

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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OCTOBER 09



COMING EVENTS

FFCC/TCCA Grp 5 Khanacross
Werribee, October 24th

HSCCV vs FFCC challenge
Sandown November 3rd (Cup Day)

HSCCV VMC Rnd 9
Werribee, November 8th

ENJOY YOUR MOTORSPORT IN 2009

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Welcome to this months edition of

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria

| | | | |
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Club TORQUE - Committee 2009 and Club Information

| | | | |
|-------------------------------------|-------------------|--|----------------|
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| Treasurer | Vlad Kowal | treasurer@holdenclub.com | 0438 744 618 |
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| Membership/Point score | Bruce Lethborg | president@holdenclub.com | 0417 014 304 |
| Social & Special Events | contact committee | | |
| CAMS State Council Rep | Greg Black | vice_president@holdenclub.com | |

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

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 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, October and it means only one thing, Bathurst. 2009 can be called the year of the Lion, nine of the top ten positions to Holden the only Drod in the ten came fifth. Our V8 supercar member Tony D'Alberto finished tenth, congratulations Tony. The race was one of the best I have seen for a few years, the sprint to the finish after the last safety car was great to watch, not sure about Wincup's move on Bargwanna it took away a podium for Bargs. The safety car also took away any chance of a podium or possibly first place for Murphy and Skaife, ahh well, that's motor racing as they say.

As I'm writing this article some of our members have enjoyed a day at Oran Park, I've heard that a few cars are coming home with gearbox and engine problems otherwise a good day was had by all. We should hear all about the day at the next meeting and I'm sure an article and pictures next magazine.

The hillclimb was run in poor weather, which resulted in very low numbers (21 entries) but many runs for those who were there. Wayne Paola took the fastest time for the day in his VE, well done Wayne. We have suffered a financial loss due to the low numbers but I believe we have had a reduction of the hire fee due to the timing systems reliability on the day. I was unable to attend due to booking theatre tickets, Jersey Boys was good but I would rather have been at Haunted Hills.

We have two events coming up in November, first is Sandown sprint on cup day, second is round 9 of the VMC at Werribee and we need helpers. Last Sandown we only had a small number of helpers which is not good. If you are not entering or would like to see some real horsepower up close please volunteer your services and contact me on 0417014304. On the following Sunday we are running the VMC at Werribee and again we need help for set up, timing, cooking and selling the food on the day. At both of these events you will be provided with food and drink and looked after, we can't run events without your help so please spare some time and help your club.

The point score is being brought up to date after my computer crashed and I will have the latest results at the general meeting.

The AGM is coming up in November as I mentioned last month I will be stepping down to have a rest, all positions will be open and if you would like to help run the club have a go on the committee it can be very rewarding.

Cheers Bruce



only 11 seconds from first car

Treasurer - Vlad Kowal**Feedback from Members on the Future of the HSCCV**

At our most recent club meeting, we had some enthusiastic and productive discussion and input from club members about where the HSCCV needed to aim to be as a club in the short and long term.

The Vision for the Club

There was widely-supported agreement by members that this was our Vision
Responses from some club members to this question have included:

- To provide the opportunity and facilities for club members to to engage in motorsport activities;
- To note and acknowledge the history and heritage of Holden in Australia and its motor sport involvement;
- To provide a forum for members to share their views on owning, developing and using their motor vehicles;
- To conduct a dialogue in support of motor sport to various government and official entities.
- To provide opportunities for members to mix socially and to share their motoring experiences
- To encourage members and the wider community to improve and further develop their driving skills.
- To keep motor sports accessible and affordable to general members of the public.
- To promote Road Safety.
- To raise the profile of motor-sport and related activities.

[This article below is repeated from last month's newsletter to keep the discussion going and to follow up at our next club meeting.]

The Mission for the club — What will we aim for?

