

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



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JANUARY 2010



COMING EVENTS

HSCCV General Meeting
Point Ormond Res, January 25th

FFCC motorkhana practice
Werribee, January 31st

ENJOY YOUR MOTORSPORT

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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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Committee 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. 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 - Vlad Kowal

Greetings fellow club members and welcome to the first club newsletter for 2010. Thank you for electing me as President for 2010. I will do my best to serve the HSCCV this year. It is a club very much based on committee leadership and consultation with members. I don't see this changing in 2010. Well here goes.

I would like to take this opportunity to thank Bruce Lethborg for his 13 years of continuous service to the HSCCV through involvement with the committee. Bruce will be taking a reduced role with the club for a (short) time and he has offered to continue with Membership and Pointscore in 2010.

The Committee have met for the first time this year. We welcome to the Committee for 2010:

President: Vlad Kowal

Vice President: Greg Black

Secretary: Phil Slater

Treasurer: Tamara Dennett

Webmaster: Alex

Membership and Pointscore: Bruce Lethborg

Group 5 and Motorkhana: Frank Rogan

Motor race and rally: Peter Scott

Public Officer (not required on Committee): Ray Cardwell

CAMS State Council Reps: Greg Black

Stock: Martin Carabott

Editor: This position is still vacant.

Classic-Historic registrar remains Richard Wales.

As you can see above, our most pressing need is to find a magazine editor. Currently we have a temporary "caretaker" editor, but we are looking for someone interested in being the editor. We would welcome anyone interested in this role (or anyone willing to share the role) and we would like him or her to start soon. If any members know of anyone or are interested themselves, please let me know.

Meetings in 2010

This year, meeting will begin at 8:00pm sharp at Bell's Hotel, Moray St South Melbourne, and will include regular timeslots for: Motoring Trivia Quiz contests (circulated prior to the meeting), a guest speaker every second month, a technical section for what's new in motor sport, viewing in-car recordings from members in events. Meetings will be divided into administration items and discussion items.

There will be an agenda each month with the same headings/areas for presentation which members can contribute towards (prior to the meeting). Meetings will start with reports, administrative matters, discussion and debate of this month's club issue.

The meetings will commence with brief reports from committee members, an opportunity for questions re the reports, discussion of this month's club issue/concern/long-term planning. Club lotto will be held at the end of the meeting after the official agenda has been concluded. The fines tin will continue. There will monthly door prizes and raffles.

Meetings will be scheduled to conclude at 9:30pm sharp followed by social time and viewing of DVDs brought along by members to share. The Committee felt that some time to socialize with other members has been missing from our meetings lately, and if we finish around 10:00pm that is our pub closing time and time for us to go.

Event Officials

We will still need as many club members to help with events this year. It is the expectation that someone from each membership (individual/family) will be available as an official/helper in events which the club is running solely or jointly with other clubs. The number of events for the year for

President - Vlad Kowal (cont)

which members will need to volunteer is two. This may be raised to three events depending on the club's needs. If a member cannot attend an event for which he or she has volunteered or been rostered on the calendar for, then the member who is unavailable will be expected to arrange a replacement.

To this end I encourage all of our members to take steps to sign up with CAMS as officials. The process is simple and much of it can be completed online.

Club Event Calendar

This year's calendar is being compiled at the moment. We are looking for contributions from members as well. The calendar will be updated regularly with links or attachments which tells them where forms can be found to prepare entry prior to events.

January Meeting – Not at Jell's Park

For a change and to encourage much greater participation, we have moved this year's to Point Ormond (Elwood area) to encourage members to bring families for a play in the playground and possibly go swimming as well. Our meeting is scheduled for January 25th, beginning at 7:30 pm but you can arrive early for a BBQ. If it's a very warm day, someone from the committee will be there early to claim one of the park shelters for the club. You will find the Melway reference for the venue in Tamara's report.

Anne Williams R.I.P.

Our sympathies go out to Dave Williams who lost his wife Anne on December 30th last year. The Holden Sporting Car Club extends its condolences and sympathies to Dave and Anne's family and their children. Her funeral was held on January 4th.

Dave said that her tribute focused on a celebration of her life, her friends and her work as a nurse. Her family in Scotland were able to participate in the funeral through a direct live link and video feed.

Anne's love of Four Wheel Drive adventures and central Australia will be recognized later this year with the scattering of her ashes in her favorite parts of inland Australia.

Secretary - Phil Slater

Welcome back everyone to 2009 I hope everyone had a good Christmas and New Year. Congratulations to all the competitors who won trophies at the presentation night. I was very proud to win the club speed series again as there are some very strong sprint competitors in the club. It was great to see so many club members acting as officials, competitors and helpers who made the Holden/Ford series a success. I enjoyed my stints and hope to do more officiating this year and hope that many of you will also. I have a new road car, a Subaru Forester GT. I've always liked these early model Forester and when I saw one in good nick with less than 100k on it I couldn't resist and am looking forward to doing some motorkhanas in it. I'm looking forward to getting out there and having another fun year of motorsport and social activities.

Phil Slater

Vice President - Greg Black

It's another year and it seems you are stuck with me writing articles yet again. Most of the committee has returned, with a new Treasurer and President. Our previous President retired from the role last year and I would like to take the opportunity to thank Bruce for the time he puts into the club and running events. Our webmaster also retired, so thanks also to Kris for the time and effort put in.

While reading a motorsport magazine recently I discovered a small bit of information that is probably quite important to those who prefer circuit events. The EPA apparently will be monitoring each event at various parts of the track measuring noise. So what's new then? They will now issue \$100 on the spot fine for exceeding the limit and you also be out for the day; no second chance. Dandenong council is also interested in monitoring at Sandown Park. Sadly such a change is nowhere to be seen on CAMS website or 'speedreads' that I have seen (I don't get all 'speedreads' because changing an email address is just too hard!) I would have thought the governing body that is responsible for the interests of motorsport and developing grass roots level might actually have had input into this as well as let the membership know.

