

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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MAY 09



COMING EVENTS

**VMC Rnd4 & Grp 5 Rnd3
Twilight Motorkhana**

WERRIBEE
MAY 23RD

PIARC GROUP 5 SPRINT
PHILLIP ISLAND
MAY 31ST

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Welcome to the May 2009 edition of**HOLDEN TORQUE**

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



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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred for text, pictures as jpg (small, approx 640x480). Each months items must be received before print night. Quarter page ads are free to members. Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page

Website

Why not visit our website for further information. You can also download all competitive supplementary regulations (entry forms) via the site. Find us at: www.holdenclub.com

Club Meetings

Meetings are held on the fourth Monday of every month (except December) at Bells Hotel, cnr Moray and Coventry Sts, South Melbourne, 7.30pm for an 8.00pm start. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices.

Correspondence

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Disclaimer

The views written are not necessarily those of the committee and the producers of the Holden Sporting Car Club of Victoria Inc.'s magazine, "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 - Bruce Lethborg

Hi Guys,

May already, where's the year gone. We have had a couple of events happening this month with Sandown heading the bill. I was blown away by the amount of helpers. There were 12 members who gave up their mother's day to indulge in motorsport, this was fantastic and I thank those of you who helped very much, I hope we can keep up the momentum at next Sandown.

Sandown was the first run in the VN with the new engine built by Spencer Race Engines, I was very impressed with the performance of the engine even with a rev limit to 5000rpm my best time was 1.31.88, this was 8 seconds faster than my last effort at Sandown with the old engine. Had a small moment at Dandy road corner in my second run, I had a trip to the kitty litter when the car wouldn't stop, I kept the car moving through the litter but just brushed the wall upon exit swapping paint and a couple of small dents in the right rear ¼ panel. I returned to the pits as a precaution, when checking the car there was oil on the ground at the right front wheel, we removed the wheel only to find that the strut had deposited its entire contents of oil all over the disc and the same thing was happening to the left one as well. These struts are brand new so a visit to Mr Pedders is on the cards to see what can be done.

Kim's day finished early with a sump full of coolant, hope it's only a head gasket blown, Wayne told me his new brakes were fading a little but he still managed a good time later in the day.

Full points to the scrutineering guys at Sandown, I don't think I saw any more than 3 or 4 cars waiting at any time and all cars were scrutineered by 9 O'clock, great job guys.

I shared a garage with Larry Merifield and found this is the best way to go racing, you are out of the weather, you can hear the PA, have a great view of the racing and the price is not over the moon, a 3 car garage is \$110 which works out to \$36 if shared with 3. I have already booked one for the next event.

PHIL'S A GRANDFATHER. Phil's daughter Amelia gave birth to a boy early this month. Congratulations Amelia, Phil is now looking at all the racing car sets and HRT toys for he can play with, I mean, buy for his grandson.

Congratulations also to Mal and Kerry Cardwell for the birth of their third child a boy. Two future Holden rev heads.

Shaun East brought along to the April meeting a new Camaro for us to look at. It's a pity GM is not bringing the car here it is a good looking car that would most likely sell well here. Thanks for bringing the car in Shaun.

Shane Woodward and Kylie Kastelic competed in Targa Tasmania and finished all stages, car and crew in one piece. I hope to see a story for a future mag guys.

June is looking kinda bleak with only a motorkhana scheduled, the next sprint is at Sandown on July 12th, there should be more of our cars entered that have been off the track since last year with new engines and general freshen ups and in Pete's case, a new car. Should be good.

After seeing an article in the local paper, I have volunteered my time to a youth group called Car torque 3777 teaching car maintenance, repairs and handling. I am hoping, with the support of the group, to get some land from the council and establish a motorkhana and autocross area to teach the kids car control and driving to survive skills, this may also help us as we could operate the venue and be able to hold events there as well, but this will take time as the government works slowly.

Cheers Bruce

Vice President - Greg Black

Driving to work you can't miss buses with the slogan "smart bus" emblazoned on the sides. This lead me to ponder what makes a bus "smart", I always considered buses to be inanimate objects. I considered many possibilities; they go to schools, but aren't very intelligent, have to have their own special lanes because they can't play nicely with others or maybe when there are two buses travelling together (which itself is not very smart) one jumps out of the bus lane to make sure other traffic could not possibly flow freely. The answer seems to be a smart bus is a large vehicle with it's own dedicated lane to carry 3 people to a destination sort of near where they want to go, and arrive sometime after the appointed time.

Last month I wrote about motorsport venues and CAMS IMMS launch night where the topic of venues was raised with Andrew Papadopoulos. Contact was made with CAMS as suggested by Andrew via the CAMS "contacts" website and unfortunately to date there has still been no response. It is unfortunate that after a session clearly orchestrated to challenge people "to be part of the solution" and "be involved" that as soon as a response is made nothing happens. Normally you would forgive a single "response malfunction", however over the past year with the structure review and other consultations, I have only managed to get one answer via email. I am not CAMS bashing, which seems to be a popular sport, in fact I maintain the statement I made at the CAMS night: I don't give a rats about the past and politics; I want action for sustainable club level motorsport in the future. I have finally found contact details for senior CAMS people and will try to get involved again.... In the last magazine I also talked about driver education and a club motorsport venue with an invitation for opinion. I actually got responses from two club members which were both positive. Statistically 100% of respondents supported the concept; should this be taken as overwhelming club support for the idea?

I recently commented that as a bunch of clubs we really do need an organising body because, from what I've seen so far at CAMS nights, each club is focused on their own specific needs, which varies from club to club and is influenced substantially by the discipline of sport followed. Clubs do want what is good for sport, but it does not seem to be on a big picture scale, but more of a vested interest perspective. In reality, this is all that could happen because clubs are independent entities and there are quite a number of them. Similarly national categories talk about improving facilities etc, but this just ends up with higher costs for club level events to pay for things we don't get to use. This is where a strong, well organised, governing body that understands the issues being faced can really make things work. There is a very fine line between strong and overbearing and it does not take much to cross the line, which is where CAMS needs to earn the 'big \$\$\$\$'.

