

HOLDEN TORQUE

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



Holden Sporting Car Club of Victoria



Kastle Designs

Maroondah Printing

mecomm
NEW MEDIA & DESIGN



April 2010



STOP PRESS...Winton pics,
Easter Bathurst, PI 6HOUR & Club
Stock auction...more inside



HSCCV General Meeting

Bells Hotel, TUES Apr 27 8pm

VMC 2 Motorkhana

Werribee Apr 18

FFCC/TCCA Grp5 Motorkhana

Werribee Apr 24 (twilight event)

HSCCV car display

Repco Bayswater May 1

PAC VMC Rd3 Motorkhana

Pakenham May 2

Welcome to this months edition of
HOLDEN TORQUE
 Journal of the Holden Sporting Car Club of Victoria (Inc)



Committee and Club Information

<i>President</i>	Vlad Kowal	president@holdenclub.com	0438 744 618
<i>Vice President</i>	Greg Black	vice_president@holdenclub.com	
<i>Secretary</i>	Phil Slater	secretary@holdenclub.com	0432 955 743
<i>Treasurer</i>	Tamara Dennett	treasurer@holdenclub.com	
<i>Motorkhana & Grp5 Rep</i>	Frank Rogan	group5@holdenclub.com	0416 001 577
<i>Public Officer</i>	Ray Cardwell	public_officer@holdenclub.com	
<i>Stock Rep</i>	Martin Carabott	stock@holdenclub.com	0419 666 595
<i>Webmaster</i>	Alex	webmaster@holdenclub.com	0419 222 011
<i>Motor Racing & Rally Rep</i>	Peter Scott	racing@holdenclub.com	0409 096 548
<i>Editor</i>	Ian Smith	editor@holdenclub.com	
<i>Classic Historic Registry</i>	Richard Wales		(03) 9803 7690
<i>Membership/Point score</i>	Bruce Lethborg	membership@holdenclub.com	0417 014 304
<i>Social & Special Events</i>	contact committee		
<i>CAMS State Council Rep</i>	Greg Black	vice_president@holdenclub.com	
<i>Photos of Club events</i>	Julie Stokes	Contact editor	

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 (no larger than 1200x900). Each months items must be received before print night (refer Calendar). Quarter page ads are free to members. Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page per edition

Website

Why not visit our website. Find us at: www.holdenclub.com for more information on the club or up to date information on our various events.

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. Refer Calendar

Correspondence

All should be addressed to:
 The Secretary, Holden Sporting Car Club of Victoria Inc., GPO Box 791, Melbourne, Vic 3001
or... secretary@holdenclub.com ... if via email

Disclaimer

The views or comments in the magazine are not necessarily those of the committee, the editor or the publishers of the **Holden Sporting Car Club of Victoria Inc.'s magazine. We accept no responsibility for the accuracy of the information printed** and or quality of any thing advertised or mentioned in this publication. Copyright in any item remains with its owners.

Welcome to this months edition of
HOLDEN TORQUE
Journal of the Holden Sporting Car Club of Victoria (Inc)



April 2010

Table of Contents -

Club Information	Page 2
Index/Table of Contents	Page 3
Executive Torque	Page 4- 10
Meeting minutes	Page 10
Club Calendar	Page 11-12
Motorkhana & Group 5	Page 15-16
Motor racing and rally	Page 11
Membership/Point Score	Page 23
Webmaster Torque	Page 27
Motor racing and rally	Na
Holden Myths and Legends	Page 29
Trading Torque	Page 30-31
Club stock/Apparel	Page 28
Club Social events	Page 28
Monthly mag Quiz	Page 22
HSCCV Membership Form	Page 35
FFCC/HSCCV Sprint Supp regs	Page 13-14
FOSC Easter Bathurst event	Page 17-21
PI 6 Hour details	Page 26
Silent Auction	Page 31
FFCC/HSCCV Winton March	Page 24-25

President's Report February - Vlad Kowal

Greetings to all of our club members to the April magazine. Your committee has been working hard behind the scenes and I am really impressed with the way the team is working together, and the way that they are working on each of their areas of specialization.

Bathurst Easter Weekend

Some of our lucky club members enjoyed the thrill of a weekend of driving on the track at Bathurst over the Easter weekend. There will be detailed reports in other parts of the magazine, but I would like to take this opportunity to congratulate the members who put the time and effort to coordinate the trip and the team for the regularity trial. According to some of our members, nothing can top driving at Bathurst.

RepcO Bayswater Car Display May 1st.

Club members are invited to bring their cars along to support Repco Bayswater's re-launch on Saturday May 1st. HSCCV have been invited to set up a display in front of the store for the day. If you are free and able to bring your car along, please bring your car to the Repco store, 258 Canterbury Road Bayswater from around 9:00am.

Sandown May 8th and 9th

There has been a great deal of interest and excitement about this weekend – **not only because it's the Mothers' Day weekend** but because of the drive day and the FORD/HOLDEN sprint on Sunday 9th. Entries are filling fast. **We still need flag marshals and assistants for the start marshal for Sunday. If you're free, please contact Vlad** (email: educon @bigpond.net.au/ 0438744618). Cars running on Saturday will be required to provide flag marshals for the runs when they are not on the track. Possibly your friends or family may be available?

Solchem Sponsorship

I would like to take this opportunity for Solchem's and Peter Stewart's ongoing sponsorship of the club.

We have had a long history with Solchem and I am pleased to see it continue.

Event results and Reports

Peter Scott would like to write more about events in which our Holden Club members have been competing. Please forward results and any other information to him and he will ensure that regular reports are included in **the club magazine. Peter's details are on the contact page at the front of the magazine.**

Furthermore, please send your results to Bruce Lethborg so that he can include them in your pointscore.

Club Apparel

For 2010, we are organizing some new items of Holden club apparel. Martin has ordered some new caps which will be ready for sale at our next club meeting and at the Sandown sprint. The other promotion will be pit shirts, **specifically for our club. Please check out Martin's magazine reports for further details.**

Meeting Agenda

1. Minutes from previous meeting
2. Secretary, incoming mail, apologies
3. **President's report.**
4. **Vice President's Report (including CAMS council)**
5. **Treasurer's report**
6. **Webmaster's report**
7. **Editor's report**
8. Motor Sport report
9. Group 5 and Motorkhana
10. Club Apparel
11. Monthly Quiz winner
12. Membership and Point score
13. General Business

President - Vlad Kowal (cont)

The President's VH/VK

The car is nearly to run at Sandown. It seems that even when you buy an apparently "ready to run" car, there's still plenty to do. I am still fitting seats, new harnesses, a new exhaust system to meet Sandown's 75 DBA requirement, a 1" master cylinder, power steering, and new rear brakes. The motor is still a nearly stock 253, but it should be reliable, if not a rocket ship in a straight line. The next stage of development will be to upgrade to a 308 and a five speed 'box which is currently being negotiated. The car now has minor sponsorship from Ozford College to promote its Certificate III Automotive Course.