While I do not condone or even suggest it is reasonable to exceed the noise limits, I do have some concerns. The measurement of noise is not a straightforward practice. There are many factors that can influence the outcome (atmospheric conditions, surrounding structures), as well as estimation of the 30m distance, multiple cars (which one was noisy?) and then the technicalities. Is the measurement device within calibration, is the calibration certified to traceable standards, is the calibration range sufficient for the range being measured, is the operator trained and using it in accordance with established procedures? Will you get any say in this, I doubt it.

From the practical side, how is anyone supposed to work with such a law, when those measuring the sound won't tell you what readings you got. For example; if you were informed that you were within 1dB you know you are a bit close to the limit and have to do something about it. There is also no practical way of measuring your car before an event (static readings will give you an idea, but the EPA or Council man won't give a stuff about what it was two days ago). If it is a track only car how do you test 'drive by' readings apart from track days? It's a bit like having speed limits but not being allowed to have a speedo. Just drive at what seems like the right speed until someone stops you and hands you a fine (but they won't tell you how much you were over by...).

Make sure your car has good mufflers and cross your fingers. Even better, make sure none of us have cars that are over the limit, the EPA will not make any money and no-one can point the finger at motorsport clubs. We don't want to be seen as noisy law breaking hoons.

On the topic of "noisy law breaking hoons" we need to have better promotion within the community of the benefits of motorsport; many people make a living from motorsport related activities, tourism for regional areas, local businesses as well as driver education. I believe this promotion is part of the role of CAMS, although I don't think they agree. Unfortunately from the bits and pieces I have seen where new motorsport facilities are proposed the general public concept is the Saturday night drag style where we run over people and drive like idiots on public roads. Objections are usually based on noise and general lawlessness.

The reality is far from truth, I have not met anyone in this sport who is happy to go out and crash their car and put officials lives in danger. Even when overtaking or sprinting close together there is always the "gentlemanly" space given and no-one is shunted off. For sprint cars we generally have put in enough of our own time and money the concept of willfull destruction is just plain stupid (why would we do that?). The added level is we run under organising authorities, with observers and reports of silly behaviour. Any first timers who may get over enthusiastic will have a quiet chat with the Clerk of Course. In my time at sprints (far too long to remember) I have only seen one driver ignore this at one event and he scored a ban from entering for it.

Vice President - Greg Black (cont)

What we need is CAMS promoting the sport to the general public from two perspectives, one being to get new people into the sport and the other is to differentiate and raise general public respect/profile for our sport. The ad in the CAMS manual is a really good start (page 2-6 for those who already have one), however the problem there is expected audience. If you have a CAMS manual you are already in the sport, the general public won't read a CAMS manual (not many motorsport people will read it either!!).

Late in 2009 there was an extraordinary meeting for CAMS State council (I know it has a new name, but I can't remember it). There were many people there and the basic reason appeared to be a vote of no confidence in CAMS, and motion for resignations. Initially it was very difficult to determine a club position on this because as the club rep I had not been invited to any of the CSC meetings (I could not get my details into the system and just didn't get anything) so I had no background or history from previous meetings. The second problem was I had no real indication of the club standing as whole. I did have a general mood from previous discussions in club meetings, but that is a small subsection of the club and may not necessarily be the majority opinion. The very summarised outcome for the night was many points were presented, some rather emotively/passionately, with some rather confronting statements towards CAMS president ('thanked him for attending but would have preferred he resigned before the meeting'). Some points were very valid and I would liked to have seen this covered more but it just did not seem to be developed properly (eg future facilities for events given venues keep closing down). Other points were covered extensively while, in my opinion, were not important (eg CAMS employees no longer get free licences). I think I missed the point on that one, because I don't understand why that is important to us. The one thing that did come out of the meeting is CAMS took a beating and got to see and hear a lot of unhappy people. Probably the best response came from Andrew Papadopoulos where he said to judge him by his actions over the next three months. Amid all the arguments and defences that was good, because there was no "it's not my fault" crap that politicians are good at. It sounded like acceptance of responsibility and a challenge taken. I don't think this is over yet, and expect further instalments (if I actually get notified of the meetings....)

Please note this is quick feedback/information only and not a full report by any stretch; it is not intended to be a full report for you to assess things by and does not cover 10% of the night. I understand there are transcripts and more details available which I will try and get hold of. If you want more feedback please email or speak to me at the clubnight.

We seem to be having some problems with the email address for holdenclub not working, so until this is fixed you can email me on vk4987ss@virginbroadband.com.au (I know I don't have a VK SS, but I can dream!)

Anyway, that's enough said for this month. I hope to see you at motorkahana's, sprints, social events or clubnights! I would also be happy to attend a rally as well for the rally inclined members (just let us know when and where they are).

Cheers

Greg

Treasurer's Report - Vlad Kowal**Happy New Year fellow club members!**

Balances in Holden Sporting Car Club Account Jan 14 th 2010	Amount \$
ANZ BANK BALANCE	9003.16
ING BALANCE	22895.73
* Balance	31898.89

Welcome back fellow club members. This is my last report as Treasurer. I welcome Tamara Dennett as the new Treasurer for the club and I look forward to working with her on the committee. We received a cheque from Ford Four at the end of 2009 for just over \$6500 which finalized our joint event arrangements for 2009. It has been a worthwhile and productive year sharing joint responsibility for the Holden/Ford series. We will be meeting with the Ford Four committee soon to discuss any arrangements for this year.

The figures above have been kept simple as there has been no expenditure since last year and the only income was the distribution of HSCCV's share of the two Sandown events last year mentioned above.

In 2009 we made a small profit from Motorkhanas and losses in the Haunted Hills Hillclimb and one sprint event at Winton.

This year, the Committee discussed raising membership fees to \$50.00, but this will only apply to new memberships after the end of this year. We didn't feel an urgency to raise fees higher.

Having achieved our target for 2009 for our bank balance we have set a new target of \$40,000 by the end of 2010 but this is also with the proviso that we use it to make some progress towards our longer term goal of finding a suitable piece of ground to begin some of our motor sport club activities (Motorkhana / Autocross).