The cover article in the latest issue of CAMS magazine is "Are we really a national sport?", so in light of the comments above it seemed to be an interesting read. I think this is a very good question to ask, and it does not matter if Graham Fountain is executing a conspiracy theory or just questioning how things are. The article was not quite what I expected, but more about one set of rules across the nation for efficiency and certainty of eligibility. The point of consistency across states might seem remote for us at grass roots sprint level but was actually raised recently with respect to the Oran park day in October that Glenn is organising. With potentially 30 cars on trailers driving up in convey, the question was asked "What happens if we get there and find out about some NSW rule that stops us all from driving?" Now don't panic, because we are not conducting a race event, and eligibility is not a requirement (just basic safety which we all know how to cover), but it was an interesting question. If we had certainty of entry would more people consider entering sprint events interstate? I have occasionally thought about an interstate trip, but the thought of being turned away after the cost and time of travel is an unpleasant one.

Vice President - Greg Black (cont)

At the Sandown Ford versus Holden round we had an excellent number of helpers, and scrutineering was completed by 9am. We had enough people to start another scrutineering line but the queue was never long enough. We also had 4.5 of the 6 track points covered (FFCC ran short of numbers). I think we have clearly demonstrated at several events that we more than pull our weight and I think this would be true for a high proportion of events over the years. A big thank you to all the club members who turned out to help; Mark Kakouri, Steve Crupi, Frank Rogan, Glenn Mason, Vlad Kowal, Peter Stewart, Chris Paola, Ian Smith, Jeremy watt, Phil (Grandpa) Slater, Julie Stokes (scrutineering too!!) and Wayne Paola. Further to recent talk about helpers, at the last meeting with FFCC the topic of number of helpers was raised again. Due to the way FFCC wants to run the events there really is no requirement for HSCCV to provide top level roles (stewards etc) as FFCC want to maintain this task. We also do not need to have 2 people at each point. While this may be good for those actually doing flagging to have someone to talk to, it does mean the minimum numbers for us are 4 plus tow vehicle at Sandown and 3 at Winton (plus scrutineering helpers). In a club of our size and spread of interests this is something we should easily achieve (and extra helpers are always welcome). It works well with motorkhanas with Frank returning the help at Sprint events. Maybe we should put some club funds towards cloning Frank, although that would that mean he would fill the first three places of the club championship?

If you have any comments or questions I would be interested to hear from you, email me at vice_president@holdenclub.com

Secretary - Phil Slater

Hi everyone it's been another exciting month. I took the unusual step of volunteering to official at Sandown rather than compete, which is something that many of us will need to do in order to keep the Ford/Holden series running. With every round being run by both clubs the demand for officials is high. However being a trackside official is a fun experience because you are very close to the action. My biggest problem was sore neck muscles from moving my head so quickly from right to left. Another advantage is to see the different lines and driving styles from the smooth to the downright crazy. I was at the last little kink before the front straight and I think I've now worked out the best line to get onto the straight as quickly as possible. In short, it was an entertaining and educational day.

While reading a recent copy of Australian Muscle Car magazine I was reminded of one of my earliest heroes Norm Beechey so I have spent a bit of time researching his career and have put together an article for this month's mag. I hope that you enjoy it.

Coming up we've got the twilight motorkhana which should be fun and on the 31st May the Group 5 sprint at Phillip Island (love P.I.) that I'll be competing at. Hope to see you there.

Phil Slater

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



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Treasurer - Vlad Kowal**Speed Cameras. Are they helping to reduce the road toll?**

The thought that anyone will die just through being a fellow road user is one very difficult thing to contemplate. There should be no deaths on our roads, and we as car enthusiasts should be among the leaders in our community who should work toward reducing this number down to zero. Our governments at State and Federal level are probably genuine about also wanting to aim at zero deaths. The saving to our Health system alone would be significant. Our approaches to solving the problem, unfortunately are strikingly different.

While we as drivers from a car club would most likely prefer to see higher levels of skill, competence and judgment, our government seems to think that the more they threaten to financially punish drivers, the better they become as drivers.

With this kind of logic, I could significantly improve my driving skills and lap times if there was a fine imposed on me for driving too slowly! (Now there's a thought.....) If simply reducing the speed of vehicles on the road make the road safer, why not limit all vehicles to 30, 20 or 10 km/h? Surely this would make our roads so safe that there would be no fatalities?

Victoria has used speed cameras for years now to make our roads safer. Let's look at the statistics: In 2005, Australia Ranked 7th best out of 15 nations (OECD nations) for road deaths per 100 million vehicle kilometres travelled (0.8 deaths). That might sound good, but in 2004 Australia ranked 4th and in 2003 it was 3rd.

What has happened in those few years that have caused this trend? Well, we have a great deal more speed cameras. This should be bringing these figures down if they were "safety cameras"? The government has little to hide behind and its obvious that the new state (and federal) government's road safety agenda is failing – badly. If we compare Australia to a greater pool of nations, we are ranked 11th. Nations performing better than Australia (8 road deaths per 100,000 population in 2005) were:

1. Netherlands (4.6),
2. Norway (4.9),
3. Sweden (4.9),
4. Great Britain (5.5),
5. Switzerland (5.5)
6. Denmark (6.1),
7. Japan (6.2),
8. Iceland (6.3),
9. Germany (6.5)
10. Finland (7.2).

What are they doing better than us in the area of road safety?

Well they have snow, blizzards, black ice, zero visibility fog. Maybe that makes their roads safer? Do they train drivers better? Do they have cultures that have drivers generally less aggressive? I know what is must be! There must be lots more speed cameras than we have!

Just look at some facts.

I have attached an extract from a publication by "Road Sense". (www.RoadSense.com.au)

Three important facts every road user needs to know about the "speed kills" road safety policy.

