

BROCK

COMMODORE OWNERS ASSOC. OF AUSTRALIA INC

Pete Brock

January 2020





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Committee:

President	Andrew Bond	president@bcoaa.com
Vice President	Ashley Steers	vicepresident@bcoaa.com
Secretary	Kaye O'Hara	secretary@bcoaa.com
Treasurer	Mick O'Hara	treasurer@bcoaa.com
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Events Coordinator	John Collins	events@bcoaa.com
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TAS Representative	VACANT	tasmania@bcoaa.com
NSW Representative	Phil Walmsley	nsw@bcoaa.com
QLD Representative	Mick Mitchell	queensland@bcoaa.com
Magazine Editor	VACANT	magazine@bcoaa.com



On the Cover...

Brocktober at Echuca

Memberships:

Full membership is open to any owner of a HDT Commodore, Calais or Statesman built between 1980 and 1988.

All must bear a build # issued by HDT, whilst Peter Brock owned HDT.

Fees are \$95 per year, plus a \$10 (one off) joining fee. Renewals are payable yearly and are due on 31st March each year. Associate Membership is also available to any PAST financial member of the BCOAA, who no longer owns a Brock.

Life Members:

Paul Dillon; Peter Merkel; George Politis; David Vears, Gary Bundy, Dale Coombe.

BROCK Commodore Owners
Assoc. of Australia

PO Box 555, Ferntree Gully VIC 3156



Brock Commodore Owners
Association of Australia Inc

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President's Report



Andrew Bond

Well people, What a year it's been for our great Association, with social events, a vast array of Guest Speakers, cruises and of course, Brocktober being done and dusted for another year. Although the numbers at the Victorian events and participants has been on the decline, I hope we, as a Committee have been giving you enough options to become motivated to tag along and enjoy not only our amazing HDT Special Vehicles, but also the like-minded enthusiasts that share your Passion.

We kicked off the year at the Phillip Island Historics, then various gatherings across three States. There has also been a number of new members coming into the frey, along with their machines and hopefully, lasting friendships with all of us already a part of this amazing organisation. To you guys and gals, welcome aboard!!

Massive thanks to Phil Walmsley and Mick Mitchell for their unwavering support to me, with the organisation of many events, motivating the members in the Northern States. There seems to be a lot more

passion across the Murray, or perhaps we Victorians are suffering through another cold, miserable Winter yet again. I am hoping it is because of the weather...

On a sombre note, young Neil Peck has had to step down from his position as Apparel and Merchandise Coordinator. Given his situation, he has done an amazing job, always been cheery and ready with some really hilarious anecdotes, all of which are true stories. Thanks from the Committee and especially myself, for all of the assistance you have given. Don't be afraid to voice your opinions and offer advice in the future, or make us one of your famous cheesecakes buddy. Thanks also for Margz for looking after this fantastic contributor and resident comedian!!!

As a parting gift, the Peckster has arranged the Victorian Christmas break up soiree at the Kilcunda Pub again. The food and beverages are amazing, the views outstanding, along with you fellow Brockadiles, it should be a ripper day. Don't forget to bolt the wets on for the day, given our X-mas break up history recently.

Echuca / Moama went really well from all accounts,

albeit with a bit of an Oops moment regarding the Top 05 countdown. We somehow managed to miss writing down Tim Kay's car on the list. After we had the presentation, it was mentioned that this had happened. So after we did some scrutiny, post event, we realised that we had, indeed, had an unprecedented three-way tie for the top Perpetual Trophy prize.

Apologies to everyone that this has happened, so the decision was made to honour the trophy recipients involved already and to award Tim the top gong along with Mick Whibley and Matt Bundy. Congratulations to everyone that walked away with the Choccies this year. We are putting processes in place to assure that this cannot happen again. Our bad..