As a Committee, we have made a commitment towards taking direct control over the HSCCV website as soon as possible and paying for the upkeep of the domain registration and the website updates.

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's Report - Tamara Dennett

As I sit down to write this, my first magazine article as treasurer, I have discovered the first task of this job and probably the most important of the role is to be able to type "Treasurer of Holden Sporting Car Club Vic", and make sure I can spell the words correctly. Seems like a simple task but the first time, well; and the second, worse; and thirdly finally I got it right! So now that is done, time to introduce myself.

For those who haven't met me or know me yet, my name is Tamara Dennett. Amazingly I only joined the club in June 2009 just before the Deniliquin weekend. I was introduced to this club and Motorkhanas by Frank Rogan. We both went to the Deniliquin event before heading off on our adventure trip to Canberra and home via Sydney - but you have already read that story! I drive a 1998 1.5L Manual Mazda Metro which I have owned since new. I participate in Group 5 and the VMC rounds of Motorkhanas, and having an absolute blast of fun doing it.

I would like to take this opportunity to thank the club for being so warm, welcoming and supportive to me. I was honoured to be asked to take this position so early in my membership.

This is my first magazine article for the year and I haven't yet seen the books. I will have more to report for the meeting and the next magazine article. According to President Vlad we have received an outstanding cheque from Ford Four Car Club recently, so we have a healthy bank balance of approximately \$32,000. Vlad has prepared his final report for this magazine.

I believe 2010 is going to be a great year for the club as I am learning how to go sideways (I will master that this year!) the club will continue to move forward.

So I'll see you all either in the dust or at the next meeting.

Until next time, take care and stay safe.

See you all at Point Ormond on the 25th January for our Club BBQ; look for the Holden flag attached to a Kite, near the corner of Marine Parade and Shelley Street, Melway 67 A 3.

Regards

Tamara Dennett

Executive TORQUE - General Meeting Minutes**Minutes of Holden Sporting Car Club of Vic. Inc.
November Annual General Meeting, Bell's Hotel – 23/11/2009**

PRESENT: as per attendance book/sheet

APOLOGIES: Bruce, Alex, Troy, Ian, Michelle, Amelia

Meeting Opened: 8:20pm, minutes M: Glenn, S: Mal

PRESIDENT: NA

VICE PRESIDENT: Ford/Holden series summary - financially successful - 12 minute sessions not working
Meeting attendance occasionally poor
M/K & social events successful

SECRETARY

Incoming Mail Oct Nov 2009 :

Flyer from Bairnesdale Motor Expo, Secretary inform members and file
Receipt from Werribee M/K, Treasurer to file
Flyer from Endeavour Hills Car Show, Secretary inform members and file
Receipt from Gippsland CC, Treasurer to pay
Flyer from Holden Day, Secretary inform members and file
Flyer from Phillip Island Historics, Secretary inform members and file
Flyer from Gippsland CC, Secretary inform members and file
Flyer from Shannons Auction, Secretary inform members and file
Magazine from FFCC, Secretary inform members and file

TREASURER: \$28,000 approx, report on year

EDITOR: NA

MOTOR RACE & RALLY: NWRC Loeb Won, 888 won again, Tasman motorsport folding

SOCIAL / SPECIAL EVENTS: Christmas Party 5th Nov

GRP5/MOTORKHANA: Report on year

WEBSITE: Report on year, standing down next year

STOCK: report on year

MEMBERSHIP / POINTSCORE: NA, 152 members, trophies - female speed ?, most improved ?, rally, rookie

CAMS STATE COUNCIL: Greg notified CAMS 2 years ago that he is rep

PUBLIC OFFICER: NTR

GENERAL BUSINESS: Mt Buller Sprint, cars for sale, safety of plastic cars

MEETING CLOSED: 10:15pm

Calendar TORQUE - Club Calendar 2010

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

<i>January</i>	
25	HSCCV General Meeting - Point Ormond Reserve (Melway 67 A 3)
31	Practice motorkhana, Werribee, FFCC
31	Holden Day, Flemington Racecourse
<i>February</i>	
8	HSCCV committee meeting
14	PIARC, Grp 5 sprint, Phillip Island
15	HSCCV print night
21	CRBCC, Grp 5 motorkhana, Tooradin
22	HSCCV General Meeting - Bells Hotel
28	TCCA, VMC 1, motorkhana, Werribee
<i>March</i>	
8	HSCCV committee meeting
14	HSCCV/FFCC, Grp 5 sprint, Holden v Ford challenge, Winton TBC
15	HSCCV print night
19-21	Phillip Island Classic
22	HSCCV General Meeting - Bells Hotel
25-28	Aust Grand Prix
<i>April</i>	
12	HSCCV Committee Meeting
18	VMCi, VMC Rnd 2 motorkhana, Werribee
19	HSCCV Print Night
24	FFCC/TCCA, Grp 5 motorkhana, Werribee (Saturday, twilight)
26	HSCCV General Meeting - Bells Hotel
<i>May</i>	
2	PAC, VMC Rnd 3, motorkhana, Pakenham
10	HSCCV Committee Meeting - Bells Hotel
16	HSCCV/FFCC, Grp 5 sprint, Holden v Ford challenge, Sandown TBC
17	HSCCV Print Night
23	HAC, VMC motorkhana, Avalon
24	HSCCV General Meeting - Bells Hotel
<i>June</i>	
6	FFCC/TCCA, Grp 5 khanacross, Werribee
14	HSCCV Committee Meeting - Bells Hotel
20	HAC/CRBCC/TCCA, Grp 5 hillclimb, Haunted Hills
21	HSCCV Print Night
27	DSCC, VMC motorkhana, Deniliquin
28	HSCCV General Meeting - Bells Hotel
<i>July</i>	
12	HSCCV Committee Meeting - Bells Hotel
18	NCCA, Grp 5 sprint, Sandown
19	HSCCV Print Night
25	HSCCV/FFCC, Grp 5 sprint, Holden v Ford challenge, Sandown TBC
26	HSCCV General Meeting - Bells Hotel
31	MUCC, VMC motorkhana, Bendigo