1) Speed cameras are causing the road toll to rise because they are not being used for their intended purpose. Speed cameras were designed to be highly visible and situated at black spots in order to slow traffic, not hidden to raise revenue. Motorists have now changed focus from safety to avoiding the camera.

Treasurer - Vlad Kowal (cont)

2) Not even 2% (two percent) of road fatalities are caused through travel above set speed limits. The vast majority of fatalities therefore occur through "below the limit speeding" yet there is no safety initiative where 98% of fatalities occur.

The Northern Territory did not have speed limits on their major highways until mid 2007. They then introduced speed limits and speed limit enforcement. Here are the results.

A 30% increase in road deaths after the introduction of the speed kills policy. That is the only thing that changed. It does not make sense but those are the facts. It was the same in Montana in the USA. The road toll reduced when they had no speed limits and went back up when they re-introduced them.

Year	2002	2003	2004	2005	2006	2007	2008
Fatalities	55	53	35	55	44	57	75

Well, it looks like it's not speed cameras that will help us. It's interesting that legislators seem to think if they make the laws tougher, drivers will slow down. Those who slow down are the drivers who already obeying speed limits. Hoons who ignored the 60km/h and the 80km/h will continue to ignore the new limits.

But law-abiding careful drivers are being killed falling asleep behind the wheel (lower speeds = boredom?), or are distracted looking for speed cameras rather than watching for road hazards.

If there was a more effective way of detecting and preventing careless, thoughtless and dangerous driving, that may reduce the road toll. However, the temptation of keeping speed cameras in place is too great for governments. They rely on the steady income that they bring in.

Let's face it. If speed cameras reduced the numbers of speeding drivers, it would become uneconomic to keep them going. However, revenue from speed cameras is increasing. How can this be if these "Road Safety" cameras are meant to reduce the number of speeding drivers?

Tough drink-driving laws have worked because of better enforcement. However, there are limits. Can you see the argument for not stopping at a breath-testing checkpoint in Soviet Georgia, when the penalty for being over the limit is death? I think if I had been drinking and I came up to a breath-test checkpoint, I would accelerate. What would I have to lose?

Let's keep the debate going. We need to reduce the road toll. Let's be careful out there and at least help those who we know to be more skillful drivers.

Other Treasurer's Items

Finally, as if by magic, Ford Four have received our financial figures for the Morwell Hillclimb. This means that we will now be receiving the proceeds from Sandown (Cup Day) and our Sandown event last week. By the way, it was overwhelming to see so many of our members helping out with the Mother's Day Sandown event. A brilliant effort with scrutineering saw us finishing all cars by 9:00am (thanks in no small part to Greg Black).

Treasurer - Vlad Kowal (cont)**Mother's Day Sandown**

Apart from feeling the most overwhelming withdrawal symptoms from missing out on another day's Sprint racing. I had an interesting day at Scrutineering and as a flag marshal. A few highlights included seeing Wayne chasing Larry Merrifield into turn four when Larry got a bit sideways into the corner. I didn't know that I could move that fast getting out of the way of a screeching red Commodore, but Larry caught it after the second slide and Wayne followed through dead straight behind him with no exchange of bodily paint. Well done!

Another great piece of driving was observed when a certain white cab/ute from a nameless company took turn four faster than most of the race vehicles. Tyre smoke and up on the ripple strip! There was no hanging about for this recovery vehicle!

Some flag marshal radio talk stood out to me. "Dandenong Road. A vehicle has just spun out on the ripple strip". Yes, and? "Dandenong Road. He's just spun out and...hold on.. he's on fire! Get the extinguishers down here. Hang on.... puff, pant. Get the extinguishers down here". "Clerk of course here. Give me a status report Dandenong Road. Dandenong Road, can I have a status report?" "The fire's out now". Was there any particular colour flag that needed to be put up by the other flag points at this time, Dandenong Road? Should we warn following drivers? Never mind. The fire's out anyway.

Oh what fun it was to wave flags on Mother's Day!

Treasurer - Expenditure/Income

Expenditure (Outgoings) for the period April 17th to May 14th 2009	Amount \$
Group 5 Affiliation fee	\$ 201.50
Batteries for radios	\$ 9.95
Phillip Island Go Karts	\$ 235.00
Total Expenditure	\$ 446.45
Income for the period April 17th to May 14th 2009	
Phillip Island Go Kart Day	\$ 235.00
Memberships	\$ 240.00
Aroma Bakery Donation	\$ 40.00
Stock sales	\$ 60.00
Total Income	\$ 575.00
ANZ BANK BALANCE AS OF 14 May, 2009	\$ 1564.51
ING BALANCE AS OF 14 May 2009	\$19593.69
Total	\$21158.20
Interest ING A/C	\$ 57.35
Withholding Tax ING	\$ 26.00
ANZ Account fee	\$ 15.00

Calendar TORQUE - Club Calendar 2009

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

<i>January</i>	
15	TCCA VMC Rnd 1, TCCA, Werribee
19	HSCCV print night
26	HSCCV General Meeting - Jells Park

<i>February</i>	
9	HSCCV committee meeting
15	TCCA, VMC Rnd 1
16	HSCCV print night
22	HSCCV/FFCC Holden v Ford challenge, Winton
23	HSCCV General Meeting - Bells Hotel

<i>March</i>	
1	HSCCV Grp 5 Rnd 1, Werribee
7-8	NCCA, Challenge of Clubs, Ballarat
10	HSCCV committee meeting
14-15	Phillip Island Classic
15	PAC VMC Rnd 2, Tooradin
16	HSCCV print night
23	HSCCV General Meeting - Bells Hotel
28-29	Aust Grand Prix

<i>April</i>	
5	HAC Grp 5 Rnd 2, Avalon TBC
14	HSCCV Committee Meeting
20	HSCCV Print Night
26	Go Karts, Phillip Island Grand Prix Circuit, 11am visitor centre
27	HSCCV General Meeting - Bells Hotel