Club members suggested that we need to grow the club and aim for a larger base of members and facilities. We should set a membership target of 500 members.
Several club members have spoken strongly in favour of our need to grow to remain viable. How? Some suggestions have included:

- Join with other clubs to jointly promote motor sport events and share the proceeds.
- Look for some land for the club and develop it for motor sport. (Enter into discussions about sharing land with another club?)
- Make a plan for the land produce income to help pay for the loan undertaken for its purchase and development (the example quoted was the Benalla Car Club)
- Develop and implement a finance plan
- Develop and implement a membership development plan
- Develop or update our membership charter (rules of membership)
- Promote club events more widely
- Write to the Ministry of Youth, Sport and recreation, the TAC, Murcott's and other government state and federal bodies (e.g. use <http://www.ausport.gov.au/supporting/clubs>)
- Use some commercial fund-raising application agencies <http://www.edtapebusters.com/funding.aspx>)
- Encourage the development of "Friends of the HSCCV"
- Actively encourage and support the growth of qualified CAMS officials
- Introduce prizes for member contributions as Officials
- Arrange an Annual Award and/or prize for officials (e.g. weekend for two)
- Maintain and grow an active member base
- Find/build a clubhouse
- Develop the website further

Treasurer - Vlad Kowal (cont)**The Mission for the club (cont)**

We are still at the stage of discussing an agreement on WHAT we want to achieve and HOW we will go about it. We need to continue the positive mood of the meeting. If we all agree on WHAT we want to achieve, then the next stage is to plan and implement HOW we will get there. It doesn't have to be next year or the year after, but we do need to set targets. How soon we get there matters less than our effort TO get there. Let's keep talking and planning.

Haunted Hills Hillclimb September 27th

Our helpers on the day were the best anyone could ever hope for. Many thanks to Peter Scott, Alex, Greg Black, Peter Stewart, Frank Rogan, and Steve Jones. They performed well above and beyond the call of duty, standing out in miserable, windy and rainy conditions. I considered calling the event off, but there was no provision for a refund from the venue and our brave entrants all said that they wanted to run, so we ran!

Annual Meeting and positions for 2010

The Committee have been discussing plans for next year and it's time for club members to consider what they would like to contribute themselves to the club next year. The positions which will become vacant will be President, Vice President, Treasurer, Secretary, Magazine Editor, Webmaster, and committee positions of Motrokhana and Group 5 rep., Membership and pointscore, Motor racing and Rally Rep, CAMS state council rep., Public Officer, Classic and Historic Registry. Several current committee members are willing to stay on for another year, which will help our aim of not bringing in a completely new team onto the Committee each year.

Please think about it, discuss it and then get ready to nominate!

Morwell Hillclimb, September 27 2009**Financial Summary Report****Expenses:**

| | |
|---------------------|-----------|
| Gippsland Car Club | |
| Hire of Bryant Park | \$1375.00 |
| CAMS Fee | \$ 920.00 |
| Officials lunches | \$ 45.60 |
| Trophies | \$ 75.00 |
| Photocopying | \$ 12.90 |

Total Outgoings \$2428.50

Income:

Entry Fees \$ 1400.00
(20 pre-entries)

Profit/Loss **-\$1428.50**

Treasurer - Expenditure/Income**October Accounts Summary**

This month, our accounts show a loss for the Morwell Hillclimb (previous pg) which does not reflect all of the hard work that our members put in to run the event. The overall loss of \$1,428.50 will be shared with FFCC, but it's still not a good result and we need to change some of our planning strategies for next year. I hope that Sandown on Cup Day at least makes a small profit for the two clubs.

Questions: Contact Vlad at educon@bigpond.net.au or on 0438744618

| Expenditure (Outgoings) for the period Sept 18 th to October 16 th 2009 | Amount \$ |
|---|---------------------|
| Printing - Morwell Hillclimb 27.09.09 | \$ 12.90 |
| Official's lunches - Morwell Hillclimb | \$ 45.60 |
| Australia Post fine | \$ 9.00 |
| Track Hire, Bryant Park | \$ 1,375.00 |
| * Finance Expenses | \$ 46.00 |
| Total Expenditure | \$ 1,488.50 |
| Income for the period September 18th to October 16th 2009 | |
| Interest ING A/C | \$ 68.27 |
| Entry fees Morewell Hillclimb | \$ 1,400.00 |
| Aroma Bakery Donation | \$ 40.00 |
| Total Income | \$ 1,508.27 |
| ANZ BANK BALANCE AS OF 16 October, 2009 | \$ 807.74 |
| ING BALANCE AS OF 12 October, 2009 | \$ 23,767.86 |
| Total | \$ 24,575.60 |
| * Finance Expenses (from table above) | |
| Withholding Tax ING | \$ 31.00 |
| ANZ Account fee | \$ 15.00 |
| Total | \$ 46.00 |

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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Secretary - Phil Slater

Hi Holdenophiles and wasn't it a great Bathurst. I'm so glad Brocky's record of three consecutive wins wasn't beaten by Ford drivers. When they're Holden drivers it won't be so bad. Don't forget the AGM is coming up and this is your chance to stand for the committee. If you want to be really involved in the club then this is your chance to stand.