Calendar TORQUE - Club Calendar 2010

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

<i>August</i>	
9	HSCCV Committee Meeting - Bells Hotel
15	NCCA Grp 5 motorkhana, Tooradin
16	HSCCV Print Night
22	PIARC, Grp 5 sprint, Phillip Island
22	PCCV VMC motorkhana, Warragul
23	HSCCV General Meeting - Bells Hotel

<i>September</i>	
12	HSCCV/FFCC Holden v Ford challenge, Sandown
13	HSCCV Committee Meeting - Bells Hotel
18	BCC, VMC motorkhana, Bendigo
20	HSCCV Print Night
25	FFCC/TCCA, Grp5 motorkhana, Werribee
27	HSCCV General Meeting - Bells Hotel

<i>October</i>	
3	HSCCV, Grp5 motorkhana, Werribee
11	HSCCV Committee Meeting - Bells Hotel
15-16	Australian Motorkhana Championship, Bendigo TBC
16	Special Event – Oran Park
18	HSCCV Print Night
25	HSCCV General Meeting - Bells Hotel
31	HSCCV, VMC motorkhana, Werribee

<i>November</i>	
2	HSCCV/FFCC Holden v Ford challenge, Sandown (Cup Day)
8	HSCCV Committee Meeting - Bells Hotel
14	PIARC, Grp 5 sprint, Phillip Island
15	HSCCV Print Night
21	FFCC/TCCA Grp 5 khanacross, Werribee
22	HSCCV AGM - Bells Hotel
28	HAC Interclub motorkhana, Warragul

<i>December</i>	
TBA	HSCCV Christmas Party & Presentation Night Cresco Park Warrandyte
12	Motorkhana, Grp 5 spare



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Hi everyone,

How was your Christmas break and New Year? Get much done on your race cars? Don't feel bad, I get the idea that many of us got very little done; there were too many parties and other stuff to do...Welcome to the first publication of our magazine for 2010. Welcome to our newest committee member as well, Tamara Dennett. She has after only 6 months decided to take on the important role of Treasurer. The Committee has gotten together this year and we have some decent plans for the club in 2010. I'll let others write about that. As I still have to write something, our stand-in editor (or should that be standout editor?) gave me the idea to write about Starions and Bathurst... so here is something that I hope you enjoy reading...

Wishing you all a great year of fun and friendly competition. We have a new venue for this month's meeting so make sure you take down those details. As per my typical catch-cry, see you sideways or at the meeting.

Starions, Bathurst and some of the things that really went on...

The move from stock standard Group E to the new Group A category for Bathurst 1984 was a big step for the Mitsubishi Starion. At the instigation of Kevin Bartlett, Mitsubishi Motors under the Ralliart banner threw in its lots with the heavyweights in an attempt to develop a competitive turbo car in the new class for 1985. The job of making the Starion competitive was a big one for Bartlett, especially as it would have to be an all-Australian effort - he had the factory door open to him in Japan via Tonsley Park in Adelaide, but the only place Group A Starions were raced was in Europe, and that effort was no more advanced than Bartlett's Bathurst 1984 exercise. Most of Mitsubishi's competition efforts have been aimed at rallying, until then. Two of the smart Starions were at Bathurst - Bartlett's # 66 works car and Greville Arnel's # 68 vehicle. Bartlett's looked the same as his Group E car, but was actually a brand new left hand drive car built to Bartlett's order in Japan, after Bartlett and Mitsubishi's John Grant visited the factory in Japan to discuss the race project and what assistance was required. The car was ordered to LHD European specifications partly because the brake ancillaries and turbo-charger are on opposite sides (more accessibility for the turbo and cooler running for the braking system) and partly because Bartlett got used to LHD with the big Camaro and open-wheelers before that. When the road car arrived in rally man Bob Riley's workshop in Sydney in time enough before Bathurst 1984 for Bartlett and his team to strip it and build it to full Group A racing trim. Despite some supply delays, the racing bits sourced from Japan and Europe were fitted, while Sydney's Steve Knott built Australia's first Group A Starion engine, which was rated at 250 hp. Greville Arnel's Starion was his Group E car upgraded to Group A specification but running very close to standard in most departments. The car was re-built by Frank Lowndes of Miami Mitsubishi on the Gold Coast, with some advice provided to Arnel by Mitsubishi in Adelaide and also from Bartlett's Ralliart team in Sydney. The suspension was done by Jim Hunter in Sydney, but was kept at the normal rideheight rather than dropping it to Group A level so early in the car's life. Brakes and a 1:1 five-speed gearbox matched those of Bartlett's Starion. The re-built Group E engine was in mild trim only and after being re-worked at Northern Tuning in Melbourne produced about 200 bhp.

The 1984 James Hardy Bathurst 1000 results were Brock & Perkins taking the win in Car # 05 with Harvey & Parsons 2nd in Car # 25 which was also the 2nd of the Marlboro HDT VK Commodores. Kevin Bartlett and Peter Fitzgerald's car # 66 went out after just 27 laps with a broken diff, and the Greville Arnel/Lyndon Arnel Starion completed only 95 laps on the day after qualifying 54th on the grid.

The 1985 James Hardy Bathurst 1000 was the year that Goss won in his Jaguar XJS and Brock's engine expired just laps before the end of the race. That year generally wasn't a good year for the Starion, even though it had shown promise. John Grant, Ralliart team boss (1983-1986), was running the Moore/Delcott semi-works Starion (Kevin Bartlett's own racecar) which was plagued with electrical problems. It was playing up on the Friday and it wouldn't rev out on the dyno. Bob Riley and Steve Knott took it for a run out of Bathurst on the Friday night with one sitting in the rear of the car and a few of them trying to keep up with it in a hire van.