Vice President - Greg Black

I'm sure most of you will know our club had quite a few members entered in the FOSC Australian Car Clubs regularity at Bathurst over Easter weekend. There was some pretty good historic and Group C & A racing over the weekend with the regularity afterwards. What a great opportunity for club level entrants to drive on the best track in Australia. Thanks to FOSC for having the conviction to bring Bathurst to the grass roots level.

The organisation of the event was quite different to events normally attended so there was a fair bit of confusion because we were just not familiar with how 'they' do things. In the end it turned out to be reasonably easy. One of the worries about doing an interstate event is getting caught out on local rules or nuances of scrutineering, purely because we are not used to how things are done there. Several of us did a bit of work and spent \$\$\$ just to make sure we did not have any problems.

Now if you consider that CAMS is the national organising body, the effect of state CAMS is a contradiction.

Basically we have a national body, but things change state by state under the same CAMS umbrella. If you can get your head around that I would be happy to have you explain it to me. Anyway, the scrutineers deemed the clearance of a car had to be 100mm or it could not run, and one of the cars had a spoiler with about 50mm clearance. Clearly this did not meet the rules and could not run. There are two problems with this; no entrant likes to spend thousands of dollars and drive 900km to be told you can't run at the event (and it is Bathurst no less) so that puts some pressure on!

The second problem is sprint and regularity cars are only required to meet schedules A & B along with any supp regs. None of these requirements included a minimum clearance of 100mm, so where did the rule come from?

Surely you could just argue / protest and be on your way. Well, no, it might not work like that. A protest against the Chief Scrutineer would be very brave of a no-name individual and no fancy lawyers. A big time V8 supercar team might be able to have some push, but in a regularity – no chance. So if you protest you might be sent home with no refund and no laps of Bathurst at all. A big waste of time, money and annual leave (none of which can be replaced). The interesting thing is there were several other cars which clearly did not meet the 100mm clearance rule either, so we don't have consistency between circuits / states or within the same event. This is not anything new or peculiar to NSW or Bathurst. Many people get told to put tape over or cover the positive terminal on the battery, where does that rule come from, is it in CAMS manual or supp regs? Not usually, but some people get stopped at scrutineering for not having it.

So where does our national organising body, the one that has stated it wants to be the peak motoring organisation, stand on this? Well, it would appear there was reluctance to let the FOSC Bathurst Regularity event happen. The original event promoted by FOSC changed many times reportedly due to CAMS problems.

From the FOSC communications this appeared to be due to concerns of skill levels of entrants, and ability to drive sensibly on a track that demands respect. The same happened for the first Philip Island six hour regularity. The organisers had to jump through hoops to get that going. (This was related to me by one of the Six hour organisers).

Even worse, I spoke to a local who actually lives on Mt Panorama, and their impression was we are a bunch of amateurs who can't drive properly and weren't allowed to pass in corners because of our inabilities. Now I was a bit put out by this statement (he didn't know I was one of the amateurs) but then I tried to work out why he thought this. If you think about it, how would any of the locals form an impression of an event that has not happened at that track before?

Cont;d.....

Vice President - Greg Black

Cont'd.....

It's probably what they have been told; but was this from FOSC or CAMS? I don't know, but add this bit to the changes made to the event because CAMS didn't want the original event to run there and it makes you wonder.

It's one thing for CAMS to not promote grass roots motorsport, but I find it offensive that we as competitors seem to be portrayed as amateurs incapable of driving or displaying common sense.

I was speaking with the President of another well known club that runs plenty of sprint and full race meetings about the Six hour and Bathurst events and some interesting points were made. The competitors most likely to cause problems (on track incidents) are those who have competition licences but don't have a lot of experience yet, in other words mid level racing. Furthermore, sprint drivers are generally more likely to drive within their limits and give room to others around. This makes sense if you think about it because at sprints you do not race for track position, there is no need to, all you need is some fast laps at any point. It is very different to full competition racing where you have to stay in front. I'm not having a go at competition race drivers here either, it's the nature of the events, and the point is these types of events are very different. Sadly I don't think CAMS is really aware of the differences.

So there is inconsistency of rule interpretation between circuits and states, as well as a perceived problem with competitors with Level 2 licences at events that don't fit the standard mould such as sprint, hillclimb or motorkhana. I have spoken to several people who have entered the Philip Island Six Hour that have not attended other events, and it really does generate interest. The word has spread around about a different event and the speed the entry list fills shows this.

So these 'special events' attract new people to the sport and hopefully provide improved skills and outlets to improve road safety that would not normally happen. Isn't that a good thing? I could be all wrong about this, and maybe CAMS was fully supportive of the events but I will never know because my emails to CAMS don't get answered.

Cheers

Greg

Secretary's Report—Phil Slater

Hello Holden lovers

and welcome to the April magazine. Apart from Brocky's big Day Out I've had a quiet month. Some of our members have had a busy month at Bathurst and I can't wait to hear all the stories and see the pictures. I'm looking forward to the Sandown drive day as we've rebuilt the front end of Amelia's Torana and it will now actually go where you point it when you point it. In all my years I have never actually driven a Torana around Sandown and it will be good to see Amelia get back on the track. There are a few motorkhana's coming up in which I hope to compete in with the Forester. We are trying to get another 6 Hour team together with Bruce and Kris, Larry, myself and Frank as manager If you wish to join us let one of us know.

Phil Slater

Brocky's Big Day Out 2010

BBDO was back at Hurstbridge this year and it was a real family day with kid's rides and community displays including a Blacksmith's Club which was very interesting. It was great to see my Grandson Baelan meeting Peter Brock's grandson Peter Brock II and exchanging baby talk. We had a small but quality contingent representing the Club . Alex's Monaro, My XU-1 and with his sponsor's display Craig's Torana Hatchback. Craig's Torana won an award given not by the hot rod loving judges but by a young boy with a rare disease who is helped by the Peter Brock Foundation. He declared Craig's racecar the coolest car at the show. At least someone's got taste. The compere also displayed some taste when he chose three examples of the best types of cars at the show to be displayed in front of the stage. My Torana was chosen as a classic Holden and I was interviewed about the car so I managed to give the club a plug. It's a far cry from when we won the best club display but it was a great day and the spirit of Peter Brock is certainly alive at Hurstbridge.



Treasurer's Report - Tamara Dennett

Greetings Fellow Club Members

Firstly apologies for the lack of Article last month, I didn't quite juggle my time well enough. Enough about time management, we all juggle multiple things in our lives. I trust you all had a safe and happy Easter.