<i>May</i>	
3	VMCI VMC Rnd 3, Werribee
10	HSCCV/FFCC Holden v Ford challenge, Sandown
11	HSCCV Committee Meeting - Bells Hotel
18	HSCCV Print Night
23	FFCC/TCCA, Grp 5 Rnd 3 / VMC Rnd 4, Werribee
25	HSCCV General Meeting - Bells Hotel

<i>June</i>	
9	HSCCV Committee Meeting - Bells Hotel
15	HSCCV Print Night
21	VWCV Grp 5 Rnd 4, Tooradin TBC
22	HSCCV General Meeting - Bells Hotel
28	DSCC VMC Rnd 5, Deniliquin

<i>July</i>	
12	MUCC VMC Rnd 6, SPT Somerton
12	HSCCV/FFCC Holden v Ford challenge, Sandown
13	HSCCV Committee Meeting - Bells Hotel
20	HSCCV Print Night
27	HSCCV General Meeting - Bells Hotel

Calendar TORQUE - Club Calendar 2009

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

<i>August</i>	
2	FFCC/TCCA Grp 5 Rnd 5, Werribee
8-9	6 Hour Regularity, Phillip Island
10	HSCCV Committee Meeting
16	PCCV VMC Rnd 7, Werribee TBC
17	HSCCV Print Night
23	HSCCV/FFCC Holden v Ford challenge, Winton
24	HSCCV General Meeting - Bells Hotel

<i>September</i>	
6	NCCA Grp 5 Rnd 6, Tooradin TBC
14	HSCCV Committee Meeting
19	BCC VMC Rnd 8, Bendigo
21	HSCCV Print Night
27	HSCCV/FFCC Holden v Ford challenge, Hillclimb - Haunted Hills
28	HSCCV General Meeting - Bells Hotel

<i>October</i>	
3-4	Australian Motorkhana Championship, Narimba NSW
8-11	V8 Supercars Supercheap Auto Bathurst 1000
12	HSCCV Committee Meeting
16	Special Event – Oran Park
17-18	MotoGP Phillip Island
19	HSCCV Print Night
24	FFCC/TCCA Grp 5 Khanacross, Werribee
26	HSCCV General Meeting - Bells Hotel

<i>November</i>	
3	HSCCV/FFCC Holden v Ford challenge, Sandown (Cup Day)
8	HSCCV VMC Rnd 9, Werribee
9	HSCCV Committee Meeting
16	HSCCV Print Night
22	HAC Interclub, TBC
23	HSCCV AGM - Bells Hotel

<i>December</i>	
6	Grp 5 spare
9	Motorkhana presentation dinner, Bell's Hotel
12	HSCCV Christmas Party & Presentation Night Cresco Park Warrandyte (TBC)



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Special Event 'Oran Park' - Glenn Mason

Hello everyone.

The time has come for the business end of this great event, bookings need to be made and deposits **MUST** be paid. To recap, the event has been pencilled in for 16th October, the preliminary costs at this time are as follows, based on forty people attending the day, and two nights accommodation:

\$550.00 per person, track day and accommodation. If you share your accommodation with someone else \$450.00. The accommodation has a restaurant and will do us a deal for Dinner each night.

Note, this is a starting point and may change, but at this point the costs are correct. I would be looking at \$300.00 deposit from each person who wishes to attend. I am planning in the track day being a Friday, so this allows travel on Thursday, and leaves the weekend free to do whatever you want whilst in Sydney, or travel back at a leisurely pace.

Please contact me as soon as possible, drive well, drive safe

Glenn
0409 436 893
glenn.mason@mje.com.au

Social TORQUE - Alex**Go Karts, Phillip Island**

It was great to see a good turn out, all 18 drivers showed up despite the miserable weather. The weather bureau even issued a warning 'stay indoors' ! The drive to the Island was pleasant, even in the wet weather.

After the formalities we jumped in the Karts. The rain had stopped but we had a wet track. This was my first time with Karts in the wet. I thought there was something wrong with my Kart, I couldn't get it to turn. I was about to raise my hands and ask for another. When a few other Karts came off the track I figured this is how it is, get on with it. Eventually I worked it out, flick the back around before the corner, either throttle or jump on the brakes.

The rain stopped for about an hour during our heats and the track started to dry out. The times got faster and after the 4th heat we had 3 new champions.

We then headed to the San Remo pub for lunch. Roast of the day and beer went down well. I think everyone had a good day and I look forward to the next one.

Congratulations to Chris 1st, Frank 2nd and Peter 3rd.



Norm Beechey and the Neptune Racing Team - Phil Slater

Before Peter Brock and Allen Moffat became the Heroes of Aussie motor sport there were names like Jane, Geoghegan, Mckeon, Manton and the greatest of them all for Holden fans Norm Beechey. I remember as a car mad kid watching him in his Chevy Nova and Monaro taking on the best in Australia. 'Stormin' Norm Beechey was twice Australian National Touring Car Champion, in 1965 (Ford Mustang) and 1970 Holden Monaro, and won a total of 15 individual State Touring Car Titles plus countless other race wins and lap records. Norm's flamboyant and aggressive driving style attracted enthusiastic fans all over Australia and during his most colourful racing career, he competed in 27 different cars and was works-supported by Australia's leading car companies including GMH, Chrysler and Ford.

His first main race was at the Albert Park 1956 Olympic Games meeting, in a new overhead valve Ford Customline. It was a surprising win against the then top touring car racers in the country. After a number of subsequent events in this and other racing Ford Customlines, a black early model Holden was developed. This infamous car (reg. no. PK 752) was raced over a five-year period from 1959 to 1964 and recognised as one of Australia's fastest-ever early model racing Holdens.

While still running the black Holden, a brand-new 409 cu.in. V8 Mark 1 big block Chevrolet Impala 4-speed was imported from USA specifically to confront the dominant Jaguars. The Castrol-backed Chevrolet Impala was a spectacular success winning outright 70% of its racing starts in 1962. These included the NSW and Victorian Touring Car Championships (Sandown), with new lap records in both events.



