold training plan](#).



Note: Gold grade Event Assessments must be completed at a national level event or higher and the assessor should be a CAMS accredited Gold grade official with an EA endorsement in the relevant licence category.

**When can you complete the modules?**

All the time	Introductory Module	On the web!	call 1300 657 673
All the time	Event Administration	On the web!	call 1300 657 673
All the time	Event Command	On the web!	call 1300 657 673
All the time	Rally/Off Road	On the web!	call 1300 657 673
All the time	Circuit Official	On the web!	call 1300 657 673

**Just one call to CAMS gets you a user name and password, and you can start straight away! And it can be fun, especially when we can all share the official duties around. Speak with those who are officials or have worked as trainees: Bruce, Greg, Phil, Kylie, Wayne, Peter, Richard and Vlad to name a few. From your club official - Vlad**

**The photos in this months magazine were contributed by Julie Stokes, Michael Budge and Vlad. Thanks for providing them and making the magazine more interesting.**

**Club TORQUE - Sandown review—Martin**

Round 2 of the Ford v Holden series was held at Sandown, Sunday 13<sup>th</sup> July. The weather was fine, occasional cloud, a little breezy, and somewhat bloody freezing – my god the wind chill factor! Most importantly the track remained dry all day combined with a very low air temp, what else could you ask for? A warm place to hide when not driving would have been nice.

What a perfect event for myself and Jeremy Watts to make our debuts as flag persons, the two of us were positioned at the top of the hill to wave flags and rescue the stricken with my Landcruiser. Before I knew it “Killer Watts” was announcing to the world over the radio, “All is clear at the top of the town”, I’m still not sure which event he thought he was at. We got to wave our flags lots, recover a kitty litter stuck car, tow two back to the pits and inspect a busted one before Argento trucked it away.

It was a good way to see fellow members up close in action, whilst freezing ones butt off, did I mention it was cold up there? It was great to see Phil Slater out there in the VX

looking very comfortable and picking up the pace later in the day. Peter Stuart always fast, consistent, and sounding great, especially up the top. Bruce you were looking fantastic, then ouch, I know what that feels like. Ian Smith your handy work is paying off, first time I saw you on track since we were at Calder. Mr. Lomas that is an awesome brute of a car, it takes a lot of balls to put a Supra box behind a 383, then ouch as well, I know what that feels like too. Special mention to the driver of the green LJ Torana, very impressive stuff.

All in all Watts and I had a great day at the top of town, somehow I managed six laps in the Cruiser, pulling massive speed down the straight (120 kph) and the body roll not a beautiful thing through the turns.

On a serious note, after being one of the members who would in the past only attended events as a driver, it was great to help out for the first time and give something back.

Martin Carabott.

**Club TORQUE - For sale—VK Commodore****For Sale 1985 VK Commodore Interceptor**

308 V8 manual 190kW  
Fawn colour  
4 Barrel Carby (jets modified)  
Genie extractors to a 2.5 inch exhaust system  
SAAS drivers seat  
4 Point harness seat belts  
1/2 roll cage  
2.1 kg fire extinguisher  
Bonnet clips  
Tow points  
3.08 Diff  
16 inch alloy wheels with Yokohama tyres 225/50 ZR16  
Adjustable panhard rod  
Brakes: VS booster, VT master cylinder  
Front brakes: Slotted discs with twin pistons  
Rear brakes Slotted discs  
4 spare interceptor wheels and tyres (brand new)  
All this for \$7500 with RWC or  
\$7000 without.