As you have all been aware it is membership renewals season so a lot of our income has come that way

As I missed an article last month, I will give you the last three months of income and expenditures

Income	
Membership	3162.00
Course Profits (From FFCC Share of Track Day)	6543.00
Total	9705.00
Expenses	
CAMS Affiliation	695.00
Ford Four Car Club (Share of Track Day)	3500.00
Australia Post (Including Trailer Rego)	233.70
Officeworks Supplies	122.50
Bank Charges	66.00
Unknown Withdrawal from the Bank (to be investigated)	778.31
Total	5395.51
Bank Balance ANZ as of 6 April 2010	6494.99
ING Bank Balance as of 17 April 2010	23028.89
so	
Total Cash Assets	<u>29523.88</u>

We are in a good financial position & doing some planning for the future of our fine club.
Also I know we have a very busy month with events, so see you in the dust or at the meeting or both.

Regards

Tamara

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

DONATION
have much more than money
1300 30 99 79
www.donationhomeloans.com.au

Donation Home Loans Pty Ltd
ABN 742 57 107
100 Doncaster Place
Doncaster East VIC 3109
Telephone: 1300 30 99 79
Fax: 03 92 36 76
info@donationhomeloans.com.au
www.donationhomeloans.com.au

Club Meeting Mar 22nd 2010 – Bell’s Hotel, South Melbourne

Agenda:

Apologies: Tony, Larry, Alex.

Minutes from previous meeting Feb 22nd: Moved- Frank Seconded-Ray Apologies
Correspondence Inwards -Secretary (Phil)

Memberships
Nick Scarcella
Arthur Stathopoulos
Chris Doyle
ANZ Bank Statement
CAMS receipt
Brocky’s BDO report

President – Vlad

Thanks to our helpers at Winton last weekend (Ian, Wayne, Phil, Vlad, Julie). Helpers list maintained by Vlad. Any officials/helpers to notify Vlad if at events where Vlad not present.

Good numbers of competitors at Winton (counted 65 entries)

Did anyone go to Brocky’s Big Day Out? Phil, Alex, Craig attended

Fire rescue gear to be purchased for flag marshalls.

Call from Ivan Oakey (WA)

Bathurst Easter weekend report at end of meeting?

Club banners

Storage lock up at Bright Storage to be booked for 2010.

Website Report- Alex NA

Stock Report – Stock available tonight. New stock to come.

Treasurer’s report – Tamara

Bank balance \$9480 ING \$23000

Magazine report – Ian

Answer to Quiz – Larry Perkins 1994 Holden engine. Articles due 16th April

Upcoming HSCCV Calendar Dates

8th/9th May Ford V Holden

26th April Anzac Day public holiday –meeting moved to 27th, 14th June Queens B’d day – committee meeting moved to 15th June 4 July HSCCV G5 Motorkhana

Group 5 and Motorkhana – Frank

Werribee M/K on weekend 18th Werribee G5 26th G5 Trophy night

Motor race report – Peter **NA** **Bruce turn 5 at F1 GP**

Social – anyone? Suggestions to come up soon: Dyno Day Go Karts. Bathurst Day in October?

Membership & Pointscore @100 members Pointscore in Mag

General Business

Winton discussed

Calder night report

Clublotto 223

Meeting closed 9.15

Calendar TORQUE - Club Calendar 2010

Dates & Venues subject to change. See HSCCV website calendar for latest details.

<i>January</i>	
25 31	HSCCV General Meeting - Point Ormond Reserve (Melways 67 A 3) Holden Day, Flemington Racecourse
<i>February</i>	
8 14 15 21 22 28	HSCCV committee meeting PIARC, Grp 5 sprint, Phillip Island HSCCV print night CRBCC, Grp 5 motorkhana, Tooradin HSCCV General Meeting - Bells Hotel 8.00pm TCCA, VMC practice, motorkhana, Werribee
<i>March</i>	
9 14 15 19-21 21 21 22 25-28	HSCCV committee meeting HSCCV/FFCC, Holden v Ford challenge, Winton HSCCV print night Phillip Island Classic Brocky's Big Day Out VMC1 Motorkhana Werribee TBC HSCCV General Meeting - Bells Hotel 8.00pm Aust Grand Prix
<i>April</i>	
12 18 19 24 27	HSCCV Committee Meeting VMCi, motorkhana, Werribee HSCCV Print Night FFCC/TCCA, Grp 5 motorkhana, Werribee (Saturday, twilight) HSCCV General Meeting - Bells Hotel (not 26th as previous) 8.00pm
<i>May</i>	
1 2 8 9 10 17 23 24	RepcO Bayswater car display and BBQ 258 Canterbury Rd Bayswater PAC, VMC motorkhana, Pakenham HSCCV / FFCC invitation drive day HSCCV/FFCC, Grp 5 sprint, Holden v Ford challenge, Sandown HSCCV Committee Meeting HSCCV Print Night HAC, Grp5 Rd3 motorkhana, Avalon HSCCV General Meeting - Bells Hotel 8.00pm
<i>June</i>	
6 15 20 21 27 28	FFCC/TCCA Grp5 Khanacross , Werribee HSCCV Committee Meeting (not 14th as previous) HAC/CRBCC/TCCA, Grp 5 hill climb, Haunted Hills HSCCV Print Night DSCC VMC motorkhana, Deniliquin HSCCV General Meeting - Bells Hotel 8.00pm
<i>July</i>	
4 12 18 19 25 26 31	HSCCV Grp5 Motorkhana TBA HSCCV Committee Meeting NCCA, Grp5 sprint, Sandown (John Mott) HSCCV Print Night HSCCV/FFCC, Grp 5 sprint, Holden v Ford challenge, Winton HSCCV General Meeting - Bells Hotel 8.00pm MUCC, VMC motorkhana, Bendigo

Calendar TORQUE - Club Calendar 2010

Dates & Venues subject to change. See HSCCV website calendar for latest details

<i>August</i>	
7-8	PI 6Hour Reliability Relay Phillip Is
9	HSCCV Committee Meeting
15	NCCA Grp5 motorkhana, Tooradin
16	HSCCV Print Night
22	PIARC Grp5 sprint, Phillip Island
22	PCCV VMC motorkhana, Warragul
23	HSCCV General Meeting - Bells Hotel 8.00pm
<i>September</i>	
5	HSCCV/FFCC Holden v Ford challenge, Sandown
13	HSCCV Committee Meeting
18	BCC VMC motorkhana, Bendigo
20	HSCCV Print Night
25	FFCC/TCCA, Grp5 Twilight motorkhana, Werribee
27	HSCCV General Meeting - Bells Hotel 8.00pm
<i>October</i>	
7-10	Bathurst 1000 V8 Supercars
11	HSCCV Committee Meeting
15-16	Australian Motorkhana Championship, Bendigo
18	HSCCV Print Night
25	HSCCV General Meeting - Bells Hotel 8.00pm
31	HSCCV, VMC motorkhana, Werribee
<i>November</i>	
2	HSCCV/FFCC Holden v Ford challenge, Sandown (Cup Day)
8	HSCCV Committee Meeting
14	PIARC, Grp5 sprint, Phillip Island
15	HSCCV Print Night
21	FFCC/TCCA Grp5 khanacross, Werribee
22	HSCCV AGM - Bells Hotel 8.00pm
28	HAC Interclub motorkhana, Warragul
<i>December</i>	
TBA	HSCCV Christmas Party & Presentation Night Cresco Park Warrandyte



Friendly, Professional Design Service, Superb Colour Printing
Complete Photocopying Services to suit all Corporate Image requirements
And also club magazines
Corporate Image Development.