In 1963 he had a Lukey Mufflers sponsored drive in a 406 cu.in V8 Ford Galaxie, fully race-prepared by the famous Holman & Moody company in USA. A series of aggressive confrontations with Bob Jane's 4.2 Jaguar included 2nd by a length and a new lap record in the Victorian Touring Car Championship at Sandown.

In 1964 Norm came second in the Australian Championship in a new Holden S4. Also this year saw the foundation of the three-member Neptune (Shell) Racing Team which soon became Australia first and most successful Touring Car Racing Team and unlike teams of today included cars of different makes.

Norm Beechey and the Neptune Racing Team - cont**It included:**

- Norm Beechey
- Lukey Ford Galaxie
- Holden Sedan (PK 752)
- Holden S4 Sedan (PK 751)

Jim McKeown - Ford Lotus Cortina



Peter Manton - Mini Cooper "9"



1965 saw the importing to Australia of the first radical new Ford Mustang 289 cu.in. V8 sporty 2 door from USA. It was equipped with a "full house" Shelby Cobra competition engine and was an immediate success on the track. In fact, it not only became the first Mustang in the world to win a road race, but also won the Australian Touring Car Championship and the NSW, SA and Tasmanian Touring Car Titles.

The import of a super lightweight Chevrolet Nova II 327 cu.in. V8 2-door from USA in 1966 really gave the Neptune racing team some added grunt and certainly excited my imagination. This car was comfortably leading the Australian Touring Car Championship on its maiden run at Bathurst, but a slipping clutch saw the car finish second.



1967 included wins in the Qld, Vic and SA Touring Car Championships in the Chevy Nova. With only seven laps to go and leading comfortably in the Australian Title, a rear tyre blew, resulting in a crash into the fence. The Chevy Nova was also taken to Bay Park Raceway in New Zealand for a number of winning outings during the year.

1968 was a big year for Norm. After a win in the Victorian Touring Car Championship in the Nova early in the year, a new 350 cu.in. V8 Chev Camaro was debuted for the Australian Title at Warwick Farm. A new lap record but a retirement due to overheating. The Neptune Racing Team had now become the Shell Racing Team and in late 1968 the Chev Camaro was replaced by a popular Australian Holden Monaro GTS 327. Surprisingly this car won first time out at Calder Raceway against the dominant Trans-Am Mustangs and went on to win the WA Touring Car Championship. The SA Touring Car Championship was won in a Lotus Cortina loaned by team-mate Jim McKeown.



Norm Beechey and the Neptune Racing Team - cont

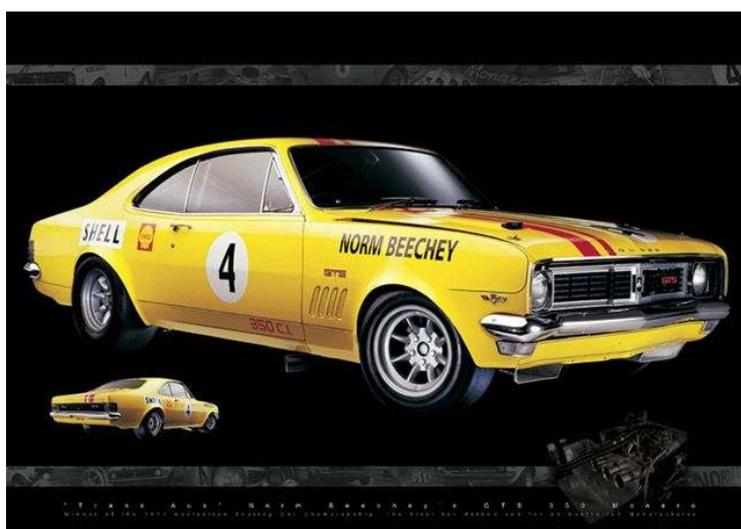
The Qld and Tasmanian Touring Car Championships were won in the Holden Monaro GTS 327 in 1969 as part of the Australian Championship which had now become a multi-round series. Shell sponsorship of the Holden Monaro expanded to include new sponsors Sidchrome Tools, ROH Wheels and BF Goodrich Tyres.

1970 was arguably the pinnacle and most satisfying year of Norm's super successful career with the development of a homegrown product, a Shell yellow Holden Monaro GTS 350, into a car to beat the world's best. Spectacular wins in three rounds, a second and three new lap records gave Holden its first ever and Norm his second Australian Touring Car Championship. Also numerous wins in the series production Factory-supplied Chrysler Valiant Pacer.



In 1971 Norm continued to campaign the GTS 350 Holden Monaro throughout the year including winning the prestigious Air New Zealand Touring Car Trophy at the New Zealand Grand Prix meeting in Auckland against all the top NZ Touring Cars setting a new lap record. He also won first time out at Winton in a Ford factory-supported series production GTHO Falcon.

Norm started 1972 with a win in the Holden Monaro GTS 350 at the Calder round of the Australian Touring Car Championship, but the era of the part-time racer and businessman in Australian Touring Car Racing was drawing to a close. It was no longer realistic to try and compete on even terms with the full-time professional drivers. Retirement followed an all-the-way win in the WA Touring Car Championship and the Monaro was sold. This car has recently been restored by David Bowden (who also owns the Chevy Nova) and was awarded the greatest muscle car of all time by Australian Muscle Car magazine.



In 1992 Norm re-purchased and restored his favourite car, the Chevrolet Impala 409, first imported in 1962. This 500 bhp veteran is now surprising much more modern competition in hill climbs and classic rallies. I saw him competing at Rob Roy a few years back and he was still very quick.