Road registered and in very good condition

Call Ken on 0419 136 632

Somerton was run on 22<sup>nd</sup> June by our mates Ford Four. 10 tests were run on a wet and blisteringly cold day for 40 competitors. Other than the cold, and feeling like I was about to be hit by the flu, I had a fun day with some fantastic reverse throws that were well applauded. A fair effort if you ask me, given my condition. I got pinged for two flags that I didn't hit on Six Gate, unfortunately the officials could not actually remember whether they were displaced or not. As it was written down as two flags, it had to stand. Officials are the judges of fact, judges decision is final and all that...Glenn Bertram got himself lost quite a bit again in the VL Commode, some of it completely intentional. You can take the boy out of Greenvale, but you can't take Greenvale out of the boy...his daughter Kristina was there as well but didn't spend much time playing, having completed only 3 tests. With a locked diff and no power steering, it's a bit of a pig for her to drive.

The following weekend, the 29<sup>th</sup> June had Werribee used for Round 3. Hosted by Mini, there were 9 tests for 28 drivers. It was a well-run event, with heaps of time for lunch and an early finish. Q mothballs ended up on the test sheet twice, but the general consensus was to run it anyway, so it was good to run the same test twice. Interestingly, from the results at a glance anyway, it looked like only about 50% of the field ran the test quicker the second time. We had plenty of our mob there, Irene grabbed 5<sup>th</sup> in class with David grabbing 8<sup>th</sup> with 3 flags along the way in the little Mazda. Their daughter Monique managed to displace a couple as well but was the first junior female in Class A and seventh in the Junior's class.

Stephen Gallagher took 2<sup>nd</sup> in Class B, with Aaron having a rough day to take both 4<sup>th</sup> in Class B as well as 4<sup>th</sup> in Juniors. I had a good clean day and still managed to ham it up a bit (too sideways often equates to slow times) to grab an easy Class D win, and to my surprise I took 1<sup>st</sup> overall on handicap!

Sunday the 20<sup>th</sup> July at Somerton again will be all over including the shouting by the time you've read this, I can say I'm heading for the big tyre on the Hume and looking forward to it. Melbourne Uni are running this one. Then on the 27<sup>th</sup> July, Toyota are hosting their Group 5 at Werribee.

Due to calendar changes, there's no motorkhanas in August, but if you talk to me nicely I might be able to get you an invite to an unofficial khanacross that is usually run sometime then.

The half way point is a good time to check out Group 5 points (for motorkhanas). At then end of June after 3 events, we have Irene Le Mottee as our only member with Class A point, who scored the 2 of them from her single event in the 323. Class B has Stephen Gallagher running in second place with 19 points from 3 events, and son Aaron with 9 points, also from 3 events. Saying that, Aaron is mopping the floor in Juniors with 22 points, he's going to be hard to catch for the championship. Ray Cardwell picked up 2 points in the Gemini and Jake Russell (part of the Gallagher clan) also picked up 2 points. I'm currently 2<sup>nd</sup> on 19 points in Class D, Wayne Paola is 3<sup>rd</sup> on 9 points after his fantastic effort in the limousine at Tooradin. Irene pops up again with 6 points in Class D after a good effort in the Falcon, followed by husband David who has scored 4 points after 2 rounds. Glenn Bertram and Peter Stewart are equal with 3 points apiece, obviously from different events. In Juniors class, as I said before, Aaron Gallagher is tearing away as the current champion, Jake Russell is 5<sup>th</sup> with 7 points after 2 events, Monique Le Mottee is also on 7 points from 3, then Lachlan Parrent-Seidel has 5 points from 2 events.

In terms of Club points for the Group 5 Championship, Holden Sporting Car Club are 2<sup>nd</sup> to Ford Four. Their number of participants tend to be a bit bigger than ours, but Ford Four pick up a good chunk of points from directing events as well, so we are doing very well. If there was a Manufacturers Class I reckon Mitsubishi would be doing quite well too, ha ha!

Although we've finally had a recent Group 5 meeting in at CAMS Head Office, there is nothing much that comes to mind that is particularly newsworthy – but it could just be me with too much in my head right now, so other things such as stuff about Group 5 have gotten misplaced in there. As an afterthought I mentioned the issue of our members being listed is PIARC members in the results, hopefully the right people will rectify that sometime soon. If anything else comes to mind

**Club TORQUE - Motorkhana and Group 5—Frank**

(please start praying for me now) I'll mention it at the General Meeting.