We had the Gippsland Hillclimb recently and it was a real challenge with the weather being abominable but I really enjoyed the challenge and admired the officials for putting up with the freezing and wet weather.

Off to Oran Park tomorrow and look forward to a great time. We'll talk about it at the next meeting.

Phil Slater

Vice President - Greg Black

What a month it has been! Bathurst has been run and won by the safety car, I was cheering for Mark Skaife / Greg Murphy, as well as Lee Holdsworth and Tander. There was also a very careful eye out for the Bottle-O car of Tony D'Alberto. It was unfortunate the safety car had such an impact on Murphy / Skaife chances as they were in quite a good position. Talking about the race with "younger generation" the consensus appears to be safety cars in the last 10 laps (as tends to happen each year) is popular as it creates a close finish.

The big event of the month was the club trip to Oran Park, for a last chance to lap the historic circuit. This event was organised by Glenn and Michelle, who did a magnificent job and should be commended for putting up front and getting it all together. The day was absolutely fantastic; I really think driving all day to get there was worth it. The track is very different to drive compared to what it looks like on TV, with lots of tight turns, bumps and that dogleg is so much fun once you work out what to aim for, as it is a blind apex. Considering the distance and cost to get there it was a good turn out of club members for an interstate run. (The cost was actually quite reasonable when you consider the track time, as well as the meals and accommodation were all included). The day was very relaxed and the few people who joined us from Sydney and Canberra were good to chat with as well (they gave us a few tips and led some laps to show the lines which was useful. Local knowledge was obviously an advantage; it would be good to get a few NSW sprinters to Philip Island and make a bit of a social event of it!) The only problem for the days organisation was the passenger sessions were canned because CAMS NSW has different procedures to CAMS Victoria (funny, I always thought CAMS was a national organisation and the 'A' stands for Australian...).

Anyway, everyone got there safely despite the torrential rain, hail and wind chill for most of the trip. I think we were all wondering if the weather could improve for the track day on Friday. None of us could remember driving through hail for 10 minutes, let alone the rain. The accommodation was a welcome sight and the meals organised were good value. Friday dawned blue sky and warmer with a good strong breeze, but there was no rain!! At the end of the day there was a common feeling that Oran Park was a really good track and it is unfortunate we will never get the chance to return and get better lap times as it will be housing lots from January 31st next year. I think I can speak for all there when I say a big thanks to Glenn and Michelle for organising it all. There will be a more detailed report on the Oran Park trip next month.

Lastly, next month is the AGM and the committee positions will be up for grabs again. Please come along to the meeting, even if you are not standing for a position you should at least have a say in the committee. It's your club, have your say.

See you at the AGM.
Cheers, Greg

NOTICE OF ANNUAL GENERAL MEETING.

The Annual General Meeting of the Holden Sporting Car Club of Victoria will be held at 8:00 pm on Monday 23rd November, 2009

The meeting is to be held at
Bells Hotel
Cnr Moray & Coventry Street's
South Melbourne.
Melways ref: Map 2K E1

All Committee positions will be declared vacant at the commencement of the Meeting, and an election will be held for the Positions of President, Vice-President, Secretary and Treasurer.

The minor committee positions may be filled by volunteers, unless there are more nominations than positions, when an election will be held.

Any further agenda items and proxy voting notices must be received by the Secretary prior to the commencement of the AGM.

Phil Slater
Secretary
HSCCV Inc.



"To address this mistake we must use root-cause analysis. I'll begin by saying it's not my fault."

Holden Sporting Car Club of Vic. Inc Application for Proxy Vote

I, _____ member # _____
Appoint _____ who is a current financial member of the
Holden Sporting Car Club of Victoria to be my proxy vote at the 2009 Annual General Meeting

Signed _____ Date _____

Note: proxy voting forms MUST be presented to the Club Secretary PRIOR to the Annual General Meeting being declared open

Notification of Nomination for a 2009 Holden Sporting Car Club of Victoria Committee Position

Nominations close at the Annual General Meeting Monday 23 November, 2009 where this election will take place.

