

# HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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## COMING EVENTS

### HSCCV ANNUAL GENERAL MEETING

JELLS PARK WHEELERS HILL  
JANUARY 26TH

### HSCCV VS FFCC SERIES ROUND 1

WINTON  
FEBRUARY 22ND

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Welcome to the January 2009 edition of

# HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

## Club TORQUE - Committee 2009 and Club Information

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### Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at [editor@holdenclub.com](mailto:editor@holdenclub.com). Microsoft Word format is preferred and each month's 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.



**Executive TORQUE - President, Vice President, Secretary, Treasurer****President - B. Lethborg**

Hi guys, 2009 the year of the Holden is upon us, I hope you all had a safe and happy Christmas/New year and that you can still fit into your driving suits after all the usual indulgences we partake of during this period. I've heard that Santa has worked hard building new engines and cars for us so we can all go faster at Winton and at the rest of the Holden Ford series this year.

I would like to thank you for voting the 2008 committee back for another year and also thank Peter Scott and Alex Chianta for coming on board, it's always good to have new blood on the committee with fresh ideas and enthusiasm, we have had our first meeting and have started planning for this year, I hope you like what we have in mind.

Some of the committee are meeting with Ford Four to put some ideas forward that we have to streamline things this year. Classes are Group 5 classes and we are going to make sure cars are classed correctly this year.

The first event is at Winton on Feb 22<sup>nd</sup> if you aren't competing your help as an official would be appreciated, Vlad Kowal is the Director. Please call me or Vlad if you can help, it would be fantastic if we could provide the majority of officials this year.

Our General meeting is at Jells Park, enter from Ferntree Gully Rd then turn to right after main gate (gates shut at 7pm if gates shut park car and a very short walk to where we are) come early, and do what Sam Kekovich says, bring

some lamb for a bbq on Australia day, also bring your membership form and money to renew your membership for 2009 so you can run at Winton.

I think that's about it for now, I know there is more but my mind has gone blank (that's what happens when you pass a certain age).

See you at Jells Park  
Bruce

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**Vice President - G. Black**

Here we are with our first magazine for the year. This year Jeremy will be missed as he was not able to return due to other commitments; we do have two new members, Peter and Alex, with the remaining committee returning from last year. There are a few things already on the agenda for the year, such as improving the Ford v Holden series.

It has been an interesting start to the year with Christmas holidays (far too short...), New Years and all those New Year resolutions and probably a couple of drinks too. Driving back from holidays in the long traffic queues you have plenty of time to think and notice things you may not normally see. Crossing from NSW to Victoria on Highway 1 there is a plethora of signs saying what you can't do and how much the fines will be, then eventually a 'Welcome to Victoria' sign probably a kilometre later on. There is also a sign later on advising how 'Safety fines' have paid for the road shoulder sealing.

Not much of it was sealed so I figure it costs \$1 billion dollars per kilometre, because I don't know what else is happening with the money. You would hope a good sum gets spent on road safety (and not just cameras that seem to do nothing for safety if you look at the Christmas road toll). Watching a NZ Police show they actually stop drivers who are tailgating! The NZ Policeman was giving the driver a lecture about 'what if they stopped in a hurry'. I know most people would be a bit ticked off about getting a fine and lecture, and that is probably the point, but having real police on the road is far more effective than cameras. When the once-per-year TAC funded blitz happens on Stud road you can really pick the difference in the drivers around you.

Getting back to the point, it seems Victoria is the 'Place to be fined', with more emphasis on how we will take money from you, with all the user pays and fines for everything. There does not really seem to be much happening about doing something about it. (I don't mean political games, advertising campaigns and 'independent' reviews either.) And then it occurred to me, CAMS lists fines and penalties for V8 supercar rounds very promptly on their website; but can you ever get the results? CAMS' reason for existence is to manage and promote responsible and safe motoring activities, but what happens to all those fines? Many years ago I overheard a Steward (or person in a similar role) boasting about how many thousands of dollars they had generated for

*(Continued on page 4)*

**Executive TORQUE - President, Vice President, Secretary, Treasurer**

(Continued from page 3)

CAMS that day. Not really the focus I would have thought, and one that made me think twice about officialing at the time.