Phil Slater

HSCCV Stock TORQUE - Martin Carabott



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Cap \$10



Sticker \$5



Stubbie Holder \$8



Club Shirt \$20



Long Sleeve Shirt \$15



Gloves \$5



Cooler Bag
small \$20
large \$25



Race Suit, Holden Red, from \$440



Greetings to all, I just know what everyone has been pondering of late - How is our stock doing? Well it's funny, I too think the same thing on a regular basis, on the subject of stock we sold \$50 worth at the last meeting, which was a great effort. There is still heaps of stuff available, and I will be setting up shop at the next meeting, so ladies and gentlemen please don't hold back !

On the home front they finished the VK, yes I was in shock when I got the call and they were not joking. All is good, no diff whine and no apparent fluid loss of any description. On the subject of the K, I got the car home but now have no tow car. I sold my beloved Cruiser to a fanatic who just had to have it, the car wasn't even for sale, I guess everything is for sale at the right price. I kind of miss my Cruiser now that it is gone, a weird separation anxiety (we spent 10+ years together, more than I have known my wife) that I'm sure will fade when I take possession of it's replacement (the Cruiser that is).

Finally, speaking of my wife, her VW arrived after a 16 week wait and thank god for that, because that means I got the VZ back. As much as I loved the Cruiser, it wasn't such a great daily driver, the VZ is so much more come for the bull.

Also I have been informed by a very reliable source that Holden is very close to releasing it's new dedicated LPG V6, that will rewrite the fuel economy record book, I was told huge fuel savings figures. I will believe it when I see it, not that that sort of thing will concern any of us, except those that talk about eights all day and drive sixes.

See you at the next meeting.....Martin.

The year is roaring along but May has been a quieter month. Since last month's report I've really only got the Mini Club's VMC to talk about. It was held on the 3rd of May at Werribee for 32 entrants. A dusty day of 9 tests with Bruce and I being the only HSCCV people there. Bruce debuted in his little Hyundai Excel but had to call it quits after 6 tests due to failure of Excel's air flow meter. My results were disappointing too. In very unusual fashion I cooked the very last test and blew a class win due to getting myself lost in my own dust. It had been close all day until that point. Oh well...

The only other thing to report on lately was the Go karts at Philip Island on the 26th April. Bloody cold but fantastic fun, particularly when the track was totally wet and where every single corner was taken sideways. Thank you to Alex for organising it and looking forward to the next one, this event looks like it's becoming quite popular.

As the Denilquin round that was to run this month was moved to the end of June, there's only Toyota Car Club/Ford Four's combined VMC and twilight Group 5 motorkhana to talk about as a coming event. I'm pretty sure it'll be a fun event with the Group 5 part of it running into the night. With other commitments that night unfortunately I will not be there so I wish those that compete a lot of enjoyment and hope that the event is a success so it can be on our calendar again and helps add diversity to the sport. Just note that this event is Saturday 23rd May, NOT Sunday and pre-entries must get to the event secretary by 5pm on the Thursday. You can still enter on the day of course, but at additional expense.

June is very quiet on the motorkhana front, with Volkswagen running a Group 5 at Tooradin on the 21st. Then as previously mentioned, Denny the week after, the 28th. July only has one event listed, Melbourne Uni's VMC at Somerton. I haven't seen Supp Regs for any of these three yet.

By the way, Supp Regs are out for the 6 hour at Phillip Island, time is running out if you wanted to have a go at it, as entries always fill quickly. As far as I'm aware, so far HSCCV is running just one team with Wayne Paola at the helm. If you are interested and can rustle up a couple of people, please contact Phil or myself.

Alright, photo time – the only word to describe these is "Why?"



Now this is creative (not endorsing vandalism by the way)...



Enough from me for this month. As usual, see you sideways or at the meeting.

Frank.



Introduction to Filtration

DEFINITION OF FILTRATION

"The process by which solid particles are separated from a fluid by passing the fluid through a permeable material that will not let the solid particles through".

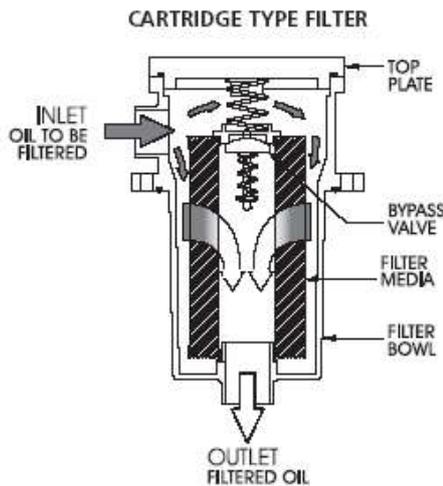
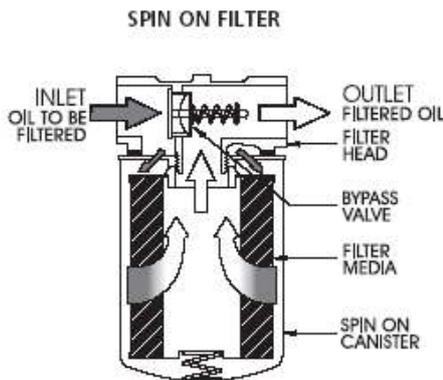
THE NEED FOR FILTRATION IN HYDRAULIC SYSTEMS

The higher pressures and faster cycle times, and the more consistent performance requirements in hydraulic circuits, have resulted in many high precision components being used in pumps, motors, control valves and actuators. Contamination can increase wear on these components, or cause them to jam or malfunction. To keep circuits operating for long periods and avoid costly down time, it is important to ensure that contamination is removed from the hydraulic fluid as efficiently as possible.

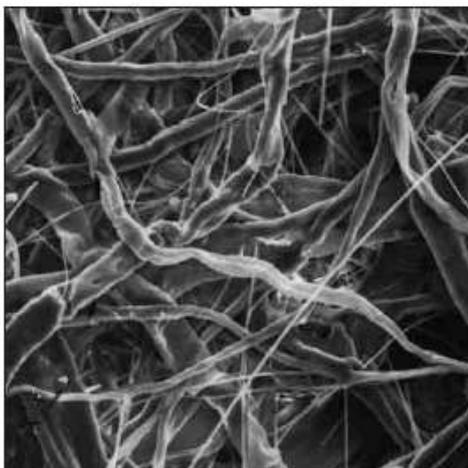
The cleaner the fluid, the longer life system components will have, and the greater will be the period between breakdowns.