Club TORQUE - Motorkhana and Group 5 - Frank

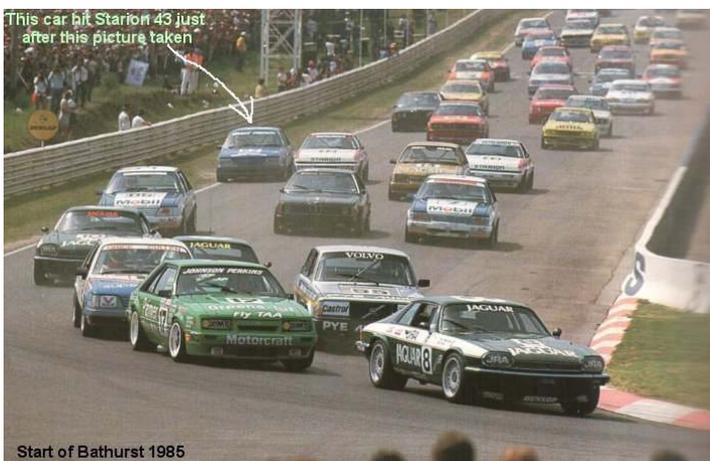
They finally had to withdraw their entry after not being able to find the fault by qualifying on the Saturday. It qualified as good as last and was parked right next door to what became known for time to come as 'Fort Ralliart'. Here is a picture of that car:



Kevin Bartlett got into this gold car to see for himself at one stage what the problems were. He came back into the pits after 1 lap and 'jumped' the Starion into the air off the speed hump in pit lane and absolutely destroyed a front strut. He was very upset with that car!

On raceday in 1985 the only notable finish was that of Kevin and his co-driver Peter Mackay who came 9th overall and 2nd in class B (2000-3000cc) after qualifying 13th on the grid with the # 42 Ralliart Starion. Greville Arnel and Andrew Harris didn't really have much pace in car #51 and came 19th overall, with a 4th in Class B after qualifying 48th fastest.

Things generally didn't improve for any of the other Starions over the course of that Bathurst weekend, particularly for car # 43. The Brad Jones/Peter Fitzgerald car got crashed into by a VK Commodore (what a surprise!) on the first lap and didn't finish after starting 14th on the grid. Peter was actually crying he was that disappointed!



Club TORQUE - Motorkhana and Group 5 - Frank

The Melbourne Clutch and Brake Service entry of Brian Sampson & Garry Waldon only got in 117 laps in their Starion.

In 1986 John Grant's crew became a Mitsubishi works team, they had a decent budget to play with and a huge mansion they stayed at for the Bathurst weekend. Back then it was something like \$30,000 for a Ralliart motor! There was some serious "flying" in the qualifying sessions with top speed records being broken. 1986 was the only year Brad Jones qualified really well, he put down a 2.18 in the Friday afternoon session but qualified 10th in the Top 10 shootout with 2.35. (In 1985 he qualified 14th with a 2:24, in 1988 he qualified 27th with 2:27) Here is the relevant page from the 1986 yearbook showing that he was indeed the fastest that year with a speed of 269km/h down Conrod Straight:

Perkins had a fuel pressure problem and recorded a 21.22, seven-tenths better than the Quester/Ravaglia BMW.

The Friday afternoon session was the "real" one, and Allan Grice absolutely blitzed 'em. Using a set of Dunlop Kevlar qualifiers he became the first man to set a 100 mph (161 km/h) lap at Bathurst in a Group A touring car, repeating his effort in a Group C car several years ago.

Grice's best time on the Kevlars was 2:16.16, a second quicker than he's been able to do on Yokohama qualifiers but still another second better than the next man, Dieter Quester. Fury got down to an 18.68, Johnson 18.84, Jones 18.91, Perkins 19.39, Richards 19.53, Bowe 19.58, while Scott and Crosby did not improve. Brock, of course, didn't go out for this session as his car was still undergoing repairs. Nevertheless, his first session time was still second fastest!

Some of the maximum speeds recorded on Conrod were interesting. Fastest of all was the Jones/Nakaya Starion with 269 km/h (167 mph), then Grice (267 km/h), Bowe (264), Goss (261) and most of the better Commodores around the 260-262 km/h mark. It makes an interesting comparison to the Group C days. In 1984 John Goss' Jag was fastest on Conrod at 277 km/h or 172 mph... there's not a lot in it.

So it was left to Scott, Grice, Fury, Perkins, Bowe, Johnson, Crosby, Richards, Quester and Jones to fight out Hardie's Heroes for the top 10 grid positions. Brock's Commodore wasn't yet ready so 11th fastest Crosby got a run, Brock and Moffat being forced to start from 11th grid position on race day. For the first time there was no Holden Dealer

Team car in the "lap dash".

"Hardie's" was reduced to a single lap this time, which took a lot away from the excitement of the occasion and in many people's minds made it even less worthwhile than usual. When the dust settled, Gary Scott emerged on top, his time of 2:17.16 in the Skyline winning him the trophy and money that goes with pole at Bathurst. Like most of the others, Scott complained of being unable to get his tyres up to proper working temperature, despite the Nissan team having F1-style tyre-warming blankets at their disposal.

Allan Grice missed pole by just 0.08s, the Sydneysider deciding to stick to his sponsor's brand — Yokohamas — despite knowing they were a bit slower than the Kevlars. Fury got his Skyline operating to record third-fastest 2:19.04 ahead of Perkins (19.43, despite that nagging fuel pressure problem which limited him to 5000 rpm on the straight), Bowe (19.59), Johnson (19.80, nursing a damaged ankle after tripping over a tent peg), Crosby (20.37), Richards (20.75), Ravaglia (20.95) and Brad Jones, who aborted his run after deciding it wasn't worth risking clouting a wall on cold tyres (35.96).

Further back, Harvey and Lowe had qualified 13th, the Willmington/Janson Jaguar 14th, Denny Hulme and ski champion Franz Klammer 23rd and John Goss 26th. The best of the 2-litre cars was the Smith/Price Corolla, 49th fastest with a 2:31.74, while 59th and last place was occupied by the Gordon Mitchell/Allan McArthur Fiat Uno, a car which had failed to record an official time but was allowed to start after it ran some acceptable laps in the Saturday afternoon untimed session.