Anyway, as grassroots motorsport clubs it would be great if we could have a club level motorsport venue one day, and maybe that could be funded partially through CAMS channelling all fines and extra revenue to a special club motorsport venue fund. Just imagine the extra dimension to watching Bathurst or any V8 round on TV. When Greg Murphy brings down a fuel rig we could all be cheering and shouting because that is another \$5000 for a venue.

And rather than hoping for some close racing we could be on the edge of our seat looking for that dodgy passing move; we could then ring a special number and vote for the fine. Bring it on!!

Well, maybe I had too much Christmas cheer, but if we could get CAMS on board that would be a good step forward, and more than is happening on our public roads....

Anyway, time to look forward to this years events. There will be some surprises with at least one well known car retiring to the racetrack in the sky, and several engine rebuilds or new engines in progress. Hopefully they will all get finished in time for the first FvH round on Feb 22 at Winton.

Cheers  
Greg

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**Secretary - P. Slater**

Welcome back everyone to 2009 I hope everyone had a good Christmas and New Year

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I certainly did. I was very pleased to win the club speed series as it was a tough competition in class D with Chris Loxton and Dave Williams both winning events but I did a Rick Kelly finishing either 2<sup>nd</sup> or 3<sup>rd</sup> for most of the events. I believe I won the last Sandown but I haven't seen results yet. Anyway thanks to all the officials, competitors and helpers who made the Holden/Ford series a success. I hope to do more officiating this year and hope that many of you will also. I'm looking forward to getting out there and having another fun year of motorsport and social activities.

Phil Slater

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**Treasurer - V. Kowal****Happy New Year fellow club members!**

I suppose we have all heard that greeting enough by now! I hope that you have all had a good Christmas and have started the year well. Christmas Day started out well for our family until at around 12:30 pm when we had just sat down to Christmas lunch we heard the sad news that the Gippsland plane crash on the news mid-morning was Bob How. Bob was the guy with the huge Jag and Race car collection (Corvettes, Mustangs, Camaros, Porsches and lots of dream machines) who was willing to let our club members have a tour through his collection on the Go Kart Day at Phillip Island. Apparently Bob was flying low saying "Hi" to his neighbors when he clipped power lines and came down in a nearby paddock. He was truly a skilled pilot and even

managed to get the plane down in one piece, but he had just filled the tanks to the brim and one small leak from the impact meant an instant inferno! It took over a week to confirm his identity. His funeral and memorial service was a remarkable event with lots of stories of his great life concluded with a formation flyover that was truly awesome.

Sorry if I have taken too much time to reflect on Bob How as a fellow race competitor and a car enthusiast who could live his dreams. (But he was also married to one of my favorite cousins!)

Now 2009 will be different in some ways to 2008. There will still be lots of Sprints and Motorkhanas and other club outings, but we also probably won't run events where interest is low. At committee meetings, we have looked at several strategies to increase the number of club members helping to run events. Among the ideas were a discount on memberships for those helping at events, no club points unless you help out in at least one event during the year, a roster of helpers who are nominated to help at events, paying for officials (now that's really out there!) as well as asking CAMS for officials (look out for low-flying bacon producers!). Rather than make an arbitrary decision, feedback from club members would be appreciated. We are close to making a final decision so get your feedback to committee members (especially me because I am very important!).

I expect that we will be making some announcements

(Continued on page 5)

**Executive TORQUE - President, Vice President, Secretary, Treasurer**

from the Committee at the February meeting or even earlier. existing members will have heard this from me a great deal ad nauseum, but no helpers means no events. Log onto the CAMS website which is user-friendly for anyone interested in becoming an official. I will even hold the hand (of the good-looking ones) to help them through the process. Members who logged on and completed some of the modules in 2008 had great fun and learned a lot as well.

After a period of reduced

interest in Motorkhanas and Khanacrosses, maybe we could get involved in more of them this year too?

Financially we are in a fairly strong position, starting the year better than the beginning of 2008 (which was still quite a good year because we were handed a set of club accounts in very good shape thanks to the previous committee and especially the previous treasurer!)

Memberships are now due. As far as I know, membership fees haven't been increased

for 2009. Please send your fees and forms to Bruce Lethborg, or bring your money to Jell's Park on Australia Day ("What day was that?" I hear someone ask who is not really in thinking mode) at around 6:00pm. Bring your new machinery, if you have bought something new recently, or bring out one of your CH plated beauties for us to admire.