And of course, General Printing to cover all your printing needs

Phone: 03 9879 1555 Fax: 03 9879 1799

Unit 16, 42 New Street, Ringwood 3134

Email: Robert@maroondahprinting.com.au

www.maroondahprinting.com.au

Club TORQUE - Sprint Notice



Presents

Sandown Sprint

9th MAY 2010

1. The meeting shall be held under the International Sporting Code of the F.I.A., the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Limited (CAMS), the Speed Event, these supplementary regulations and any further regulations if issued.
 2. The C.A.M.S. Permit Number is 310/0805/02
 3. This will be a Multi-Club Supersprint, promoted by the Ford Four Car Club Inc and Holden Sporting Car Club of Victoria. To be held at Sandown Raceway on Sunday 9th May 2010, open to members of clubs affiliated with CAMS in Victoria.
 4. The officials of the event are:

i. Clerk of Course	Bruce Lethborg	CAMS 9903255	
ii. Secretary	Darren Colgan	CAMS 9729596	PH 9701 6171
iii. Stewards	Debra Coatman	CAMS1023428	
 5. Entries open 20/03/2010 on the publication of these regulations and close on 09/05/2010 at 9.30am. The field will be limited to 96 entries. Entries will be accepted in order of receipt. The entry fee will be \$160.00 for paid entries received before 06/05/2010 and \$180.00 for entries received thereafter. The promoters reserve the right to refuse any entry, in accordance with the NCR and to cancel the event if insufficient entries are received.
 6. Scrutineering will commence at 8.00 am and finish at 9.30am. A compulsory driver's briefing that must be attended by all drivers will then take place after which competition will commence. Competition shall consist of a number of multi start sprints, each of one warm up and three individually timed laps.
 7. Drivers must present their current Club Membership and CA, M, S level 2S Licence or Superior to the event secretary before their cars will be scrutineered.
 8. Competition laps will be manually timed to 1/100th second. Prizes will be in the form of trophies for first and second place, and will be determined on the aggregate of a competitor's best three times of the day. If no more than four runs are held, the best two runs will be taken.
 9. There will be a maximum of 20 competing cars on the track at any one time, which will be started in 3 groups of 4.
 10. Classes will be as follows: as per series Group 5 regulations
- The Chief Scrutineer will be the Judge of Fact (in accordance with NCR 177) with regard to class eligibility and vehicle safety. Classes will be combined if there are insufficient competitors in any class. It is the competitor's responsibility to ensure that the competing vehicle complies with the nominated class regulations. Failure to do so may result in the vehicle being re-classified by the promoter or disciplinary action taking place.
11. This event shall be open to all vehicles conforming to Section 6, Schedule A and Schedule B of the 2006 CAMS Manual.
 12. For Road Registered cars, the minimum requirements include:
 - a. Supplementary Bonnet straps for all vehicles except those with forward hinged bonnets.
 - b. A safety belt or harness as prescribed in Schedule I.
 - c. A fire extinguisher conforming to CAMS requirements. (AS 1841 [except 1841.2]) firmly fitted and readily accessible (BCF/Halon Type extinguishers will not be accepted).
 13. a. whilst competing, all competitors must wear:
 - i. Non synthetic clothing covering all limbs;
 - ii. A Helmet conforming with the 2006 CAMS Manual Section 6 Schedule D;
 - iii. A Safety belt or harness as prescribed in Schedule I.
 - d. All open vehicles must have an approved roll bar and the driver must wear approved goggles.
 - e. No passengers are allowed in competing vehicles.
 - f. Numbers are to be displayed during the course of the competition but must be removed or covered before being used on public roads.
 - g. Any competitor exceeding 10kph in the pits/paddock will be excluded.
 - h. No re-runs will be permitted for driver error or mechanical failure.
 - i. All removable objects (including tools, jacks, spare wheels and wheel trims) must be removed from the vehicle.
 - j. Any competitor who after leaving the track re-joins at a dangerous speed or with the wheels spinning will be excluded.
 - k. All competing vehicles are required to have an effective muffler in the exhaust system. Megaphones will not be permitted.
 - l. Camping within the confines of the circuit is strictly prohibited.
 13. Flags to be used are: Red; Yellow; Chequered; Australian National.
 15. **Noise level is limited to 75 dBA, measured 30 metres form the track**
 16. The consumption of Alcohol or drugs by drivers, pit crews or officials is forbidden whilst the event is in progress. Any competitor consuming alcohol or deemed to be under its influence, or that of drugs WILL be excluded and face further disciplinary action. Breath testing for alcohol may be carried out at any time after competitors have booked in up until the close of the event.

Club TORQUE - Sprint Notice



Four empty rectangular boxes for stamps or signatures

SANDOWN SPRINT ENTRY FORM – Sunday 9th May 2010

OWNER / ENTRANT.....CLUB..... MEMB #.....
ADDRESS..... POST CODE.....
PHONE #.....CAMS LICENCE #.....
E-MAIL.....

FIRST DRIVER.....CLUB..... MEMB #.....
ADDRESS..... POST CODE.....
PHONE #.....CAMS LICENCE #.....
E-MAIL.....PREFERRED COMP #.....

SECOND DRIVER.....CLUB..... MEMB#.....
ADDRESS..... POST CODE.....
PHONE #.....CAMS LICENCE #.....
E-MAIL.....PREFERRED COMP #.....

VEHICLE : MAKE / MODEL.....COLOUR.....
CAPACITY.....cc CLASS..... TYRE TYPE.....
MODIFICATIONS.....

EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK - ENTRANTS AND/OR DRIVERS

For Entrants

I/We being the entrants of the vehicle described on this entry form wish to enter that vehicle for the above event.

For entrants and Drivers

I/We being the entrant/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief. I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").

In Exchange for being able to participate in the event (including entering the event), I agree:

- To release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, lend owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively the "Associated Entities") from liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("Harm") how so ever arising from my participation in or attendance at the event, except to the extent prohibited by law.
That CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
To attend and participate in the event at my own risk.

I/We acknowledge that:

- The risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
Motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
Acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
The failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
Motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event service by CAMS and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under CAMS Personal Insurance Scheme.

For persons under the age of 18 years the following parent/guardian consent must be completed.

PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I of [Address] am the parent/ guardian* of the above-named ("the minor") who is under 18 years old.

I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in* the event at his/her own risk.

Signed Date
Parent/Guardian*

SIGNED OWNER / ENTRANT DATE .. / .. / ..

FIRST DRIVER..... DATE .. / .. / ..