Not that I'd ever stir the pot, but I've been keeping my eyes open for the crappiest (possibly) driveable VK Commodore I can find for those VK aficionados, but so far I've lucked out on VKs. Here's the closest I've found so far:

*(Ed: Clearly a crappy VK can't be found, because crappy and VK are a contradiction of terms.)*

*(Ed: No VK's were harmed in the writing of this article)*

**Club TORQUE - Social — Jeremy**

## October 19th

A date has finally been set for the big race day in its miniature form. Location for this wonderful event will be the Phillip Island Race Circuit – scaled down version of course.

Start time will be 10am which will include 2x10 min heats, 1x10min semi-final and of course the final. After the racing festivities we will be taking a stroll through the Historic Motor sport Display and possibly a winery stop on the way back.

Price per person is \$79.00 and we are limiting the number of people to 20 so please decide quickly. I will be taking names at the next meeting and a deposit of \$30.00 will be required to secure your place in the line up.

I will provide more details at this coming meeting and answer any question's you may have. Feel free to contact me if need be. And by the way there will be trophies.

**Jeremy Watt**  
**0412 200037**

**1 -STANDARD CAR CLASS**

Any Modifications not specifically mentioned hereunder are prohibited.

**Categories:**

A: 0 - 1600 cc

B: 1601 - 2000 cc

C: 2001 - 3000 cc

D: 3001 cc &amp; above

**Criteria**

(a) Be road registered or on a current CH permit and presented in registerable condition except for the freedoms shown below.

(b) Ignition system is free.

(c) Shock absorbers and springs are free, original number and location to be retained. Stabiliser bars are free. Ground clearance to be at least 100mm (excluding exhaust).

(d) Brake pad material is free.

(e) Clutch is free.

(f) Roll cages are permitted and encouraged. Seats, door trims & headlining must be retained, however rear seat may be removed when cage fitted.

(g) Exhaust is free, but must be road registerable and not excessively noisy.

(h) Inlet manifold, number, type and make of carburettor(s)/fuel injection to remain as supplied by the manufacturer for that particular model, but carburettors may be rejected.

(i) Air filters are free.

(j) Thermatic fans may be added.

(k) Tyres must have a minimum aspect ratio of 60%.  
A lower aspect ratio will only be permitted if that lower ratio was supplied by the original manufacturer.

(l) Wheels may be up to a maximum of 7" wide for cars up to 3000cc, or 8" for cars over 3000cc, or greater only if that width was supplied by the

original manufacturer. Any type of wheel is permitted e.g. Mags. Wheel diameter may be altered from standard to the next size larger or smaller eg. 13" to 14" or 13" to 12".

(m) Aerodynamic Aids are free.

(n) Removal of interior fittings, upholstery, seating or headlining is prohibited except as specified in para (f).

(o) Replacement of window glass with any other material, eg. perspex, is specifically prohibited.

(p) The engine must be the same identifiable original block and cylinder head(s), or rotor housings, as supplied by the original manufacturer for that particular model. Internal modifications are free.

(q) Steering wheels are free but must be CAMS approved.

(r) Items such as gauges, seats, mudflaps, etc. are free unless otherwise specifically prohibited.

(s) Turbochargers and superchargers and similar forced induction devices are not permitted unless a factory fitment. Engine capacity, where allowed, will be subject to a multiplication factor as specified in the relevant CAMS regulation.

(t) Fitting of a full harness is permitted and encouraged.

(u) Fitting of a tailshaft strap is permitted and encouraged.

(b) Roll cages are permitted and encouraged. Seats, door trims & headlining must be retained, however rear seat may be removed when cage fitted.

(c) Brakes are free

(d) Engine modifications are free (except as show in racing car class)

(e) All lights shall be retained.