HOW FILTERS WORK

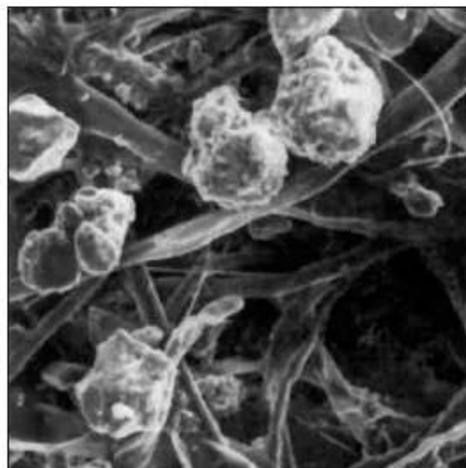
Oil containing contaminants enters via the inlet port, and flows around the outside of the filter element. As the oil passes through the filter element from the outside to the inside, particles of contaminant are trapped in the filter media. The cleaned oil flows through to the centre tube of the filter element and into the outlet port of the filter. Spin On Canisters and Cartridge type filter elements both work in the same manner.



The following electron microscope photographs show the trapping of contaminants in the layers of the filter media.



Clean 10 micron filter
Filter magnified 250 times



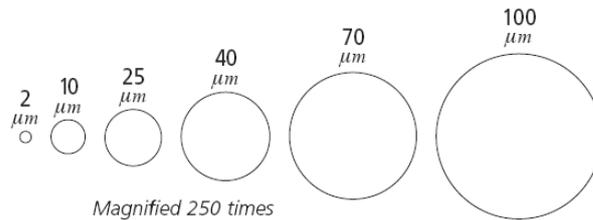
Dirty 10 micron filter
Filter magnified 250 times

Tech TORQUE - Oil Filtration - cont

WHAT IS A MICRON?

A micron (μm) is one millionth of a metre, or 0.000039 inches. As a comparison, a grain of table salt is about 100 microns, human hair is 70 microns, 40 microns is the smallest object able to be seen by unaided vision, talcum powder is 10 microns, red blood cells are 8 microns and bacteria are 1 to 2 microns.

- 1 micron = 1 millionth of a metre
- 1 micron = 1 thousandth of a millimetre
- 1 micron = 39 millionths of an inch
- 25.4 microns = 1 thousandth of an inch (.001")



PRESSURE DROP

The understanding of how pressure drop increases as the filter element traps more contaminant influences two important aspects of filter selection. The first is the selection of BYPASS VALVES and the second is the selection of the SIZE OF FILTER.

When the filter element is clean, there is a small pressure drop as the oil finds its way through the numerous microscopic passages in the filter element. As the filter element traps more and more contaminant, more and more of the microscopic passages become blocked, increasing the flow rate through the remaining passages, thereby increasing the pressure drop across the filter element. Eventually, if the filter element is not changed, all the passages will become blocked (also known as "plugged" or "clogged"); and very little oil will be able to flow through the filter element. The system may stop working due to oil starvation or the filter may collapse or rupture.

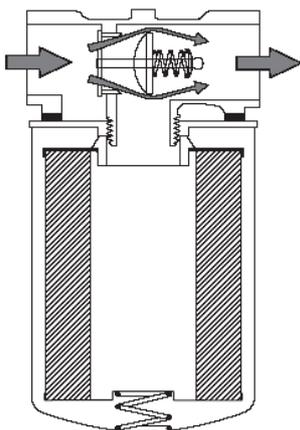
BYPASS VALVES

In addition to the pressure drop due to contamination loading, other factors can increase the pressure drop across the filter element. These include increased viscosity of oil due to contamination, degradation or cold temperatures; and increased flow rates from system components, for example large cylinders retracting quickly can easily double the normal flow rate of a system.

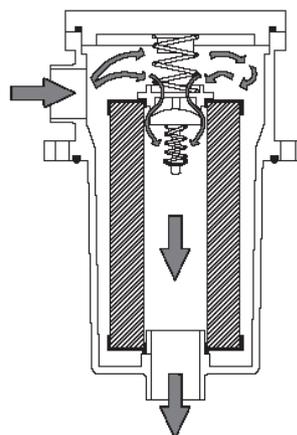
To keep the system operating and guard against element collapse or rupture due to any of these factors, many filters incorporate a BYPASS VALVE. The Bypass Valve opens when the pressure drop increases past a predetermined value, to allow flow of unfiltered oil to bypass the filter element.

Normally a Bypass Valve is a spring-loaded poppet set to crack open when the pressure drop reaches the predetermined value. It can be located in the filter head or in the filter element.

SPIN ON FILTER-BYPASS VALVE OPEN



CARTRIDGE TYPE FILTER-BYPASS VALVE OPEN



Many Return Line Filters have Bypass Valves with 0,7 or 1,0 Bar (10 or 14.5 PSI) cracking pressure, and many Suction Line Filters to have Bypass Valves with 0,2 Bar (2.9 PSI) cracking pressure. Suction Line Filters require a lower Bypass Valve cracking pressure than Return Line Filters, to guard against the pump cavitation that may occur with a higher pressure drop. The flow rate for a filter used in a Suction Line application is lower than a similar filter in a Return Line application.

Information courtesy of Ryco (www.ryco.com.au). As you've just read, even with bypass valves incorporated into most filters, it is still paramount that regular oil changes are conducted. Oil technology has improved over the years and so now it does a lot more "cleaning of the engine" and hence more contaminants will end up being filtered. Some food for thought...

Editor TORQUE - Alex

G'day all, it's good to see the club was out on the track again. I didn't make it due to Mothers Day stuff, but from what I hear it was a great day. Julie sent some pics for the magazine, thanks Julie.