SECOND DRIVER..... DATE .. / .. / ..

ENCLOSED CASH/CHEQUE/MONEY ORDER
PAYABLE TO FORD FOUR CAR CLUB Inc.
Forward Entries to: THE SECRETARY
346 Corrigan Road
Keysborough VIC 3173

\$ ENTRY FEE
Cheque No:.....

Greetings Folks

Once again this month I found myself with the editor's deadline looming and then some additional pressure upon me for good measure. Living life at it's absolute finest...more on that later.

To report on recent events, Round 1 of the State Victorian Championship was run on the 21st March at Werribee. TCCA put on a good day of 12 tests for 29 competitors. Specials and A-Class (very small cars) made up a fair chunk of the field with myself and Tamara as the only HSCCV people. Tam seems to do okay in her little Metro, and a couple less WD's would have made a difference. I found myself a bit lethargic on the day and that translated into mistakes and slower times than expected. Bah humbug.

I didn't get to the Saleyard Dash in Bendigo this year as amongst other things I had to do, I had planned to repaint one of my cars. Unfortunately that didn't happen (the paint I planned on using was being discontinued and the replacement product which was deemed superior was on pricelists everywhere but not physically available in the colour and size I required). It gave me the chance to rearrange part of my garage instead, which in itself is a super-long story so I'm not going to bore you with that!

As far as events coming are concerned, we have the State Motorkhana this weekend at Werribee. I hope to get to it, neither of my registered cars are prepared enough for it, and the one I would prefer to use has a reconditioned head to be fitted today for that to occur. Yep, I'm feeling some pressure...so if I made it there please congratulate me, I've got hoses and an airbox to thoroughly clean out as part of the process, I've not seen such a emulsified mess...

Also coming is the Twilight Group 5 Motorkhana at Where Else But Werribee on Saturday April 24. Yes, a Saturday. From all accounts, last's years event sounded like it was both well patronised and enjoyed so there's two being run this this year, and this being the first for 2010. Supp Regs are out which have all the details of the event.

May 8 is another one for the calendar. Our club in conjunction with Ford Four are putting on a Driver Training Day at Sandown. This has been planned for quite a while by the clubs and is a freebie for our members. It's the clubs' way of thanking us for assisting with the Ford/Holden series over the last three years. It's a good excuse to put in a few laps at the great racetrack. If you are a member of our club and haven't put an entry in then you've probably missed the opportunity. There's still opportunity the following day though because our clubs are running a round of the Group 5 series the following day and we're happy to let members from all other clubs come out and play on the Sunday. I'd imagine Supp Regs for the 9th are available as the Member's Day Regs have been out for quite a while now. Should be a great weekend. (Supp regs are in this edition....Ed)

There's also a Group 5 khana on the 23rd May, run by HAC at Avalon. It's been ages since we've been out there and we'll all be a bit over Werribee by then so it'll make a good change. For those who haven't been, it's a dirt surface in one area and the other is a flat gravel area. That is a test in itself as the car behaves differently between the surfaces.

In my usually busy life, I took some time out and went to a car show in Healesville on the 11th April and ran into another car enthusiast, none other than Kris Lethborg of HSCCV. Some pretty good stuff on display (sorry Kris but you weren't), here are some pics of the day. Enjoy.

See you sideways or at the meeting.

Frank.





"Competitive Motor Sport simply for the fun of it"

[Home](#) [About Us](#) [Events](#) [FoSC@Bathurst](#) [Sponsors](#) [Associations](#) [FoSC Regalia](#)

[FoSC Photographers](#)

[Group C & A Cars Return to Mt Panorama](#)

[Porsche To Visit "The Mount"](#)

[Updates & FAQ](#)

**Mount Panorama - "The Way It Was"
Easter 2010, 2nd - 6th April**

[Admission Prices](#)

[List of Entrants](#)

[Car Clubs of Australia Regularity Festival Entrants](#)

[Regularity Festival Team Groupings](#)

[5 day programme](#)

[View the new 2010
Promo Video](#)

[Download "The
Way It Was" poster
1](#)

[Download "The
Way It Was" poster
2](#)



*If you are a Club Motorsport Enthusiast -
[Lodge an Expression of Interest](#)
to officiate, or otherwise support
Mt Panorama - "The Way It Was" race meeting.*

Wakefield Park - 30th, 31st October and 1st November 2009

The final FoSC meeting for 2009 year was an outstanding success. It seems that the legendary FoSC Saturday evening party was so good that there was a suggestion to just go down for a party next year - but what would the Saturday evening party be without the "absolutely true" recounting of that day's events.

**NEXT STOP "MT. PANORAMA - THE WAY IT WAS"
EASTER 2010, 2nd - 4th APRIL**

[List of Entrants](#)



**ORAN PARK GP CIRCUIT - FOR ONE LAST TIME
24TH, 25TH, 26TH JULY 2009**

250 PLUS ENTRANTS
GROUP S, GROUP N, MARQUE SPORTS, IMPROVED PRODUCTION, COMBINED TOURING and REGULARITY
Sadly FoSC has now been to Oran Park for the last time - a sentiment expressed by many entrants.

Keep checking the [events](#) page for highlights or photos as they become available

[LIST OF ENTRANTS
HERE](#)



**Shannons Celebration of Motorsport - Mount Panorama
Easter 2009 (10th, 11th & 12th April)**

Sadly, this meeting has been "run and won" as they say on the classics.

Keep visiting the FoSC website for "wraps" of this outstanding club motorsport event and for updates on the next FoSC event

ORAN PARK GP CIRCUIT - 24th, 25th and 26th July 2009



Club TORQUE - FOCS Easter Bathurst



Club TORQUE - FOCS Easter Bathurst



Club TORQUE - FOCS Easter Bathurst

HSCCV trip to Bathurst 2010.

I never thought the day would come when I could drive my own competition car on a public road. That it was Bathurst made it the most special time I could possibly have imagined. That it was at competition speed was extraordinary. This was after all, the very place that inspired the little boy inside me to want to be a racing car driver.

When I first arrived in Australia in 1975, and on Channel 7 saw Allan Moffatt's red XB Falcon coupe, resplendant with gold wheels, tearing around Mt Panorama, I knew one day I wanted to have a crack at this magic place.

Saturday the 3rd April, 2010, 3am, 6 of us (Team deSade) left Bayswater on what was to become our **most exciting competition event ever. Peter Stewart and Glenn Mason had Pete's white VL in tow, and** traveled together in his amazing 400 thousand klm VS Commodore. The Jones boy Steve was with us too. Jonesy had pick up his race mate Gavin on his way to meet us at Bayswater, so had an earlier start than us, but was keen. His race car was in its new livery, and even in the darkness, looked amazing. Julie was also coming to Bathurst to take pics of all of us on the Mount, so journeyed with me. The plan was we would meet up with Alex Chianta at Benella, then Kim McConchie at Holbrook. Alex had been having **problems with his Bronco's LPG system, and instructed Pete we should drive on ahead.**

At dusk, while I was following Pete, a western grey kangaroo came out of the darkness, and took aim directly at the front of the VE. Facing the prospect of not making the NSW border, I decided to swerve and avoid contact with the skip, and managed that successfully. With the VE that is. Instead, the skip impacted the front drivers side corner of the former Kakouri trailer, and exploded all over the side of the trailer and the race Vk, with its head leaving an impression on the Vk. Jonesy, not far behind, had to run a hurdle over the skip with his tow car and trailer, with a resulting mess under the trailer. In fact, his trailer number plate was hanging by only one screw when we stopped for gas at Albury.