For The Election of Office
Bearers to The HSCCV
Committee 2009

- President
- Vice President
- Secretary
- Treasurer
- Public Officer
- Membership Secretary
- Magazine Editor
- Group 5 Representative
- Motorsport & Rally Representative
- Social & Special Events Representative
- Stock Representative
- Web Master

NOMINATION: _____

POSITION: _____

NOMINATOR: _____

SECONDER: _____

Nominator: _____ Seconder: _____

Signer: _____ Signed: _____

I, the HSCCV Member nominated above, agree to accept the position named, if elected.

Print Name: _____ Signed: _____

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 | WVCV Grp 5 Rnd 4, Tooradin Cancelled |
| 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 - Bells Hotel |
| 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 |
| 13 | Social Car Rally |
| 14 | HSCCV Committee Meeting - Bells Hotel |
| 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 - Bells Hotel |
| 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 - Bells Hotel |
| 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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It's been a pretty quiet month, mostly because the calendars are worked around the Football Grand Final, Bathurst (Bar-thirst as Jeremy Clarkson et al pronounce it – bloody poms! J) and the Moto GP at Phillip Island. With a cancellation early in September due to the weather, it's meant not much motorsport on at all...

I was simply stunned by the low numbers at Haunted Hills. We had 3 people that pre-entered and didn't show up on the day, nor did they bother to even call. The show went on anyway, despite the poor weather. WET pretty much describes it, and it was bloody cold and windy to boot. Peter Scott amongst others took time out to help and with his little "device" he was able to measure the conditions on the top of the hill. Get this, 45km per hour wind speed with a wind chill factor of about minus 3. Yep, minus 3! And you want to know how cold it was, just ask Alex! Without word of a lie, here is Alex's thoughts on the hillclimb, "all I can remember is that it was bloody cold and I couldn't wait to get out of there".

Even the tough guys from Ford Four (you know who you are!) called it a day at about lunch time, just had to call Darren and call him rude names in jest for leaving early. Well at least they showed up. In total contrast, one of the other Ford Fourers did the opposite, he was so keen, that even after we declared the day over, he was lining up for another go. At least there were no big offs nor recoveries which would have slowed the day down a lot. By the looks of it, the competitors seemed like they were enjoying themselves and that's what it's all about.

Congrats to Paola Man for his non-burnout best time of 71.31, followed closely by Adam Magnasalis in his VN, and Joel Jenkins in his black XR6T. Holden dominating the front runners over Ford, hmmm a slightly common theme at the moment....best results for the day below.

I'd like to thank all those other crazy people for their assistance as officials on the day, it was a huge effort with such lousy pay and crap working conditions. Thank you to the club for forking out for the hot food as well. Also a big thanks to Mal & Kerry Cardwell for supplying me the yellow rubber ducky outfit, it really helped but was a bit of a pity that I was already soaked before I put it on.

| | | | | |
|----|-----|---------------------|-----------|-------|
| 1 | 2 | Paola Wayne | Commodore | 71.31 |
| 2 | 33 | Magnisalis Adam | Commodore | 71.63 |
| 3 | 63 | Jenkins Joel | Falcon | 72.27 |
| 4 | 168 | Mok Philip | Civic | 72.67 |
| 5 | 9 | McConchie Kim | 180B | 73.52 |
| 6 | 41 | Slater Phil | Commodore | 73.81 |
| 7 | 95 | Kastelic Kylie | WRX | 74.60 |
| 8 | 15 | Tatt Steve | Anglia | 74.87 |
| 9 | 82 | Johnston Damian | Corolla | 76.48 |
| 10 | 1 | Smith Russell | Commodore | 77.40 |
| 11 | 3 | Knowles Simon | XR4 | 78.05 |
| 12 | 17 | Jones Peter | Golf | 78.17 |
| 13 | 66 | Colgan Darren | Escort | 78.58 |
| 14 | 37 | Hunter Neville | Laser | 79.12 |
| 15 | 11 | Smith Brenton | Mazda RX7 | 79.50 |
| 16 | 6 | Cardwell Malcolm | Galant | 81.12 |
| 17 | 111 | Smith Ken | Mazda RX7 | 81.45 |
| 18 | 987 | McConchie Lachlan | 180B | 82.29 |
| 19 | 87 | McConchie Chantelle | 180B | 82.91 |
| 20 | 10 | Wright Brett | Commodore | 83.78 |

Onto other matters, some of our club members including two of our esteemed committee members will have headed to Oran Park and will have some good stories to tell...Hope the guys got their articles in on time (though obviously not about their road trip)...