Trophy Winners:

- Tim Kay
- Mick Whibley
- Matt Bundy
- Adam Stancombe
- Adrian Anderson
- Stan Griffiths
- Craig Johnson

A huge thank you to our honoured guest and participant, Mr Dave 'Dyno' Bennett of Yella Terra fame. Not only is he, along with his lovely wife, a ripping person, but also very humble in his invaluable contribution to the Australian after-market performance market, undoubtedly paving the way for companies such as HDT, HSV and the like. Dave was also pleasantly surprised to win the People's Choice trophy for the display at the Port of Echuca. He was very chuffed and embarrassed to receive this, but had it proudly on display when Ash and I saw him at Historic Sandown a few weeks later.

Next year is going to be a Milestone year for us, with the 40th Anniversary of HDT Special Vehicles, the Commodore's first racing foray in the ATCC (plus a Championship win) along with Brock winning Bathurst in the VC with Jim Richards. We cannot let this go by, without celebrating them all in style, so we are heading back to Bathurst for Brocktober!!! We will be running the weekend on October 16th to 18th 2020. Again, we will be based at Rydges for the duration, with pretty much the same format as those of us lucky enough to have been there in 2017. Anyone willing to put their hand up and volunteer to help in the organisation of what will be an awesome event, will be most welcome. On a related sideline,

John Collins has put his hand up to become the Victorian Events Coordinator for 2019-2020, so, apologies for dropping you in it mate, but given your enthusiasm and drive, it will hopefully be the best yet!

Those of you that can remember back to the last issue, will recall that I was asking for any leads on a VC HDT coming up for sale on behalf of a friend. Included in this issue is the back story of said gentleman, along with his surprising find of a certain Firethorn Red VC with significant family history. It's a great read, with many happy family memories rekindled for many of us lucky enough to have been involved all of those years ago..

On behalf of myself and the BCOAA Committee, I would like to wish a very safe Christmas, hoping the jolly fat bloke delivers a cache of goodwill, food and refreshing beverages to you all. Have a fantastic New Year and get ready to begin celebrating one of our massive Anniversaries coming up in 2020.

Cheers and keep on Brockin'

Bondy

P.S: Thanks Neil, you bloody legend!!!!!!!

More Brocktober details to follow...

Thank you Letter....

The President,
Brock Commodore
Owners Association of Australia,
P.O Box 555,
Ferntree Gully VIC 3156.

ATTENTION: Andrew Bond.
By email.

Dear Andrew,
Jan and I wish to thank you and your members for the opportunity to participate in the Association's, Echuca 2019, "BROCKTOBER" weekend away 18-20th October.

The standard and wide variety of BROCK modified vehicles displayed at the "Show 'n' Shine" was an eye opener to us both and we congratulate those members who won an award.

I particularly appreciated and enjoyed being your Guest Speaker at the dinner and the opportunity to sell some of my last remaining Autobiographies.

As the owner of an HR Holden, a "Non-Brock", vehicle, which was displayed with no intention of being included in any awards, I was very surprised and felt a little embarrassed, to have won the "People's Choice Award". I hope this did not upset any of those members who displayed their worthy vehicles.

The association's generosity in accommodating us for the weekend and the friendliness of your members was very much appreciated and we both had a great time.

The organizers of the weekend deserve a vote of thanks for the excellent manner in which the event was presented.

Once again, thank you!

Kind regards and best wishes,

Dave Bennett

'Dyno' Dave and Jan Bennett.



Vice-President's Report

Ashley Steers

Greetings Brockaholics. Never a dull moment for me it seems, the past few months have gone by at speed with the whole month of August on the trip of a lifetime around Australia with the 2019 Repco Reliability Retrial taking up a fair amount of that time. There should be another instalment for you to have a read through in this latest magazine edition, so hope you enjoy that. I'll be sending in future instalments as I detail out how the event itself went along the way. It was bloody great I must say though to have Phil Walmsley in his VC Brock (#179) along for the ride. Phil did his upmost to travel all the dirt sections on the way and with the car in varying states of dirty during the 28 days I decided to give the car a nickname. If you want to know what I called it best ask Phil.