**Club TORQUE - Group 5 classes**

**2 -MODIFIED CAR CLASS**

Categories:

- E:** 0 - 1600 cc
- F:** 1601 - 2000 cc
- G:** 2001 - 3000 cc
- H:** 3001 cc & above

Criteria:

- (a) Cars must be presented in a road registerable condition
- (b) Roll cages are permitted and encouraged. Seats, door trims & headlining must be retained, however rear seat may be removed when cage fitted.
- (c) Brakes are free
- (d) Engine modifications are free (except as show in racing car class)
- (e) All lights shall be retained.

**3 - RACING CAR CLASS / SPECIALS**

Categories:

- I :** Closed Cars 0 – 2500cc
- J :** Closed Cars 2501cc & above.
- K :** All capacity open wheel cars

All vehicles with:

- slick/racing tyres
- different manufacturer's engines
- major engine swaps  
(ie. increase in number of cylinders.)

- Clubman Type Vehicles
- Open -Wheelers
- Sports sedans
- Buggies,
- Unclassifiable Specials.



*Special Police issue mobile phone.*

Rock Bottom



Bargains



\$56,749 drive away

2008 VE8 Commodore SS sedan, 6 spd auto, 270kW V8, ESP, leather trim, 6 airbags, full size spare, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$42,042 drive away

2007 MY07 LX Captiva, V6 Auto, 7 seater, ESP, front & curtain airbags, ABS, full electric, cruise, DVD, 6CD with MP3 player connectivity, climate, leather trim, sidesteps, alloys.



\$43,017 drive away

2007 MY08 LX Captiva, V6 Auto, 7 seater, ESP, ABS, front & curtain airbags, full electric, cruise, 6CD with MP3 player connectivity, climate, DVD, leather trim, sidesteps, auto headlights, reverse sensors, alloys.



\$43,979 drive away

2008 MY08 LX Captiva, Turbo Diesel Auto, 7 seater, ESP, front & curtain airbags, ABS, full electric, cruise, 6CD with MP3 player connectivity, climate, leather trim, DVD, sidesteps, auto head-



\$42,288 drive away

2008 VE8 Commodore SS sedan, 6spd manual, 270kW V8, ESP, 6 airbags, cloth trim, aircon, 6CD with MP3 player connectivity, cruise, bluetooth, 18" alloys.



\$49,111 drive away

2007 VE8 Commodore SS sedan, 5 spd auto, 195kW V6, Leather trim, ESP, 6 airbags, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$56,731 drive away

2008 VE8 Commodore SS sedan, 6 spd auto, 270kW V8, Leather trim, ESP, 6 airbags, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$52,561 drive away

2006 VE9 Commodore SS sedan, 5 spd auto, 195kW V6, ESP, leather trim, 6 airbags, full size spare, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$52,311 drive away

2008 VE8 Commodore SS sedan, 5 spd auto, 195kW V6, Leather trim, ESP, 6 airbags, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$52,718 drive away

2008 VE9 Commodore SS sedan, 5 spd auto, 195kW V6 Light urban leather trim, ESP, 6 airbags, full size spare, dual zone climate control, DVD player, 6CD with MP3 player connectivity, front & rear park sensors, quad exhaust, 6.5" LCD screen, sports steering wheel, 10 way electric seats with 3 memories, auto headlights & wipers, heated side mirrors with paddle lamps, bluetooth.



\$48,657 drive away

2008 VE8 Commodore SS-V, 6spd manual, 270kW V8, ESP, 6 airbags, leather trim, dual zone climate control, cruise, bluetooth, 6.5" LCD screen, 6CD with MP3 player connectivity, full electric, projector headlights, 19" alloys.



\$44,399 drive away

2008 VE9 Commodore SS sedan, 6spd manual, 270kW V8, ESP, 6 airbags, leather trim, full size spare, 6CD with MP3 player connectivity, cruise, bluetooth, 18" alloys.