Your humble Treasurer, Vlad

Balances in Holden Sporting Car Club Account Jan 14 <sup>th</sup> 2008	Amount \$
ANZ BANK BALANCE AS OF November 14 <sup>th</sup> 2008	2376.58
ING BALANCE AS OF November 14 <sup>th</sup> 2008	19363.83
Interest on ING Account to Dec 31, 2008 (rate now 4.75%)	79.90
LESS Withholding tax	36.00
<b>* Balance</b>	<b>21784.31</b>
* We are still waiting for proceeds from Sandown Cup Day Sprint from Ford Four Car Club.	

Don't forget, memberships are now due. Make sure you have renewed in plenty of time for the first round of sprints or motorkhanas (or rally!!).

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 - Club Calendar 2008**

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

<i>January</i>	
12 19 26	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>February</i>	
9 16 23	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>March</i>	
9 16 23	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>April</i>	
13 20 27	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

## Club TORQUE - Club Calendar 2009

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

<i>May</i>	
11 18 25	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>June</i>	
8 15 22	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>July</i>	
13 20 27	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>August</i>	
10 17 24	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

## Club TORQUE - Club Calendar 2009

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

<i>September</i>	
14 21 28	HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>October</i>	
8-11 12 19 26	V8 Supercars Supercheap Auto Bathurst 1000 HSCCV Committee Meeting HSCCV Print Night <b>HSCCV General Meeting—Bells Hotel</b>

<i>November</i>	
3 9 16 23	HSCCV/FFCC Holden Ford Challenge <b>Sprint (Grp5)</b> – Sandown (Cup Day) HSCCV Committee Meeting HSCCV Print Night <b>HSCCV AGM—Bells Hotel</b>

<i>December</i>	
4-7 12	<b>HSCCV Christmas Party &amp; Presentation Night</b> <b>Cresco Park Warrandyte (TBC)</b>



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## **Brocky's Big Day Out**

**For 2009, the PBF has decided to hold the annual Brocky's Big Day Out for Charity proudly sponsored by ARMORALL at Flemington Race Course, Nursery Car Park on the 1<sup>st</sup> February 2009.**

**As you are aware all proceeds raised on the day will be donated to charity.**

**This year the PBF will be conducting a raffle to be drawn on the day, first prize is a **SIMWORK** simulator valued at **\$10,000**. Further information can be found at our website.**

**Tickets can be purchased from the PBF office or Rare Spares Outlets.**

**Location:**

**The Nursery Car Park  
448 Epsom rd,  
Flemington VIC**

**This was a great event last year with many exciting vehicles on show. Not only does it raise money for charity but it helps to keep alive the memory of our hero the great Peter Brock.**

**Our club will be meeting in the driveway to the car park inside the outer gates at 8.00am on Sunday the 1<sup>st</sup>. So come along with your car and show your colours for Brocky.**

**Phil Slater**

**Club TORQUE - Tech Talk— Circuit sprints handling**

There are many things you can adjust to make your car handle better. Some will make a serious adjustment to your wallet and others are so simple you'll wonder why you never did it before. You don't always need to spend hundreds or thousands of dollars on suspension changes, as a simple tyre pressure change can make a big difference to handling and understeer / oversteer.

The things you can typically adjust are:

Front Tire Pressure  
Rear Tire Pressure  
Front Tire Section  
Rear Tire Section  
Front Wheel Camber  
Rear Wheel Camber  
Front Springs  
Rear Springs  
Front Anti-Sway Bar  
Rear Anti-Sway Bar  
Weight Distribution

You need to keep in mind when changing springs that spring rate and shock absorbers should be matched. Don't try and upgrade the springs to 1000 lbs and leave standard springs for a 6 cylinder as you will have a very unmatched and interesting result. You also need to consider the whole picture when making changes, it is OK to make incremental changes, in fact this is probably a good approach, because if you change several things at once you will not know which change caused the desired result. This will waste time the next time you try the same things because you might be making the wrong change and spend the day trying to improve handling rather than getting a better time than Mr Argento.

Of the things on the list above, for club level racing, weight distribution is the hardest to do anything about. Given the typical changes you can make it would have fairly minimal consequences for a reasonably high cost. Some members in our club are working in this area, but if you are starting out or in early development this should be down the list of things to do.

Also at the track it is a bit difficult to relocate your engine rearward between sessions (V8 supercars may be able to but that's a completely different story!) but you can change stabilizer bar settings (if adjustable) and tyre pressures. The tyre pressures front and rear can be different, I know of one competitor who runs 2lb difference front to rears with a noticeable improvement in handling.