BROCKTOBER! How good was it? Well for those that attended all I seemed to be hearing was it went off as well, if not better than we expected. I'd like to say a big thanks to Andrew, Janine, Mick and Kaye for doing the bulk of the legwork this year as I was

up to my neck in car preparation and then the month away itself for the Repco. It was a great weekend with a great backdrop in Echuca, Dave Bennet from Yella Terra fame being the guest speaker was a highlight for myself and his story is well worth a read so if you haven't got a copy of his book I encourage you to go out and grab one.

<https://dynodavebook.com/>



As with last year at Jindabyne, I was on auction duties for the night and I must say had a bit of fun with that. The auction items this year largely came from my own personal stash of Brock posters which we made copies of and put them up for grabs, including some Dealer only posters. Other auction items included some nice banners which the BCOAA team had picked up at Philip Island the weekend of the Historics and a couple of panels from V8 Supercars that we found in Wonthaggi whist on the Kilkunda run in December.

In terms of club runs in Victoria we had the Jerusalem Creek run which seems like a long time back now, that was a great day up to Eildon, Christmas in July and the PB memorial run in September. Down on numbers for each of these events which again is somewhat disappointing as I always love to see as many cars out as possible in the group.

From a committee perspective I have been working with Jas and the team on some final touches for the club website launch and we are getting very close to having this ready. I have finished off the terms and conditions which we need to publish on the site

given we will be offering our merchandise across the platform to the membership base, along with a membership renewal option. May sound boring but it's important we have these detailed out, especially given we will have a payment portal connected back to the bank which is a first for the club.

I must pass on my thanks to our outgoing merchandise officer in Neil Peck. Neil has done a stellar job looking after the merchandise side for us however he and his lovely other half Margz have made a tree/sea change and moved out of the greater Melbourne area and Neil believes we will be better served by stepping aside and giving someone else an opportunity to pick up the baton on the merchandise front. So big thanks to Neil from me.

With news of Neil's departure this brings me back to the open committee positions amongst other things. Jas and Kristian will be having their second baby arrive shortly so we will need a hand on the website front. The merchandise position will be open as well. We have had an expression of interest for the VIC events position so hopefully we will be able to fill this one. As for the recent AGM, it was a no goer due to the limited numbers who attended, many thanks to those who did attend. So a gentle reminder to the club members in Victoria that if you enjoy the club registration you need to attend the AGM when it's rescheduled in order to make the most of the cheap rego. If we don't have a quorum we can't have a club and that's not good for most. Hope to see you there at the next one.

Cheers from the Steers





Secretary's Report

| Kaye O'Hara

I really don't have a lot to report this time as it is pretty much covered off in the AGM minutes, which should be included with this issue of your magazine.

Question – what do you do for enjoyment on a soaking wet day?? Why, you go to a car show, of course! Specifically, the Aussie Classic Car Show at Yarra Glen...it was originally going to be held in August however the ground was soft enough and wet enough that it was postponed. Roll on November, better weather for sure you would think, and we cop the wettest car show I've ever been to! We took the Prem (feature car from the last mag); at least it doesn't show the marks too much when the rain dries – not that that was going to happen!

Congratulations to one of our newest members, Dylan Innes, for taking home the glassware for "Best 80's Holden" on the day! Hate to be the judges on the day, they had a choice between three VC Brocks and a nice two-tone stock VH in that category.. All that aside, the turnout was quite disappointing on account of the weather and the day wrapped up well before lunchtime. Oh well, better luck with the weather next year.

The Mobil Motorcars and Memorabilia Day at Altona was a completely different prospect. A bit chilly with the breeze off the sea, but quite pleasant when the sun was out and it stayed dry for us all. Thanks to Ash's better half Nikki, for the invite to display, and also for all the work she put in to help organise the event.