Events coming include the khanacross at Werribee on October 24, the traditional HSCCV/FFCC Cup Day Sprint at Sandown, our VMC at Werribee on November 8, then PIARC's Group 5 Sprint at the Island on November 15. (Werribee - enter McGrath Road from the south - see Melway 205 B10)

In more detail, the Group 5 khanacross supp regs have been out for a while, so holler if you want to do the event and I'll send you a set. It's on October 24, which is this Saturday. It's not a twilight event so it starts at 10am and passengers are definitely permitted as long as they are helmeted & seatbelted (good English huh?). A great day for some sideways action with speed in the dirt.

There's going to be a huge call this month for assistance from club members as we have three events that require officials and helpers in some capacity. If you are not competing at the Cup Day Sprint or the VMC and can lend a hand on either of these days, please do so as our club cannot run events for our members without you.

Also if you are free, we owe Huntingdale Auto Club some timekeepers/officials for their event on November 29. This is a result of having John Rosengrave step in to direct our Group 5 motorkhana at the start of the year. I asked him at the time what event we could direct for him as a return favour, and he requested helpers from our club on the day for his event. Please help if you can or we'll look like right mugs and may not get assistance to run an event if we run short on directors again. To sell it, I'll tell you it's a nice drive to near Drouin, there's a craft market on the same day that has people travel a long way to attend, it has lot of stalls and a great choice of food available too. Throw in some watching of motorsport and you've got a pretty well-rounded enjoyable kind of day!

The supp Regs for both the Cup Day sprint and the VMC have been produced and are available, the VMC ones are now on the motorkhana e-group...

I'm out of recent and decent car-related photos this month, so I'll leave you with this.

See you sideways or at the meeting.

What suburb?



HSCCV Stock TORQUE - Martin Carabott

October has crept up upon us already, there's no point discussing what I have and especially what I haven't achieved, because the term "not much at all " seems to get a lot of airtime at this point in time. Our stock reserves are slowly dwindling down, which is a good thing and the next step will be to introduce some new stuff into the equation. I am looking forward to taking possession of our newly acquired and awesome Holden 60th anniversary merchandise, which was kindly donated to the club, as discussed and seen at last months meeting.

On the home front there has been no movement in the VK department, but I have been contemplating a change of power plant, in the form of an alloy engine with a shorter stroke. The VE still chugging along just nicely, after several trips to the dealership to have all manner of things replaced at no charge and still getting used to those monstrous A and B pillars. Also, I bought myself a tow car, for the first time its not a Landcruiser, an '06 Holden Rodeo turbo diesel Crew Cab. All I have to say is that it's light years ahead of old 80, drives like a car, has tonnes of power and now I have three Holdens at home.

Some useless information, a good friend of ours turned 41 on October 15, the 253, which officially started to move along the production line on 15/10/68, the day was officially celebrated with a now famous picture of the first engine surrounded by bunch of very nerdy RFK look a likes sporting thick rimmed glasses, so proud of their creation. I wonder who was thinking...If only we made the thing a little bigger, put a proper carby on it and put it in the right car it might just win us a Bathurst,

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



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Stubbie Holder \$8



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Long Sleeve Shirt \$15



Gloves \$5



Cooler Bag
small \$20
large \$25



Race Suit, Holden Red, from \$440



Editor Torque - Alex

Not much car stuff happening here, still busy with the kids and their school project with the racing trikes.

My mates have been doing better than me this month. One has been working on a GT40 replica for a while and has just got a tick from the engineers. It still needs lots of work to finish it off but he took me for drive. Wow, what a ride, powered by a Falcon Boss 290, it's like a go kart on steroids. I'd love to take this thing on the track.



Another mate has been looking for a while for a nice '59 Caddy. This one came on the market recently and he snapped it up. Very nice ex-wedding car. Still can't get over the fins. What a period of automotive history, when bigger was better, fins and chrome were cool and no one cared about the cost of fuel. I'm glad that cars like these are loved, they really are something special up close in real life.