Lastly, don't forget to record your settings for each track and include general weather observations such as temperature and wind speed / direction. As you build this up it will give you a very good picture of what changes work for slow and fast corners.

**INCREASE UNDERSTEER**

Lower Front Tire Pressure  
Higher Rear Tire Pressure  
Smaller Front Tire Section  
Larger Rear Tire Section  
More Positive Front Wheel Camber  
More Negative Rear Wheel Camber  
Stiffer Front Springs  
Softer Rear Springs  
Thicker (stiffer) Front Anti-Sway Bar  
Thinner (weaker) Rear Anti-Sway Bar  
More Forward Weight Distribution

**Club TORQUE - Tech Talk— Circuit sprints handling****INCREASE OVERSTEER****Higher Front Tire Pressure****Lower Rear Tire Pressure****Larger Front Tire Section****Smaller Rear Tire Section****More Negative Front Wheel Camber****More Positive Rear Wheel Camber****Softer Front Springs****Stiffer Rear Springs****Thinner (weaker) Front Anti-Sway Bar****Thicker (stiffer) Rear Anti-Sway Bar****More Rearward Weight Distribution**

So how do you make a car ride the bumps at Sandown and still go around corners? You don't need super stiff springs, because the bumps will either rupture your spleen or at best cause a few handling problems. A compromise is good here, try slightly softer springs ( by soft I don't mean spongy springs for road use, but more like 400 to 600lbs) and stiffer sway bars. This will give straight line compliance in the suspension, and the sway bars will come into the picture at the corners with weight transfer. There still needs to be some sort of match with these two, you can't have super soft springs and expect a thick sway bar to control

**Club TORQUE - Ford versus Holden calendar for 2009**

<b>Sprint</b>	<b>Winton</b>	<b>22 February</b>
<b>Hillclimb</b>	<b>Haunted Hills</b>	<b>22 March</b>
<b>Sprint</b>	<b>Sandown</b>	<b>10 May</b>
<b>Sprint</b>	<b>Sandown</b>	<b>12 July</b>
<b>Sprint</b>	<b>Winton</b>	<b>23 August</b>
<b>Hillclimb</b>	<b>Haunted Hills</b>	<b>TBC</b>
<b>Sprint</b>	<b>Sandown</b>	<b>Cup Day</b>

**Club TORQUE - Highlights from 2008**

Some of the best highlights of 2008 have been saved for now. Check out some of these shots!

Lawrence in his Blue-bird going three wheeler at Lukey Heights, Philip Island.



Now if your going to spin, do it properly! This is a good example of overcooking the corner and making a right mess. Don't be too critical though, this driver took out outright Group 5 sprints a few years ago, driving a road registered HZ (ish) panel van.



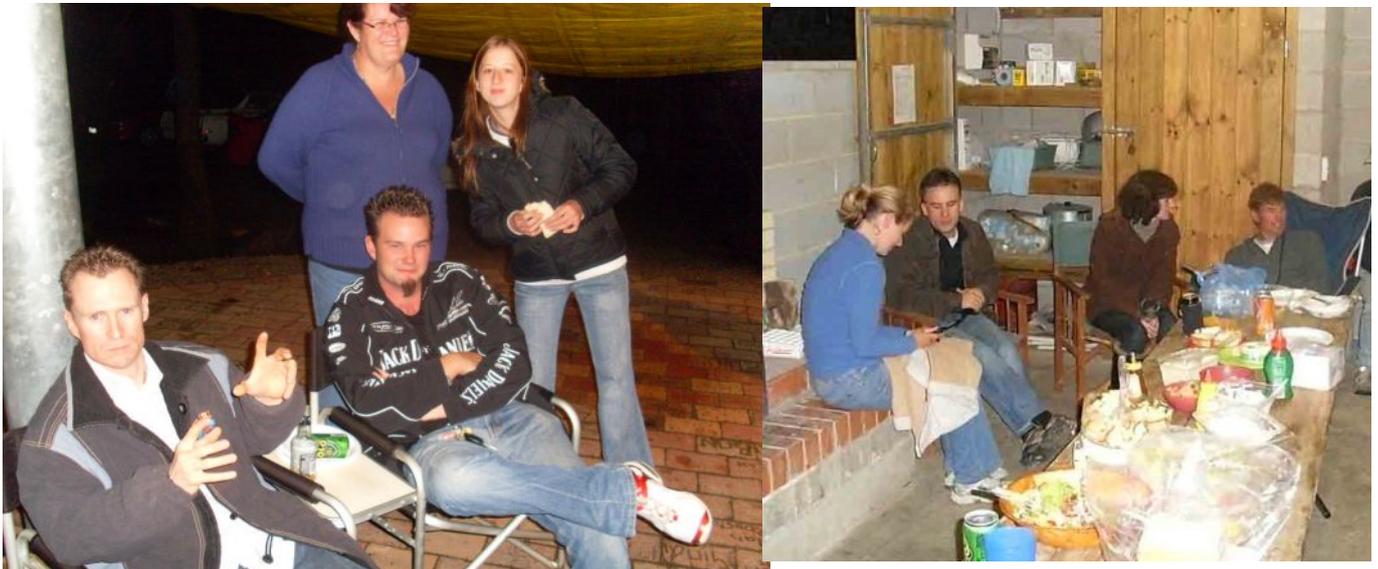
Take a close look at this shot, are those front wheels really of the ground?? Steve must have put a bit extra something into this engine !!!