We got to Bathurst with no more dramas at 1.40 pm, set up camp ready for Sunday. Oh, my, god, we are here to compete. The atmosphere was amazing. Every camp site was in use, beautiful and significant cars everywhere, this was going to be fun.

My first foray onto the track was for masters. This was a follow the leader exercise for rookies of the track. Get used to where the road goes side ways, up and down. As I turned onto mountain straight from the pits, I knew I had a problem. The car was misfiring. Oh no. all this way. As I proceeded up the hill, a vibration through the chassis became unbearable. That was another problem not anticipated. This was not looking good. By the end of the low speed lap, I decided to pull in and have a look at what was **causing the problem. Misfire, easy, lead had fallen off. Vibration, don't know, suspect wheel weights, but with** no time to fix it, I jumped out for another masters session, and did four laps, enough to satisfy the officials I had been around.

From there, the next outing was practice the next day. I took the wheels off, gave them to the Dunlop man for a balance, and then headed to my practice with the Porsches and Monday morning. 40 or so of the damned things, and the only non Porsches were Peter Stewart and I in the generals finest.

Practice went well, no dramas for Pete or me, and half an hour on the track. Was passed by 4 Porsches **during the session, including a 1976 Le Mans 935 factory car, and a number of other 911's. By the end of** the session, I had re-passed all of them bar the 935, and was very pleased with my car and my self. The track was fast, bumpy and exactly as I imagined it, brilliant. Pete had started one position in front of me for practice, and half way through the session, he had disappeared into the distance, not to be seen again. That car of his just flies. My first event was on Monday afternoon. HSCCV member Budge was in the same event as I was, but got an early grid spot, number 6 I think, while I was a long way down the grid order, something like 43rd. But after a few laps following some slower cars, it was time to go. Move on out, pull the finger out, get a wriggle on. So I went for it, and passed a bucket load of cars. That was the good bit about being back on the grid. You got to pass. I had a fab dice with a black RS Porsche, and was only passed by an ex Super car, down Conrod Straight

Club TORQUE - FOCS Easter Bathurst

The session went for half an hour, and the funny thing is a felt I could just stay out there for hours. The vibration was fixed, no misfire, and the 308 sounded magnificent, changing at 6 to 6200rpm. So sweet was the Aussie General I felt as though the whole world was listening to my engine. If they weren't, they should have been.

I finished the session with a best time of 2.50.9 something, good enough for 8th in my event. I consistently made a mess of Griffin Bend, not selecting second for the climb, but staying in third, but otherwise I think I went pretty well. With the event not having a fastest nominated lap time, we were able to push as hard as we dared, and the fact everyone did so without crashing or expiring their engines, I think was testament to the preparation of the cars, and the maturity of the participants.

My second event was on Tues just after lunch. Again starting at the back of the pack, I had to battle past a throng of cars up mountain straight the first time out. Inside on a big XC Falcon Coupe at Hells corner, then up the hill passing 5 cars before Griffin was a blast. The Rs Porsche was in my group again, and I settled for following him through the pack for a while. It had a beautiful sound from twin exhausts, bouncing off the walls, and heard above the symphony that was the 308 in Blue Softie. Needless to say, I put the foot down, and on the fourth or fifth lap, passed the Rs, and tried to make like rabbit. It was not a bad thing to go slow here, because you just knew you would have more time to enjoy each and every corner, so being stuck behind someone was never the end of the world. Having said that, I had set myself a target of going faster than my first event, so had to find some space in the madness. I dreamed of getting into the 49's, and although I could have in the end gone much faster, I was happy to improve to 2.50.2 something.

I don't have a favorite part of the track, because it's all so damned good. None of the track intimidated me, at my speed anyway. A lap for my car consisted of second gear out of Hells corner, changing to third at 6200rpm, and the same into forth at the top of the crest. Hold forth until the braking point, (always way too early) down to third and gently turn right at Griffins Bend, squeezing the gas until you could go flat again. This feels great once the momentum increases, and you hold third until after you have come in close to the wall at the kink, before the left hand cutting. I gently applied the power in second here, wanting to avoid wheel spin and over sliding into the walls. At this part of the track, the sound of the engine is at it best. Who could ever want a Ferrari after hearing my engine through the canyons? Hold second to just over the hump, pull third and with my ratio diff, stay in third till the esses. I pick second at the left side apex of the esses, just in time for the dipper. I managed to get this one right about 80% of the time, the rest, just plain slow. Out of the dipper, 6200rpm again, into third, float the car down to the elbow, again grab second, and turn close to the wall. Down Conrod, hold onto each gear till 6200rpm, and the highest revs I saw in fourth were 5800. I have no idea of my highest speed, but it felt fast. The bumps throw you around pretty severely too. Without a belt at those speeds, you would not be able to stay in the seat, that simple. Into the chase, a lift off for confidence, gentle power again for a little spurt, then back to third gear for the left out of the Chase, which if I got right, I would **have change to fourth before Murray's Corner. If not, stay in third all the way to the braking marker, then back to second for the uphill Pit Straight, holding third all the way to Hell Corner again.**

OH MY GOD, thank you for the best mountain in the world to build a race track on.

I can say, I loved the second gear Hells Corner, loved the climb up from the cutting towards Sulman Park, the short burst in second and third after the dipper down to the elbow, and of course, Conrod. But this entire place **is magic. To Australians that love motor sport, this is holy ground, and I don't mean to be blasphemous.**

I will be going back in 2011, and will have my sights set on going much faster, and still coming back with a running straight car. To all the De Sade and Autocure team, well done for making the trip, keeping it off the walls, and for making my Easter 2010 the best I have ever had.

Wayne Paola

(and he forgot it managed to rain at the Mountain.....Ed)

This months quiz-

What is this.....?

Hint— it is from the GM stable (just a few years ago!) and was considered a sports car in **its time (yep a GM sporting car from....way back!)**



Last Months Quiz answer.....

The pic was of the Holden V8 racing engine used by Larry Perkins in 1994. He went to the Bathurst with a Holden engine in his VP V8 Supercar #11 to race the Fords and the rest of the Holden teams who had switched to the Chevy motorsport engine. All the pundits said he had no chance against **them. Larry stuck it up them all....getting pole and winning the race. Famous Holden V8 engine?**

Yes the last one ever to win pole AND the race at Bathurst !