Talking about the 50's, I often wonder what it must have been like driving back then with a lot less cars on the road. I was going through a 1957 Chevy Drivers Guide, found the following interesting:

Keep in mind, however, that every automobile has the potential to become a deadly weapon as well as a thing of convenience and enjoyment. Many of the features which make your Chevrolet so desirable to own and drive could, if not handled in a safe, intelligent manner, lead to property damage and injury to yourself and others.

So drive your Chevrolet with all the care and courtesy that you would like other drivers to use. Drive carefully and observe all traffic laws. Be prepared to move over and let the "crazy driver" go by. Do not use the power of your Chevrolet to "show him up". Follow all the common sense "rules of the road" and you will find that, as a safe driver, you will get more enjoyment from your new Chevrolet and you will help to make all driving safer for everyone.

deadly weapon, crazy drivers,
hmm things weren't much different, just the fins.

thanks to all that contributed to this months magazine.



Tech TORQUE - Sequential/Staged Injection

We are often asked, "Can I run sequential injection on my engine"?

We are talking about a 4 stroke engine, which is the most common type of engine we are asked about. 2 stroke and rotary engines are a little different.

A little background on 4 stroke engines - 4 stroke engines rotate twice for a full engine cycle. Which means that you must be able to tell the ECU which of the two engine revolutions the engine is currently on. This is usually achieved by having a sensor on the camshaft, or any other system that rotates at exactly half engine speed, and where the sensor teeth trigger a sensor in exactly the same place on every second engine revolution.

So, to answer the question, the answer is usually yes, as most engines have a cam sensor, or a distributor. If they have either of these, the sensor can be used (occasionally with a small modification) to allow the ECU to read that signal to synchronize (SYNC) the ECU to the engine on every second revolution.

If your engine does not have this type of sensor, and you don't feel the advantage of going fully sequential outways the work required to add a cam sensor, then you will not be able to run sequential injection or ignition.

And just to clarify.. you can never run fully sequential injection or ignition on an engine that only has a crankshaft sensor. Your ECU cannot know if you are on the first or second revolution of the engine cycle, and hence you cannot correctly setup the injector and ignition sequencing.

On most performance applications, there is one injector per cylinder. It is usually mounted in the intake runner, and close to the head.

As you probably know, all injectors have a specific flow-rate. The flow-rate is designed to make sure that the injector is correctly sized to the particular engine it is being use on. Correct sizing ensures that the injector can flow enough fuel to match the maximum power output of the engine. It also ensures that the injector is not too large. If an injector is too large for an engine, it will be able to deliver ample fuel to match the engine's power output, but there will be a compromise in idle quality, engine emissions and an increase in fuel consumption because it becomes increasingly difficult to meter the fuel out at lower opening times. It's like trying to fill a cup of water with a fire hose. You can do it, but you may waste some water.

Added to this is that the injector is a mechanical system, which means that even though an electronic device may give it a command to open for 2.01 milliseconds, the amount of fuel may vary from one pulse to the next. This is accentuated more and more as the size of the injector increases.

So, you may be starting to see the problem here. You want a lot of power from your engine, but that means having very large injectors. Larger injectors can lead to the problem I mentioned above. To overcome this, you can run a set of standard primary fuel injectors, and a set of staged injectors. The primary injectors are used all of the time. They are what you use to start the engine, and to run the engine up to reasonable levels of power. But as the level of power increases towards and beyond standard engine power, you can start to introduce the set of staged injectors.

The best way to introduce the staged injectors, is to "blend them in". That means that they just start to flow small amounts of fuel initially, then gradually increase to higher flow levels as demand requires.

Never "switch" staged injectors in. This will always cause a rich spike as they are introduced. It is not good for engine response, fuel consumption or emissions. Seamlessly blend the staged injectors in as the demand for fuel increases. You usually do this by increasing the amount of fuel delivered by the staged injectors as engine load increases, rather than by RPM. This will ensure the primary injectors are mapped in a "normal" fashion and the fuel map will look normal.

Tech TORQUE - Sequential/Staged Injection (cont)

We recommend running the staged injectors sequentially if possible (on 4cylinders and rotary engines this is easy). If you are running a 6 cylinder or 8 cylinder, we recommend that you run your primary injectors sequentially banked by running the injectors in pairs that pulse one after the other. Then, run your staged injectors the same way.

This gives you the most accurate fuelling under all conditions from idle, all the way to maximum power.

Steve.

wolfemail@wolfems.com.au

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