A rather good looking Calais getting some of that sideways action thing happening.

*Club TORQUE - Christmas Presentation*

The much anticipated 'Christmas do' went ahead as usual rain, hail or shine. This year, unlike previous, was quite cool and beanies were in order! Ray stoked up the fire which was appreciated by many and provided a good central point to gather around. The cooks did a great job and there was plenty for everyone to eat. The photos really are from the 'Christmas do' held in summer, even though it looks like an outing to the snow.



# 2008 Club Champion Frank Rogan

**Yes folks, he has done it again**

**Our Presentation night was held at Cresco Park early December. Due to the unseasonal weather a small group attended and partied into the wee big hours of the night, they enjoyed many fine foods and ales and wines. For those of you who couldn't attend you missed a good night, for those of you who did, the committee hope you enjoyed yourselves.**

**Here are the results:**

**Club person of the year: Julie Stokes**

**Dipstick award: Mark Lomas & team Allsorts, for passing under yellow and two cars on the track at once.**

**Rookie of the year: Peter Dixon**

**Piston Broke award: Bruce Lethborg**

**Speed series:**

**1<sup>st</sup> Phil Slater**

**2<sup>nd</sup> Steve Crupi**

**3<sup>rd</sup> Ray Seymour & Michael Budge**

**Motorkhana series:**

**1<sup>st</sup> Frank Rogan**

**2<sup>nd</sup> Irene Le Mottee**

**3<sup>rd</sup> David Le Mottee**

**Photos of awards presented are on the next page, awards not presented on the night will be presented at February meeting.**

**Club TORQUE - Christmas Presentation**

A few shots of the awards being presented. Frank probably felt a bit like a yo-yo by the end of proceedings taking out a few trophies. The Piston broke trophy was presented by Martin to Bruce.



**Club TORQUE - HSCCV Vs FFCC series round results 2008**

NAME	WINTON	SANDOWN	WINTON	MOE	SANDOWN	Total
CLASS A						
CLASS B						
WIM JANSSEN		20				20
CLASS C						
STEVEN HARRISON	20	18	20		20	78
DAMIEN HARRISON	18	20	18			56
DUNCAN SIDES		16				16
REBECCA DROMMOND		14				14
CLASS D						
PHIL SLATER		18	18		20	56
PETER DIXON		16	12	10	14	52
CHRIS LOXTON	20		20			40
PHIL SLATER	18			18		36
STEPHEN SMITH	16		14			30
IAN MAVRIC		12			12	24
STEVE JONES		20				20
DAVID WILLIAMS				20		20
DARYL PETTERSON					18	18
LUKE PILCHER			16			16
KEN SCOTT				16		16
CRAIG PETTERSON					16	16
BRUCE LETHBORG		14				14
BRAD CHANG				14		14
RAY CARDWELL				12		12
CLASS E						
NEVILLE HUNTER	20	20	20	20	20	100