Brad's car was forced to run on old cold tyres which the car was not set up for. It got to the end of mountain straight and nearly flicked into the wall, John Grant told Brad to back off and save the car for Sunday. There was rumour of turbo failure, not the case. In the morning practise session on Friday Brad had a major spin through without hitting a thing, it went around 3 times and across the sandpit back onto the track. The car was full of crap when it got back to the pits and Brad was needing a toilet urgently!!

What is not written in either 'Race Year' or 'Bathurst' books was that in the morning warm up on Saturday before the top 10 shootout that the car did reach 286kmh. It was running slightly higher boost levels than the Friday and also had 'tweaked' (okay, completely illegal) machined housings for a 'special HKS/Ralliart turbine center. The HKS engineers on the Friday night at a Bathurst machine shop sat on a huge lathe and machined out the housing, supposedly the intake. This set up was for qualifying and from the 'chat' within the team they reckoned had pole position in the bag (In the Bathurst book Brad talks about the scrutineers not allowing the qualifying Yokohama rubber to be used as it was too wide when measured on the car but did fit in the measuring gauge off the car). After a lot of 'legal' discussions it was found that the car was able to use the rubber but by then it was too late and the golden moment had passed. The car was on track to do mid 16's, pole was a 17.16 by a Skyline! The gearbox was the real limiting factor and the box for the car on Friday and Saturday morning was a 'special' order - very special internally!

So there was some serious cheating going on in those years, The Mitsubishi team was having a go as did every other car in the top 10. From running with acid etched panels to thinner glass or in the case of the Holdens - with specially stamped panels made from a composite alloy. The Skylines were running high strength Nismo blocks and specially cast heads. The Jaguars were such unique and rare cars that that'd it be very difficult to pick anything, and further to that, who would be stupid enough to pick a fight with Tom Walkinshaw in the first place? Then there was the Schnitzer BMW'S and the Egginberger Sierras in 1987 (1st and 2nd then disqualified for wheel arches) not to mention at times the turbos Dicky ran: the non-pressed wheels type. Peter Perfect had about 5 Commodores for the scrutineers to pick from when they turned up to his workshop after the race where he had both screens pushed out! Do you really believe that the car failed? No, it was to escape scrutineering after the race. As a non-finisher the car was not impounded so nobody would know - sponsors got what they wanted, Brocky (one of my heros) did the underdog thing against the big money Sierra teams. So call it cheating or stretching the rules but the fastest official speed down Conrod at that stage was a Starion without the big turbo and the fastest speed unofficially down Conrod with a little assistance was the same car!

Also keep in mind the chase was built in 1987, shortening the old Conrod straight. This record stood until Dick Johnson's Sierra's turned up, where it's speed was nearing 290. Then in 1991, the qualifying pace of the GTR's on race weekend was just under 300km/h.

The Starions were at the peak of their development given the homologation regs, with the only improvements being the quick fitment/removal of the turbo charger in case of failure and a high flow European intercooler which had the same physical dimensions of the one in use (Not sure if it was actually a performance gain or an improvement in temperature control). The injectors prevented it from being any quicker. The 'Dulux' Starion (ex factory car) finished 5th outright a few years later (By then it was the JD model which from factory was running on ULP with much less power) and its greatest strengths were it's handling (something Brad Jones had said - "nobody could touch us across the top of the mountain - and if the turbo and gearbox had held together, there wasn't too many that could keep up down Conrod either!)

In 1986 the James Hardy Bathurst 1000 ended up being won by Grice and Bailey in the Chickadee VK Commodore, followed by Harvey and Lowe in their Mobil 1 HDT VK, with the Peter Jackson 2L turbo Skyline third. Johnson was 4th and the Brock/Moffat team came 5th. Turbo charged cars were starting to show that they not only had the pace but could perform reliably as well. Brad Jones got 61 laps out of his # 53 Starion after qualifying 10th before the gearbox gave up the ghost (pretty much as predicted). Interestingly Brad's Japanese co-driver Akihiko Nakaya learned to drift the car through forest elbow and can be seen on

<http://www.youtube.com/watch?v=UfFzkzia2rU>

1987's Bathurst saw Brock finish first from 20th on the grid followed by the two Peter Jackson Skylines after the 2 Sierra RS 500's were disqualified. Jim Richards BMW M3 came in 4th, followed by Gary Scott and Nakaya's Ralliart Starion after qualifying 23rd with a time just behind Brock's. The Starion scored them a 4th in Class and 5th outright. That year both of Johnson's Sierra crashed out in qualifying.

Mitsubishi moved it's focus progressively back towards rallying in the mid 80's and had developed a 4wd version of the Starion which won Group A World Rally Championships and Asia Pacific Rally Championships in 1987 and 1988. Around this time the company was preparing production 4wd turbo cars based on the Galant and with the Starion having been around since 1982, it spelled the beginning of the end of their interest in circuit racing. The car still performed well for many years afterwards in "improved production" type racing.