Regards - Kaye



Treasurer's Report

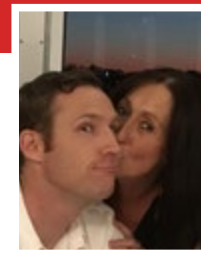
| Michael O'Hara

Hi everyone,
I hope everyone is well.

Currently the bank account balance stands at \$12494.22. Payments outstanding at present are CAMS affiliation (\$715.00 – for an enthusiast club comprising 100-200 members) and fee for lodging the club's annual financial statement with Consumer Affairs Victoria (approx. \$59.00 – obligatory annual reporting).

The annual Financial Statement presented at the AGM will be included with this magazine. If you have any questions regarding anything on it, please feel free to drop me an email at treasurer@bcoaa.com.

Regards - Michael O'Hara



Membership

| Janine Bond

Hi to One and All,

Welcome to the final membership report for 2019. Wow where has this year gone? It only seems like weeks ago I was frantically preparing for Christmas 2018 and here we go again.

We have had 3 New members since the last report and warm welcome goes out to the following:

Victoria: Dylan & Nikki Innes and their three children Mia, Max and Oscar – Red VC

Victoria: Harry & Libbi Miriklis and their three children Eboni, Fletch and Zoe – Blue VL Corsa Turbo

Victoria: Bryson & Danae Lloyd and their two children Tasman and Rory- VL HDT Calais LE (Turbo) Blue

Welcome to The BCOAA and we look forward to seeing you and your special cars at an event in the near future.

This has been a mixed year, with attendance down at the organised Victorian events, but it was great to see so many attend Brocktober held at Echuca this year. I must admit the Port area of Echuca is one of my favourite destinations in Victoria. The rain held off with only a small sprinkling of rain mid morning, quickly turning our cars into looking like well cared for barn finds. It was great to see the general public excited at being asked to vote on their favourite car and it was soon clear that the early on favourite, based on the feedback I was receiving, was the magnificent HR of our guest speaker Dave Bennett. It came as no surprise that he was the recipient of the People's Choice Award.

I also had a bit of fun when those from the "dark side"... Ford owners, refused to offer a vote due to their allegiance to Ford, firing back with "I won't hold that against you" as I walk off with a smile and wave?

This year's event produced a new member enquiry and subsequent membership with Bryson Lloyd and his family joining the BCOAA with their VL HDT Calais LE

Congratulations to all the well deserving winners of the Members top 05 trophies.

STAY TUNED ON NEWS OF NEXT YEARS BROCKTOBER LOCATION!!!

November 16th saw the Club attending Mobil's Celebration of 70 years of the Refinery, organised by our very own VP's wife Nikki. It was fantastic to see so many Club members turnout for the event, with 11 cars attending despite the cold weather – not too bad if you could get out of the wind. I must admit upon arrival I was a bit "Hangry" and needed to find coffee and food before the socializing could begin, much to the disapproval of El Presidente. Together with the car displays it was a very informative and fun event, showcasing Mobil's involvement and contribution to the community during its 70 years of tenure at the Refinery. Along with the local Men's shed display there were many people out and about cruising in their pride an joys who ended up just popping in and parking up, all adding to the event and contributing to it being a great and varied display.

Hope to see our Vic members at our Christmas Lunch on the 15th December at the Kilcunda Pub.

Wishing you all a Safe and Happy Christmas

See you on the Road!!



What's happening in NSW



And just like that, the year's almost done!! Thanks to everyone who participated in events over the course of the year. Let's do again in 2020, but bigger & better!

Brocktober as always was a fantastic weekend. Thanks Patto for organising the trip down, including our lunch stop. The route allowed the opportunity to blow out a few cobwebs, with some blowing them out more comprehensively than others!! Thanks also to Shaun from team Audi for providing a NSW report.