Membership and Points Score

2010 MEMBERSHIPS ARE NOW OVERDUE..if not already renewed

Hi all

As you know, we have a club scoreboard which keeps a tally of your involvement and attendance at organized club events and other events the club or members are involved in, .like any Group 5 events (eg motorkhanas or sprints) or display events like BBDO. Prizes and trophies are awarded annually based on your point score.

To make sure you get points for all attendances, can we ask that your attendance at any outside event (eg PIARC Grp 5 sprints in February 2010) is communicated in writing (email to or a note) to our clubs Point Score committee member - Bruce Lethborg. The best way to do this is to send him a copy of the event results highlighting your name and car number on the results. It really is THAT SIMPLE.

His contact details are in the magazine or on the website.or see him at a club meeting and hand over your attendance confirmation.

Please note -this is the responsibility of the individual members attending any of these events. Neither Bruce nor other committee members will be chasing Race Secretaries or other club event organisers to see if you attended.

Remember.this is your responsibility.

Regards

HSCCV Editor

Members at play at Winton in March..... full results at -

<http://www.natsoft.com.au/cgi-bin/results.cgi?14/03/2010.WINT.Q1.I>



f



Pics of Winton—Julie Stokes



Club TORQUE - **PI 6 HOUR** latest.....

The 2010 PI 6 Hour Reliability Relay is on August 7 and 8
.....details are below,

Be quick as entries (50 teams) will fill quickly

6 hour relay: Regularity, Phillip Island, Victoria, Australia http://www.6hourelay.com.au/



Home | History | 2010 Event | Results | FAQ's | Apparel | Gallery | Contact Us

Entries for the 2010 6 Hour Relay are now open

To download Supplementary Regulations and Entry Forms [click here](#)

The 2010 event will be conducted at the
Phillip Island Grand Prix Circuit
on the weekend of the 7th and 8th August.
That Means:

112 Days, 20 Hours, 04 Minutes, 05 Seconds.

Until this exciting and enjoyable event starts for 2010
Now is the time to start putting your team together so that you
are ready to go when entries open mid to late April.

 [Try Joomla! Search](#)



The 6 Hour Relay is kindly supported by


 The Gippsland Car Club Inc.


 The Victorian Motor Club Inc.


 Phillip Island Auto Racing Club Ltd.

**The
Victorian 6 Hour Regularity Relay
is a CAMS permitted event**


 Confederation of Australian Motorsport

© Copyright 6 Hour Relay 2007

1 of 1 17/04/2010 1:56 PM

Webmaster Torque - Alex

The next round of the Ford V Holden series is getting closer. The regs for 9th May Sandown are on **the website and in this edition of the magazine. I've also added pics from Winton onto the website.** You may have noticed a new format for the pics. This makes it easier to maintain and saves a lot of **disk space. If you would like high res pics, contact Julie. I've included Julie's details on the 'Contact Us' page on the website.**

'Club Cars', still a lot of work to do to bring this up to date. Peter's HQ and Steve's LJ have been updated. If you would like your car added or updated just let me know.

You can send us emails via the 'Contact Us' page on the website. NOTE -Don't use the email address listed, just click on the link, it will forward the email to that committee member.

Mecomm have generously sponsored the website for another year. They are also happy to transfer **ownership of the domain name 'holdenclub.com' to our club.**

For those interested in stats, during the month of March we had 52,000 hits and 2,500 visits. The most popular downloads were Winton results & video of Sandown lap. If you have a lap of good **footage, pass it on and I'll put it on the website. Wayne's VK was the most popular Club Car.**

Don't forget, if you need a copy of the current magazine you can download it off the website.

Bathurst at Easter was a great weekend. I was only there as a helper and enjoyed every minute of **it. I've done a few pages on the website with pics, video footage should be up soon. Look forward to some Bathurst footage at the next general meeting.**



Team AutoCure



Team de Sade

'Other Links' page has the VSSC and FOSC website links added. VSSC is doing a Victorian Super Sprint Championship and FOSC does the event at Bathurst. Check out their websites if you're interested.

We have purchased a sound level meter. We won't be able to give you an accurate reading but we should be able to give an idea if your car needs attention.

Club Apparel—Martin

Late April already and there is no point talking about what we haven't achieved, the good news is that the new limited edition 2010 club caps are in production right now as we speak and should be available as you read this.

Did I mention that the caps are of a very limited number, available in 2 very stylish colours and are extremely collectable? Last months general meeting produced stock sales of \$40, the sales were the last of the stock that was left over from the previous production from three plus years ago, and I thank all for your support. We now have just 3 black beanies left, come talk to me at the next meeting if you want one.

On the home front, no real changes, in fact no changes at all, but watch this space. The 2010 Melbourne F1 has come and gone, I wont have another whinge, but if the general public are not that interested in the event, at least the true motorsport fans can support it. I don't think the general population really understand what a privilege it is to have such an international spectacle at our finger tips each year, we need to get behind the F1 GP, because when its gone its gone. Its a case of we need to use it or we'll lose it! Driving sixes and talking eights, see you at the next meeting.....Martin.

REMEMBER..NEW 2010 HSCCV Caps are available for \$20.....NOW

Social Torque

The following events are on. We are planning:

Go Karts and lunch at Phillip Island ... July11

Dyno Day at SMC Automotive ... August 29 ...see you there

More news to follow.....

Holden's Sale of the Century...1985

OCTOBER/NOVEMBER, 1985

What's Happening at Holden's.

Up Front

39 monthly issue of News and Views.

• VINTAGE VACATIONER • MOVERS • AFRICAN STATESMAN
 • BATHURST FEATURE • BURKE & WHEELS • DEALER NEWS • U.S. '86 MODELS
 • GEMINI PIZZAZZ • ON SAFARI •

We score high with SALE OF THE CENTURY

Holden's Sale of the Century, the most comprehensive GMH factory bonus program in years, is a real winner. Its high-profile concept has scored big points with customers and dealers alike - flashing up the figures on marketplace scoreboards that count the most.

Like the show itself, Holden's association with Sale of the Century is an unequalled success. Every week night, all over Australia, around 3,500,000 people watch Tony Barber do his inimitable thing. They put their general knowledge to the test... and effectively improve their GMH product knowledge at the same time. GMH Advertising Manager Simon Kerry reports that reaction to our presence on the show from all sectors of the community has been extremely favourable. And why not? Australia's top TV quiz show and Australia's top vehicle range make a great combination!

"Strategy for the model run-out program was well planned. Having live-on the competition of the mark, with our 'It's

Time To Buy Better' campaign, we needed a follow-up in ensuing months that would continue the momentum and minimise the downturn in sales volume that traditionally follows an effective retail program.

Holden's Sale of the Century was a natural. Despite tightened market conditions due to government tax plans, price escalations triggered by the weakening dollar and hotted-up competitive advertising activity, this promotion has worked hard and well.