**Club TORQUE - HSCCV Vs FFCC series round results 2008**

NAME	WINTON	SANDOWN	WINTON	MOE	SANDOWN	Total
CLASS F						
ANDY COLLINS	20	18	20	20	18	96
FRANK STAPLEY	16	16	18		14	64
DAMIEN HUNTER		20			20	40
VLAD KOWAL	18					18
KIM MC CONCHIE				18		18
LACHLAN MC CONCHIE				16		16
NICHOLAS CHARRETT					16	16
CHANTELLE MC CHONCHIE				14		14
CLASS G						
COLIN HEAL		20	16		18	54
SHUAN EAST			18		20	38
SCOTT KEATING	20					20
ALAN EAST			20			20
ZELJKO HOVANCEK	18					18
KIM MC CONCHIE		18				18
IAN MAVERIC	16					16
RON KLEIN			14			14
JOSH KLEIN			12			12
CLASS H						
MICHAEL BUDGE	20		20		20	60
MARK DAINTY	14	18	14	10		56
RUSSELL SMITH		20	10	20		50
STEVE CRUPI	18		16		10	44
IAN SMITH	10	12		12	8	42
KYLIE KASTELIC		16	6	18		40
BREET WRIGHT		14	8	14		36
WAYNE PAOLA			18		12	30
PETER STUART	8		12			20
ANDREW MORRIS					18	18
COLIN OHALLORAN	16					16
DAVID DAVIES				16		16
STEVE JONES					16	16
LAURANCE GLEESON				14		14
CRAIG EDDY					14	14
LEIGH SMITH	12					12
JAMES MOWAT		10				10
ANDREW HOLC					6	6
DANIEL HOLC					4	4
CHRIS PAOLA	2					2

**Club TORQUE - HSCCV Vs FFCC series round results 2008**

NAME	WINTON	SANDOWN	WINTON	MOE	SANDOWN	Total
CLASS I						
DARREN COLGAN	20	20	20	20	20	100
STEVE TATT	14	16	18	18	18	84
SHAYNE ROWE	16	18			16	50
CLINT ALLSOP	18					18
VIC ARGENTO					14	14
CLASS J						
RAY SEMOUR	18		20		20	58
VIC AGENTO	16	20	18			54
MARK LOMAS	8	16	16			40
MARK KOSIR	6		14		18	38
ALAN ARGENTO	14	18				32
GORDEN HALEY	20					20
BRUCE LETHBORG				20		20
KRIS LETHBORG				18		18
GLENN MASON					16	16
ROBERT SEYMOUR					14	14
GREG BLACK	10					10
CLASS K						
JACK LE BROCCQ	20					20

**Club TORQUE - Tail pipe....**

Hi all and sundry, Happy New Year! Hope you all had a good one, spent time with those special to you and got a lot done in preparation for motorsport in 2009.

I'm crook as I'm writing this but remain committed to putting something together for our club members. So expect it to be brief (or not) and to contain stuff not that relevant to motorsport... you know I do what I can...

With a host of festivities and a lot of general stuff happening in December, in the mix for me was also an impromptu flight to Sydney to sort out some business undertakings. I was running late to pick up a colleague and get us both to the airport, so I thought I might be able pick up some lost time on the road. Between Lilydale and Mitcham I was hotfooting it, not exceeding the speed limit of course, just getting off from the traffic lights and through traffic as quickly and safely as I could.

Well, I pulled up at Mitcham to find lots of smoke from Mr Exhaust and about the same amount from under the bonnet. The bloody dipstick had worked its way out again and spat oil everywhere in the engine bay, so after filling the car with more oil and wrapping more wire around the dipstick I took off again and hoped that the excess oil would burn off and that the exhaust smoke was also going to improve.

My frustration increased as the Eastern Freeway was blocked just trying to get on at Springvale Rd (that day there was an accident) so engaged instead in a zigzag trip across to Bell St with lots of traffic lights and about as much smoke. Long story short but we made it to the airport, threw the car in short-term parking and got through everything with just enough time for the flight to Sydney. Touching down in Sydney it was drizzly and raining, thought I was somehow back in Melbourne. Didn't matter, we were going from the airport and grabbing a hire car and we'd park near where we needed to be. We got a bright red Hyundai Getz at the airport then proceeded onto the madness that is Sydney's roads.