If you want some high resolution pics, contact Julie or editor for last Sandown or previous events. Ps if anyone is interested, Historic Winton is on May 30 & 31st





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HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

Club TORQUE - General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc. April Gen Meeting**

Bell's Hotel-27/4/2009

MEETING OPENED AT 8.25PM

PRESENT As Per Attendance Book /Sheet**APOLOGIES** Amelia S,Kerry, Matthew & Emma Cardwell, Troy, Chris, Michelle, Kris, Alex, Shane & Kylie**New Members/Guests**

Rick Edwards LJ Torana

Any business arising from previous minutes? Greg **MAL S. Kim****PRESIDENT:**

Sandown coming up 8 helpers more needed. Steve & Larry possibly. 12.30 Mum's get free rides.

Tasmania Report – Intermarque tour (Nov) and tour next year.

6 Hour coming up.

Kylie & Shane doing Targa Tas

Go Karts yesterday.

VICE PRESIDENT

Cams IMSMS report

SECRETARY

Incoming Mail April 2009

Item	From	Action	Person to Action
Flyer	Groups Tasmania	Inform members and File	Secretary
Thank You	Good Friday Appeal	Inform members and File	Secretary
Membership	Chris Doyle	Process	Membership Secretary & Treasurer
Unicar Mag	MUCC	Inform members and File	Secretary
Auction Flyer	Shannon's	Inform members and File	Secretary

Club TORQUE - March General Meeting Minutes (cont)**TREASURER**

\$120 to RCH
Balance@ \$21830.00
Cams article elaboration

MEMBERSHIP & POINTSCORE

Membership 145
Point score as per magazine

EDITOR

Thanks for articles
More Articles needed send to Alex
New email list.
Trading section

MOTOR RACE AND RALLY

GP this weekend

SOCIAL

Go Karts 26th April Report
Buy perpetual trophy

SPECIAL EVENTS**GRPS/ MOTORKHANA**

VMC/Grp 5 Twilight May 21st
Phillip Island 31st May

WEBSITE

Photos from Winton on soon

STOCK

need to clear stock

CSC

Nothing to report

PUBLIC OFFICER

Nothing to report

GENERAL BUSINESS

Camaro - Shaun has bought an example
Website needs to be kept up to date – is outsourcing necessary ?
Pete - Cams report on Stewards update.
Timothy Allen Cardwell born
Glen -Oran Park Report
Martin's 40th

FINES:

Wayne, Frank

LOTTO: 990

MEETING CLOSED: 9:35 PM

Club TORQUE - Point Score

ELIGIBLE EVENTS		Name	Total	Events
NO EVENT NAME	DATE	Frank ROGAN	88	10
1 AGM MEETING	24/11/2008	Bruce LETHBORG	55	9
2 G5 KHANACROSS	30/12/2008	Wayne PAOLA	46	8
3 JAN GENERAL MEETING	26/01/2009	Peter STEWART	42	7
4 VMC 1	15/02/2009	Julie STOKES	36	6
5 WINTON SPRINT	22/02/2009	Vlad KOWAL	33	4
6 FEB GENERAL MEETING	23/02/2009	Ian SMITH	31	5
7 G5 MOTORKHANA RND 1	01/03/2009	Malcolm CARDWELL	30	5
8 PI HISTORICS	15/03/2009	Philip SLATER	27	5
9 VMC 2	15/03/2009	Russell SMITH	25	3
10 MAR GENERAL MEETING	23/03/2009	Greg BLACK	24	5
11 G5 KHANA RND 2	05/04/2009	Chris LOXTON	23	4
12 APR GENERAL MEETING	27/04/2009	Kylie KASTELIC	23	4
		Ray SEYMOUR	22	3
		Stephen CRUPI	22	4
		Steve JONES	22	3
		Steven GALLAGHER	21	3
		Micheal BUDGE	20	3
		Antonia FITZPATRICK	20	3
		Kim MCCONCHIE	20	3
		Kristofer LETHBORG	19	3
		Evelyn CRUPI	15	2
		Peter SCOTT	15	2
		Ray CARDWELL	15	3
		Robert SEYMOUR	13	3
		Alex CHIANTA	12	3
		Colin HEAL	12	1
		David LE MOTTEE	12	2
		Michelle LACCHIANA	11	2
		Aaron GALLAGHER	10	2
		Martin CARABOTT	10	2
		Jason PERCY	10	2
		Richard WALES	10	2
		Brenton SMITH	8	2
		Alan DAVIES	7	2
		Mark LOMAS	6	1
		Rick EDWARDS	5	1
		Maxi STOKES	5	1
		Shaun EAST	5	1
		Jan SMITH	5	1
		Jeremy WATT	5	1
		Ken SCOTT	5	1
		Geoff PATTERSON	5	1
		Andrew D MORRIS	4	1
		Monique LE MOTTEE	3	1
		Irene LE MOTTEE	3	1

Trading TORQUE

Ads Wanted, For Sale, Free to good home, clean out your shed, place your ads here, no charge



Commodore VS hubcaps, free to good home, contact editor

ROH wheel, 18x8 suit Ford, one only, free to good home, contact editor



diff gears, 3.23 from Ford XD Borg Warner diff, free to good home, contact editor

HSCCV Magazine, back issues, free, contact editor

DICS, high resolution pictures (10MP) available from past events, contact Julie or editor

Monaro DVD, highlights from Bathurst 1968, 1969, TV ads and bonus footage of Alex's HK, contact editor



Quiz TORQUE

This months quiz is from Ian. What is wrong with this picture ?

Answers at next meeting, prize is the car (just kidding).



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Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

.....Postcode:

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

Email:

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

Vehicles:

Reg. Numbers:.....

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

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

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

Signed:.....

Dated:.....

Membership fees (please mark clearly):

- Single: \$48.00 full year from January 1
- 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

please make cheques payable to 'Holden Sporting Car Club of Victoria'

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:
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Licence processed:.....



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