Our market penetration of 19.7% in September was the best so far this year, and it kept us in front of Toyota for the second month in a row. Unofficial October market figures indicate that we may have equalled September's top performance and early results from November's Sale of the Century Phase 2 program, which included Light Commercial vehicles, were looking good as this issue went to press. Commodore has been the front runner in both bonus activities and has had significant impact on recent Falcon results. Gemini performance has also lifted significantly, despite competitive campaigns, and new Gemini advertising is providing further sales impetus."

(Continued Page 2)

How many of us remember that GMH way back in 1985 used the TV program, *Sale of the Century* to run a factory backed bonus sales program? *Sale of the Century* was watched by more than 3.5 million viewers and that year GMH sold more cars than Toyota. GMH might have sold more cars but reported a trading loss of many millions of dollars (and were eventually bailed out by GM)

GMH took a deep breath and made many changes to survive. Today they sell less cars than Toyota **but make more money in a very different vehicle market....**

**Ads Wanted - For Sale, Free to good home, clean out your shed, place your ads here, -
.....no charge for members!**

VK Calais wheels, 15" alloy, \$25, contact Ray, 9878 7148

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

Number plates for sale

Vlad recently had an enquiry from outside the club from Luke Brett who has the number plates ANI NEX for sale.
If you're interested, please contact him on 0422789307....

For Sale GTR XU-1 Torana 1972 Bathurst Special



\$85,000 ONO Contact Phil Slater 0432955743

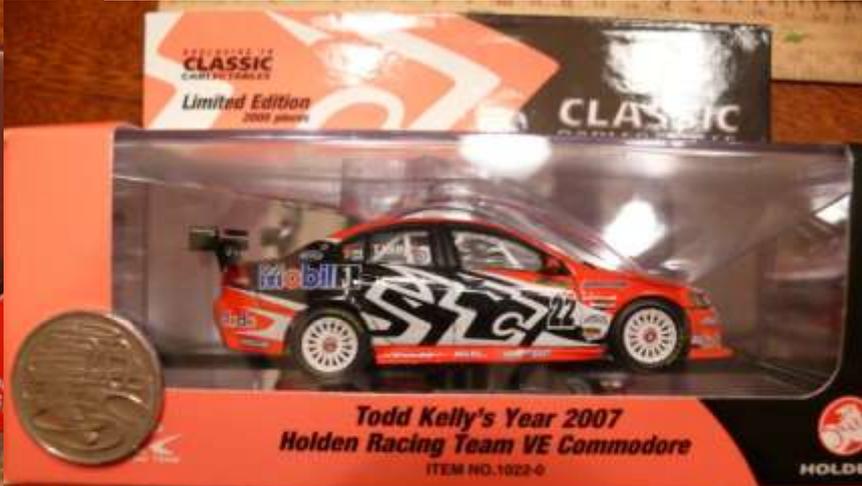
Auction of Holden Apparel and other items

We have a large amount of Holden gear for sale by auction. This was provided to the club by Ron Alford last year for the club to use for fundraising or prizes.

Some of the items are now up for auction. This will be undertaken in the form of a silent auction via email and at the next club meeting. All of the items are listed in the magazine below and process will be that you lodge your bid via email to Greg (vk4987@lavabit.com) or via a paper bid on the night of the meeting. Bidding will close at the end of the meeting on April 27th (Tuesday) and the highest bidder will win. In the event of a tied top bid, each top bidder will be entitled to an equal share of the items bid for. Your bids will need to include the item and the number of items you wish to buy. For example, you may bid \$5.00 each for 7 T shirts. If you win, you will need to pay \$35.00 for your 7 T shirts.



Trading TORQUE - cont'd



STORAGE PROBLEMS?

BRIGHT •  • STORAGE

CAN HELP YOU!



- **COMMERCIAL & HOUSEHOLD STORAGE**
- **7 DAY ACCESS - 7am - 7pm**
- **ELECTRONIC GATE SYSTEM**
- **INDIVIDUALLY ALARMED LOCK UP UNITS**
- **LARGE RANGE OF UNIT SIZES**
- **24 HR VIDEO SURVEILLANCE**
- **PACKAGING MATERIALS AVAILABLE**



TO ARRANGE A PERSONAL INSPECTION
CALL OUR FRIENDLY STAFF ON

9758 6868

30 EDINA ROAD, FERNTREE GULLY





PROFESSIONAL AFFORDABLE WEB/GRAPHIC SOLUTIONS

WEB DEVELOPMENT

- user-friendly and clean designs
- easy, simple navigation
- Internet marketing and advertising
- e-commerce solutions
- shopping cart systems
- real time credit card processing
- scalable database driven solutions
- advanced search facilities
- secure order forms and databases
- management centres
- Internet Business Ideas
- hosting/domain names

GRAPHIC DESIGN

- advertisements
- corporate identity
- stationery design
- brochures
- newsletters
- flyers
- posters
- stickers
- cd covers
- signs
- banners
- presentations

PLEASE CONTACT US FOR A NO OBLIGATION CONSULTATION

192 St Kilda Rd St Kilda Victoria 3182 Australia
www.mecomm.com
support@mecomm.com + 61 3 9525 3101

HOLDEN SPORTING CAR CLUB of VICTORIA Inc.
PO Box 791
Melbourne Victoria 3001



Please tick MEMBERSHIP APPLICATION [] or RENEWAL []

Name(s):

Address:

Postcode:

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

Email:

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

Vehicles:

Reg. Numbers:.....

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

I am interested in: Motorkhana.....Race:.....Rally.....Sprint/Hill climbs.....

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'

Payment: Cash.....

Cheque.....

Please return to:
The Membership Secretary
HSCCV Inc.
PO Box 791
Melbourne 3001

Office Use:
Date received:.....
Licence processed:.....





Introducing Aroma Bakery

For those of you who don't know us Aroma bakery has been baking fresh and healthy breads and pastries for almost ten years. We supply many cafe's and restaurants around Melbourne with high quality bread, pastry, muffin, cake and biscuit products.



Healthy and Nutritious bread

What sets Aroma apart is that all their breads are so healthy and nutritious. Aroma uses unbleached flour premium quality ingredients with no artificial additives or preservatives. Yet remarkably, Aroma bread has a long shelf-life due to its naturally fermented sourdough base. Not only that, but Aroma breads are cholesterol free and have no added sugar. They use 60% less yeast compared with most other breads on the market.



Delicious Catering

We also provide a delicious catering service, call us on
1300 764 884



Aroma Bakery Cafe's

Drop into one of our many cafes throughout Melbourne for a healthy lunch or call us on 9419 005 for more information on any of our services.

Our cafes are located in: Glenferrie Rd Hawthorn, Langridge St Collingwood, Ormond Rd Elwood, Church St Brighton, Preston Market, Dandenong Market, Glen Huntley Rd Elsternwick, Prahran Market, Glenferrie Rd Malvern and South Melbourne Market

www.aromabakery.com.au