For me personally, I'm still in recovery mode from the most fantastic experience of driving my HDT VC around Australia. Brocky built them to drive, & wasn't it fun!! With Brocktober done, it's time to pull off the stickers & get some corrective surgery booked.

2020 is a year of anniversaries & provides some fantastic opportunities to get involved in events along the way. A number of us have already committed to some of these, but there's always room for more!!

The first Australian Touring Car Championship was a single race event, held at the Gnoo Blas circuit in Orange. While the circuit no longer exists, some of the roads that comprised the track, & the infield parkland do. Each year the Gnoo Blas Classic car show is held, & this is a massive event. The show itself is held on the Saturday, so for those attending we'll be heading up on the Friday (14 February) & staying at Orange on the Friday & Saturday nights. The Gnoo Blas Car Club hosts a Saturday night dinner, which features quality guest speakers. With this being the 60th anniversary, I'd expect some big names from the ATCC over the years to attend. I've made limited bookings, so please contact me ASAP if you want to attend. It would be nice to give a bit of support to local man on the ground Brock Taylor, who's a regular at this vent & highly recommends it.

The next big anniversary celebration occurs at Phillip Island Historics. It's 40 years since the Commodore first hit the race track in the ATCC, & this is to be commemorated. Looks like I might have to take the Commodore this year!!

The annual pilgrimage to PI is one of the absolute highlights of the year. We take in some great roads,

& we always ensure there's some special visits on the way down and/or back. It will be hard to top last year's visit to Lang Lang, but rest assured whatever gets planned will be lots of fun! Again, if you're interested in attending this weekend (we leave on Thurs 5 March, returning home Tuesday 10 March) please contact me ASAP.

2020 is also the 40th anniversary of HDT Special Vehicles, which pioneered the special vehicles industry in Australia. We'll stay tuned for news of any special commemoration of that milestone.

The year's calendar will fill very quickly. January will kick off with our traditional twilight run to Patonga Beach Hotel (or whatever they call it now!!). Book in the third Sunday of May (the 17th) for our annual Bob Jane Granville/Westmead Children's Hospital fundraiser. With All-Holden Day in August & Brocktober in October, the whole year is almost planned already.....

We've had great news on the conditional registration front, with the log book scheme for both HVS (for unmodified cars) & CVS (for modified cars) schemes going from being a trial to a permanent arrangement.

Any NSW member with conditional registration through the BCOAA is reminded that our club rules require participation in club events to both obtain & maintain club approval of their cheap registration. If you're making a saving on your registration because of your club membership, it's not an unreasonable reciprocal requirement to be involved with the club.

Lots to look forward to, & I look forward to seeing everyone soon.

Cheers - Phil

What's happening in QLD

After Muscle on the Mountain was cancelled due to a weather event it was on to our second major car show on the Gold Coast. Then a run for the anniversary of PB's passing and then Brocktober.

Gold Coast Car Show

Once again we had perfect weather for this show and a good turnout. The Gold Coast Car Show kicked off on Saturday 10th August from 11am -7pm with "Family Day" and a tribute to the 50s-70s era of Retro Cars & Caravans! Walk down memory lane to see and see VW Beetles & Kombi's, Sandman Panel Vans, Hot Rods and more. Loads of family entertainment with Dance Schools and live Rock & Roll bands & dancing competitions. Plus Monster Trucks & Fireworks Spectacular.

On Sunday it was our turn for the Brock display and around us, everything on Wheels! Show Cars – an amazing display of Hot Rods, American Muscle Cars, Lamborghini's, Classics, Vintage, 4x4s, dragsters and more!

Bikes – the designated area attracts recreational riders & clubs to display Custom Bikes, Harley Davidson's, Evo's, Europeans and Japanese, Trikes – just to name a few. Trucks – like you've never seen before! It's always a crowd pleaser with Prime Movers and Trucks of every kind displaying amazing graphics, polished chrome and lights.

Caravans – Retro, Vintage, Pods, Airstreams, Teardrops & more.