\$36,434 drive away

2007 MY08 SX Captiva, Turbo Diesel 5spd manual, 5 seater, ESP, front & curtain airbags, ABS, cruise, CD player with MP3 player connectivity, DVD, sidesteps, alloys, aircon.



\$44,783 drive away

2008 VE9 Commodore SS sedan, 6spd manual, 270kW V8, ESP, 6 airbags, leather trim, full size spare, aircon, 6CD with MP3 player connectivity, cruise, bluetooth, 18" alloys.



\$44,817 drive away

2007 VE8 Commodore SS sedan, 270kW V8, 6spd auto, leather & silk trim, ESP, 6 airbags, dual zone climate control, bluetooth, 6CD with MP3 player connectivity, sports suspension, 6" color screen, reverse sensors, quad exhaust.



\$43,418 drive away

2008 VE9 Commodore SS sedan, 6spd auto, 270kW V8, ESP, 6 airbags, cloth trim, full size spare, aircon, 6CD with MP3 player connectivity, cruise, bluetooth, 18" alloys.



\$37,583 drive away

2008 MY08 SX Captiva, Turbo Diesel Auto, 5 seater, ESP, front & curtain airbags, ABS, cruise, CD player with MP3 player connectivity, DVD, sidesteps, alloys, aircon.



\$37,583 drive away

2008 MY08 SX Captiva, Turbo Diesel Auto, 5 seater, ESP, front & curtain airbags, ABS, cruise, CD player with MP3 player connectivity, DVD, sidesteps, alloys, aircon.



\$49,850 drive away

2008 VE8 Commodore SS-V, 6spd auto, 270kW V8, ESP, 6 airbags, leather trim, dual zone climate control, cruise, bluetooth, 6.5" LCD screen, 6CD with MP3 player connectivity, full electric, projector headlights, 19" alloys.



\$44,179 drive away

2008 MY08 LX Captiva, Turbo Diesel, Automatic, 7 seater, ESP, front & curtain airbags, ABS, full electric, cruise, 6CD with MP3 player connectivity, climate, leather trim, DVD, sidesteps, automatic headlights, reverse sensors, alloys.



**SUMMIT HOLDEN**  
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E & OE

Sales Manager

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

Bells Hotel–23/06/2008

MEETING OPENED AT 8.15PM

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

Amelia,

**New Members/Guests**

Any business arising from previous minutes? No

**PRESIDENT:**

Officials needed –steward, recovery vehicle

6 Hour 3 teams

Bathurst day interest

**VICE PRESIDENT**

Cams website seatbelt discussion

**SECRETARY**

Incoming Mail May 2008

<b>Item</b>	<b>From</b>	<b>Action</b>	<b>Person to Action</b>
Unicar Mag	MUCC	Inform members and	Secretary
Short course guide	Kangan TAFE	Inform members and	Secretary
Leaflets	LSV Insurance	Inform members and	Secretary
Leaflets	GarageKing	Inform members and	Secretary
Leaflets	Events Tasmania	Inform members and	Secretary
Leaflets	Scratch Zero / Designbuild	Inform members and File	Secretary
Bank Statement	ANZ	Inform members and	Treasurer
Drag Racing	Gippsland Dragway	Inform members and	Secretary
Membership	C. Patterson	File and Bank	Treasurer & Member-
Car Rally	Gippsland Car Collec-	Inform members and	Secretary
Letter to Vlad	Leo Pruneau	Inform members and File	Vlad & Secretary

**TREASURER**

As per mag.

Balance@ \$19000

Auction planned

**MEMBERSHIP & POINTSCORE**

Membership 147

Send results to Bruce

(Continued on page 27)

**Club TORQUE - March General Meeting Minutes**

(Continued from page 26)

**EDITOR**

Articles needed  
Send emails to address in mag.

**MOTOR RACE AND RALLY**

Webber 4<sup>th</sup> good  
Aitkinson 3<sup>rd</sup> 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](http://www.aromabakery.com.au)