Club TORQUE - Motorkhana and Group 5 - Frank

Yokohama 300, Winton, 16/11/86				150laps
Pos.	Driver(s)	Car	Laps/Time	Qualifying
1.	Des Gibbs/Denis O'Brien	Starion	3-22:32.9	1:13.9
2.	Richard Whyte/Mark Stewart	Starion	3-23:19.6	1:13.7
3.	Peter Fitzgerald/Allan Grice	Starion	3-23:23.6	1:13.7
4.	Kevin Bartlett/Brett Forbes	Starion	3-23:25.1	1:13.5
5.	Bradley Jones/Steven Gall	Starion	148 laps	1:13.9
6.	Ross Burbridge/Terry Kratzmann	Starion	147 laps	1:14.7
7.	Mal Rose/Ken Douglas	Commodore	147 laps	1:14.4
8.	Chris Clearihan/Ian Stewart	Starion	147 laps	1:14.1
9.	Gary Cooke/Adrian Engelen	Mazda RX7	146 laps	1:15.1
10.	Michael Preston/Garry Waldon	Commodore	146 laps	1:14.5
11.	Ian Green/Phil Alexander	Mazda RX7	146 laps	1:15.6
12.	John Phillips/Paul Grim	Commodore	145 laps	1:15.0
13.	Kent Youlden/Brett Youlden	Commodore	145 laps	1:13.7
14.	Grenville Arnel/Chris Lambden	Cordia	145 laps	1:17.1
15.	Henry Draper/Lindsay Siebler	Suzuki	145 laps	1:17.1
16.	Ron Ison/Peter Finlay	Mazda RX7	145 laps	1:15.8
17.	Allan Springett/Noel Delforce	Commodore	144 laps	1:16.7
18.	Peter Granger/Gerard Murphy	Commodore	144 laps	1:16.3
19.	Graham Smith/Clyde Lawrence	Commodore	143 laps	1:16.1
20.	Geoff Newton/Ron Bunker	Commodore	143 laps	1:14.7
21.	John Bourke/Drew Price	Supra	143 laps	1:15.1
22.	Bob Nelson/Arthur Latta	Celica	142 laps	1:16.0
23.	Greg Zink/Stephen Evans	Commodore	141 laps	1:17.7
24.	Tony Nicastrì/Eian Poustie	Laser	141 laps	1:19.4
25.	Lindsay and Malcolm Sterniken	Commodore	141 laps	1:17.1
26.	Peter Brierley/Col Goldie	Commodore	140 laps	1:16.9
27.	Geoff Fickling/Ian Edgar	Laser	134 laps	1:19.8
28.	Hugh Grieve/Ken Zinner	Commodore	134 laps	1:16.8
29.	Ken Grindrod/Roland Hill	Commodore	128 laps	1:15.4
30.	Steve Williams/Terry Finnigan	Laser	126 laps	1:17.5
31.	Rod Smith/Craig Joel	Laser	122 laps	1:19.9
DNF	Leo Geoghegan/Tony Greig	Starion	147 laps	1:14.1
DNF	Barry Jones/Terry Bosnjak	Commodore	115 laps	1:15.6
DNF	Geoff Munday/Grant Munday	Commodore	40 laps	1:17.1
DNF	Lou Renato/Ian Cruise	Pulsar	31 laps	1:19.0

Fastest Lap: Richard Whyte, 1:15.5

Source: Various starion forum members, particularly Steve, son of Mitsubishi Qld State Service Manager, http://homepage.mac.com/frank_de_jong for Bathurst results.

Club TORQUE - Membership/Point score

2009 Club Presentation

December 2009 club presentation night was held at Cresco Park Warrandyte. The weather was fine and a small group of members turned out for a night of social chat and review of '09 with some of the truth being different from the fact but, hey, why let the truth get in the way of a good story.

The club champion for 2009 is Frank Rogan.

This is the third year Frank has won the trophy through consistent placing in events and participation in club events as a helper.

Clubman of the year 2009: Glenn Mason and Michelle Lacchiana

The award was shared for the first time as both Glenn and Michelle put in a lot of work to make the Oran Park a great experience for all who went along

Rookie of the year 2009: Tamara Dennett

Tamara joined the club in June this year and started competing in motorkhanas straight away and secured third in ladies class in the Victorian Motorkhana Championship and third in ladies class in group 5. A great effort indeed

Dip Stick award 2009 Wayne Paola

For a strange electrical problem solved by turning on a switch. At Winton, Wayne's car had no electrics and after searching for some time it was discovered that the isolator switch had been turned off when the car had been put on the trailer by his son Chris. After the switch was turned on everything was sweet.

Closed Speed award 2009 Phil Slater

Phil scored the most points in speed events in 2009 in the VXSS. Well done Phil.

Club TORQUE - Membership/Point score

2009 Club Presentation (cont)

Closed Motorkhana 2009 Frank Rogan

Frank competed in almost every VMC & Group 5 event and scored well in most.

The final presentation of the night was a special one. The committee awarded a life membership to Bruce Lethborg for his services to the club.

Name	Tot Evnts	ELIGIBLE EVENTS			
		NO EVENT NAME	DATE		
Frank ROGAN	190 26	1 AGM MEETING	24/11/2008		
Bruce LETHBORG	149 21	2 G5 KHANACROSS	30/12/2008		
Wayne PAOLA	119 18	3 JAN GENERAL MEETING	26/01/2009		
Philip SLATER	116 16	4 VMC 1	15/02/2009		
Peter STEWART	98 16	5 WINTON SPRINT	22/02/2009		
Vlad KOWAL	80 10	6 FEBRUARY MEETING	23/02/2009		
Malcolm CARDWELL	75 12	7 G5 MOTORKHANA RND 1	01/03/2009		
Julie STOKES	74 13	8 PI HISTORICS	15/03/2009		
Greg BLACK	74 13	9 VMC 2	15/03/2009		
Glenn MASON	72 12	10 MARCH MEETING	23/03/2009		
Kristofer LETHBORG	72 12	11 G5 KHANA RND 2	05/04/2009		
Kim MCCONCHIE	68 9	12 SALE YARD DASH	11/04/2009		
Chris LOXTON	66 10	13 APRIL MEETING	27/04/2009		
Tamara DENNETT	61 9	14 VMC 3	03/05/2009		
Russell SMITH	55 7	15 VMC 4	23/05/2009		
Ian SMITH	55 10	16 G5 KHANA	23/05/2009		
Steve JONES	55 8	17 MAY MEETING	25/05/2009		
Kylie KASTELIC	52 9	18 JUNE MEETING	22/06/2009		
Alex CHIANTA	51 9	19 VMC5	28/06/2009		
Stephen CRUPI	50 8	20 SANDOWN SPRINT	12/07/2009		
David LE MOTTEE	48 6	21 VMC6	12/07/2009		
Micheal BUDGE	45 6	22 JULY MEETING	27/07/2009		
Ray SEYMOUR	44 5	23 G5 MOTORKHANA RND5	02/08/2009		
Steven GALLAGHER	41 5	24 SANDOWN SPRINT	10/08/2009		
Ray CARDWELL	36 7	25 VMC7	23/08/2009		
Jason PERCY	35 6	26 WINTON SPRINT	23/08/2009		
Peter SCOTT	32 5	27 G5 KHANACROSS	24/09/2009		
Colin HEAL	31 4	28 HILLCLIMB	27/09/2009		
Peter DIXON	30 4	29 OCTOBER MEETING	26/10/2009		
Aaron GALLAGHER	30 4	30 SANDOWN SPRINT	03/11/2009		
Martin CARABOTT	30 5	31 VMC 9	08/11/2009		
John GRIFFITH	28 3				
Andrew HOLC	28 3				
Shaun EAST	26 4				
Daniel HOLC	26 3	Maxi STOKES	15 3	Mark ABELA	6 1
Antonia FITZPATRICK	25 4	Rick EDWARDS	13 2	Matthew ABELA	6 1
Ken SCOTT	25 4	Monique LE MOTTEE	12 3	Stephan MUIR	6 1
Chantelle MCCONCHIE	24 3	Michelle LACCHIANA	11 2	Mark LOMAS	6 1
Robert SEYMOUR	23 4	Ron KLIEN	10 1	Jake HARKER	5 1
Irene LE MOTTEE	23 4	Jarrold SANFILIPPO	10 1	David HARVEY	5 1
Jeremy WATT	21 4	Craig PATTERSON	10 1	Simon FITZPATRICK	5 1
Evelyn CRUPI	20 3	Lachlan MCCONCHIE	10 1	Jan SMITH	5 1
David GRIFFITH	19 3	Amelia SLATER	10 1	Julie STEWART	5 1
Brenton SMITH	18 3	Richard WALES	10 2	James STEWART	5 1
Mark KAKOURI	18 2	Shane WOODMAN	8 1	David WILLIAMS	5 1
Andrew D MORRIS	16 2	Alan DAVIES	7 2	Geoff PATTERSON	5 1
Larry MERIFIELD	15 2	Paul YOUNG	6 1		