Both days see Market Stalls which include all facets of the Auto Industry, Products, Services and general Wares, Rockabilly Clothing, Kustom Kulture and Novelty Items.

Congratulations to our trophy winners.

Cheers - Mick





Aussie Classic





Glenorie Bakery Run & NSW All Holden Day

BY: Billy Peick

A cold winter's morning in July was set down for our run to Glenorie Bakery. Phil had heard about the sweet tarts there and was keen to sample them. He also wanted to check out their buns and tasty cakes (you know the type, the ones with the cherries on top), and maybe take some muffin home to butter up later on. With so much on offer he ended up with a cream horn.

Good to see white VC Chris there, along with Shane and son, Nick, Claudio, Phil, and I'm sure one or two others (sorry whoever you were!!!) – I was late due to swap meet commitments, but still had time to consume some comestibles and catch up for a chat.

NSW AHD – cut and paste last year's report. Of course there are always different vehicles turning up each year, and of note for me were the Lettuce Alone and Ultra Violet HQ SS's.

Thanks to Shane for bringing the SS barbecue trailer, which, as ever, was the most popular exhibit in our display. Congratulations to Rob T for taking out yet another trophy with his white VC, which looked great with the red wheels (see photo last issue). Thanks also to our participants – Rob (white VC), Jason (red VC), Ivan (black VC), Dave (white VC), Harry (white VC – extra thanks for jump starting The Chariot to get home – problem has been solved!), Eric (VK Director), Daniel (VK), Shane (VK), Darren (white VC), Nick and Karen with the prototype – and whoever else I've missed out mentioning (guess I'll have to start taking notes). Good to see other club members stopping in to see us even if they didn't bring their cars for the day.



PO Box 555, Ferntree Gully VIC 3156

MINUTES OF RE-SCHEDULED ANNUAL GENERAL MEETING (AGM) HELD AT THE SHANNONS MEETING ROOMS, 40 CORPORATE DRIVE, HEATHERTON, VIC, ON THURSDAY 21ST NOVEMBER 2019

AGM opened at 7.45pm

Present: Andrew Bond, Janine Bond, Michael O'Hara, Kaye O'Hara, Ashley Steers, Michael Flanagan, Lee Flanagan, Bruce Hartley, Frank Callipari, Stan Griffiths, Warwick Hall, Gary Bundy, Matt Bundy, David Vears, Adrian Anderson, Bill Painter, Tim Kay.

Proxies received from Phil Walmsley, Michael Mitchell, Adam Stancombe, Kristian and Jasmina King.

Apologies: Adam Stancombe, Kristian King, Jasmina King, Wesley Green, Dylan Innes, Ron Wood, Kate Wood, Matt Hall, John Collins, Steve Garth.

Minutes of the previous AGM (2018) were tabled and distributed for perusal by members.

The President requested that the minutes be moved and accepted as read.

Motion moved by Lee Flanagan and seconded by Bruce Hartley; the minutes were moved and accepted as read.

The Financial Statement for the club's financial year ending 30th September 2019 was tabled and distributed for perusal by members. The President then requested that the Financial

Statement be moved and accepted as read.

Motion moved by Ashley Steers and seconded by Lee Flanagan; the Financial Statement was moved and accepted as read.

REPORTS

President:

The Mobil Motorcars and Memorabilia display at Altona was a very good day, and was well attended by the members, with 9 cars present. Thanks to Nikki

for organising the day, and for the invitation for the club to attend and display. Scott Pye from Walkinshaw Andretti Racing was present, along with two VK race cars and a Walkinshaw Andretti publicity car (VE Commodore).