Very quickly I learned that Sydney drivers were an impatient mob; though who wouldn't be with their stupid road network and the amount of congestion. If there was a gap that would just fit a car, you either filled it or someone else was there in the blink of an eye. Undoubtedly changing your mind mid-manoeuve would cause an accident. So with maniac drivers, tolls on virtually every major road plus getting thoroughly lost whilst trying to be at places at specific times was cause for mammoth stress. At one stage I elected to park over a hill just on the outskirts of the city because I couldn't see any traffic there, then as I drove over the hill I found myself on a freeway on-ramp and there was no going back. I cursed, and the next thing I knew I found myself using much of their road network trying to figure out where to get off again. Another misadventure/wrong turn saw us get onto the Harbour Bridge, heading in the opposite to our intended direction. I was so pissed I wanted to do a handbrake turn right in the middle and head back, but considered quickly a number of possible ramifications and chose against it. Half an hour later plus a trip on the opposite side of the harbour bridge in a traffic snarl we found our way back to our destination, yet all I wanted to do in the beginning was park the car!

With the day trip not being all it was meant to be, we elected to stay the next day as well. But we hadn't planned on doing so originally, which meant no change of clothes, no personal items like shavers, deodorant, toothbrush, etc so we had to pick up a few items at the end of the day. Even so, putting on the same clothes from the previous day wasn't a pleasurable proposition but really didn't have a choice. Our clothes got a bit of a wash as it turned out, it rained heavily whilst walking the streets of the city, the product of having time to kill...

Issues with the airline meant the earlier flight we were going to be on (couldn't get out of Sydney fast enough) didn't happen and so we got bounced back to the original flight. After time spent in a holding pattern then getting hit at Tullamarine \$90 dollars for parking, we negotiated our way home. Couldn't make out much smoke under the cover of darkness that night but a

quick trip the next day after fixing the dipstick issue and checking the oil level confirmed that the smoke was there to stay. A compression check showed number 4 was close to 50% down on the other cylinders, so the only option was going to be pull the sucker down.

New Years Day and no hangover, though of questionable sanity, I proceeded to yank the engine out. Pulling the pistons out, I expected to see broken rings. Not the case, couldn't see anything wrong and at that point time ran out. Some time later I came back to it and with a mate on the other end of the telephone I witnessed a small piece fall out of number 4 piston. Once that had happened, as I turned it around two other pieces fell out. Here's a picture:

So the ring lands between 1<sup>st</sup> and 2<sup>nd</sup> rings had broken out as well as right beneath it between the 2<sup>nd</sup> and the oil ring had also come away. And oil had been running through the breaks. Culprit found. No damage to the bore either, so that was a relief.

Further investigation revealed a number of extenuating circumstances. Detonation ultimately caused the piston to fail, which are the weakest link of the 4G63 motor.

The big end bearings copped a bit of a hiding too for the same reason, so have been replaced. Turns out this motor (being a bloody import) has higher compression than the Australian delivered cars and is in very good condition, with the exception of the bits I killed. An 11 –12cc crown dish verses a 14 –15cc dish. New pistons from a turbo VR4 Galant have gone in and are a better design. The rings are thinner and the ring lands thicker. Being lower compression too helps move the engine further away from having the same issue in the future, it wasn't even a warm morning when it failed. Obviously tuning and timing are still vitally important.



So my holidays, as you can tell have been quite eventful. I never planned to rebuild an engine in the break, but then again I never planned to get sick either. I had plenty of other things I planned to do instead. There's been lots of measuring and checking, research, Cc-ing pistons and so on. By the time you read this the car should be back on the road. Then whilst on a roll, I'll pull out the other chaff-cutter motor and check that out for rebuilding. My car-based motivation during the break also led me to stripping the remainder of what I wanted from one car, storing it in my somewhat re-arranged and reorganised collection and selling the rolling shell. I even made a deal for some stuff for my racecar – which is still virtually untouched from when I got it more than twelve months ago.

Hmmm, were your holidays as boring?

Well, other than a practice day, 15<sup>th</sup> Feb is the official kick-off for 2009. PIARC are running a sprint at the Island and on the same day Toyota are running the 1<sup>st</sup> VMC round. A Winton Sprint will be held on 22<sup>nd</sup> Feb. As events will flow thick and fast, Holden Sporting are booked for running a Group 5 motorkhana on 1<sup>st</sup> March, along with another great Hillclimb at Haunted Hills on March 22. As always, helpers will be required, so putting the word out early, please help the club if you are not competing.

Enough from me, see you sideways or at the meeting.

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*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:**.....

<b>Membership fees:</b>	<b>Single:</b>	<b>\$48.00 full year from January 1</b>
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