Webmaster Torque - Alex

Greetings for the new year. Well looks like I've got a new challenge for the year, webmaster. Now I've never done this before but I figure with some books, plenty of time and some trial and error I can work it out. This will take time, so we need your patience until I get the hang of it.

As we don't have an Editor, I've also had to prepare the magazine. If you can help us out, we'd really appreciate it, it's not that hard, just takes some time. You basically cut & paste into previous magazine, some formatting, create a PDF and email it out.

The first step with the website will be to update the calendars and upcoming events. Keep in mind some events haven't been confirmed, dates and events may change. The next step, update the club cars. Now I'm not keen on advertising rego plates and surnames, so it will be the norm to remove them from the website, unless requested to do otherwise.

Hope you've had a chance to catch up with those odd jobs on the car over the break. I've been having a go at body repairs with my old bomb, actually looks good (from a few metres back). Hope to see you at the general meeting.

**Trading TORQUE**

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

VK Calais wheels, 15" alloy, \$50, contact Ray, 9878 7148

HSCCV Magazine, back issues, free, contact editor

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

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



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Tech Torque - Setting up for a Great Idle

Sometimes people talk about an idle control system, whether it be a stepper motor, or a pulse width modulated solenoid, as if it can overcome fuel and ignition tuning issues. **BEFORE** you start playing around with the idle control system on your ECU, you must make sure that the engine will idle as well as you possibly can, without the idle control system taking control.

Let's talk for a minute about the most basic concept on how to setup your fuel and ignition maps so that you have the best chance of having a stable idle, even under varying load conditions such as when you turn the headlights on, or when the A/C comes on.

Let's say for example that your engine idles at 20% load at 1,000 RPM. If your engine goes to stall, the RPM will drop and the load will increase. So, you need to increase the amount of engine torque generated as the engine begins to slow down. This will then try to increase the engine speed, and hence will stop the engine from stalling.

How do you do this? Let's say that at idle (20% load and 1,000RPM) your ECU is delivering 3ms of fuel and 10 degrees of ignition timing. We will assume the engine is running at an air fuel ratio of 14.2:1. As the engine starts to slow down (increase in load and decrease in RPM), you want to increase the amount of torque the engine is producing. So instead of 10 degrees of ignition timing, you might have 13 degrees at 875 RPM. This will increase the amount of torque the engine is producing and the engine will try to speed up. As it speeds up it returns to the 20% load and 1,000RPM point where there is slightly less engine torque, so it will begin to slowdown again.

The idea is not to have the engine cycle faster, slower, faster, slower. The idea is that the engine ends up "sitting" on this new torque slope. Even though it may actually be going faster, slower, faster, it may only be doing that by 20-50 RPM, you won't notice that.

You can do the same thing with fueling, giving a little extra fuel as the engine slows down will increase engine torque, and help keep the idle stable. Don't make these fueling and ignition slopes too steep, otherwise you will get cycling happening and the engine will not have a smooth idle.

Now that your engine is idling smoothly, you can activate the idle control system. The idle control system can now be adjusted to take up any slack caused by headlights and other loads that the fuel and ignition torque ramp cannot completely control.

Idle Speed Control Devices - around 1/2 of the idle control devices are stepper motors, the rest are pulse width modulated solenoid valves. And, of course, we are completely forgetting about engines with electronic throttle control, as these engines do not need another idle speed control device.

2-Wire Pulse Width Modulated Solenoid Type. This is one of the most common types of idle control system. It is used on a lot of Fords, Mazdas, Nissans and some others.

3-Wire Pulse Width Modulated Solenoid Type. This type is used by some Mazdas, Subarus, some Porsche some BMW and a few others.

4-Wire Stepper Motor Type. Almost exclusively used by GM, Holden and their partner companies.

5-Wire and 6-Wire Stepper Motor Type. These are used in some Toyotas, many Mitsubishi's, some Subarus and a few others.

As far as controlling the above list of idle speed control devices goes, the Wolf V500 can control all of them without the need for any external devices. Steve www.wolfems.com.au

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