Brocktober 2019 went off very well. Unfortunately, one member's car was accidentally omitted from the "Brownlow" leaderboard on the Saturday night; this car received a number of votes in the early count but did not receive any further votes in the last live count. Upon counting back, it also polled a total of 10 votes, meaning that the Perpetual Trophy is now a three-way tie between Matt Bundy's VL LE Calais, Mick Whibley's VH Group 3 and Tim Kay's VH Group 3. Sincere apologies were tendered to Tim by the President, on behalf of the entire committee, for the omission, and he was presented with a Top 5 trophy for his car. The President has also personally contacted both Matt and Mick to explain the situation, and all affected parties are reported as being satisfied with the outcome (three-way tie).

Brocktober 2020 will be held at Bathurst on the weekend of 16th-19th October 2020 (3rd weekend in October). This is again a milestone year for HDT, being the 40th anniversary of HDT Special Vehicles and, following on from that, the 40th anniversary of the VC Brock Commodores. It is also the 40th anniversary of Peter Brock's first Bathurst win in a Commodore.

Upcoming events in Victoria are:

7th December 2019 – Dromana Drive In night, featuring the "Ford vs Ferrari" movie.

15th December 2019 – Victorian Christmas lunch run to Kilcunda Hotel.



The next magazine will be issued after the AGM so that minutes and financials may be included for the membership, and after the new committee has been elected.

Vice President:

Nothing to report that has not already been covered by the President.

Secretary:

All going well at present. Feedback from members regarding Brocktober has been overwhelmingly positive, with all who attended enjoying the event.

Treasurer:

Bank balance at present is \$12494.22. Payments outstanding at present are CAMS affiliation (\$715.00 – for an enthusiast club comprising 100-200 members) and fee for lodging the club's annual financial statement with Consumer Affairs Victoria (approx. \$59.00 – obligatory annual reporting).

Membership:

134 members at present; since Brocktober we have had three new members join the club, all from Victoria.

Events:

The position of Events Coordinator has been vacant for the last year and most events have been run and organised by committee. A big shout out and thanks to John Collins for arranging two runs to the Jerusalem Creek pub for lunch (in May and again in September for our PB Memorial run and lunch); it's great to have one of our members volunteer to run an event!

Apparel:

No report received. Neil has advised that he will not be standing for election this year as a) he has moved to regional Victoria and b) his sight has deteriorated to the point that it is becoming quite difficult for him to continue with the position. The President formally thanked Neil for the time and effort that he has put into the position over the last two years.

Magazine:

The next magazine is due out after the AGM, so that AGM minutes and financial statement may be included. As we still do not have a dedicated magazine editor, Kaye O'Hara has advised that she is looking into obtaining a secondhand Mac laptop with the intention of helping out with the magazine.

Webmaster:

The new website is almost up and running, however has been slightly delayed due to our webmaster Jasmina King (and husband Kristian) welcoming their second child about a week ago. Congratulations to you both! Due to the family expansion, Jasmina has advised that she does not wish to stand again for election this year, but is happy to do the job until the new website is up and running.

NSW State Delegate:

No report was tabled from the NSW State Delegate.

QLD State Delegate:

No report was tabled from the QLD State Delegate.

GENERAL BUSINESS

2020 – Phillip Island Historics will be focussing on HDT Commodores, with a separate display for “race-related” i.e. homologation models. If you are interested in taking part in this, please contact Andrew Bond.

Hobsons Bay Mens Shed is running a display on Australia Day in 2020; this is a fairly casual event with all makes and models welcome, attendees can come and go as they please from the display.

Question from the floor re financial statement presented to members:

What did the section in Expenditure titled “Membership Refunds” consist of?

Answer from Treasurer: one member was refunded his entry fee for Brocktober 2018 after he had to cancel at the last minute due to circumstances beyond his control, one member overpaid for Brocktober 2018 and was refunded the difference between the entry fee



and what he had paid, two members accidentally paid their 2019-20 membership fees twice and each was refunded one payment.

A query was made from the floor regarding the option of the magazine being issued in an electronic format?

The query was discussed, with advice that the new website will have the functionality to do this once up and running. The Secretary advised that the club has four members who are not computer literate and who are still entitled to all communications from the club; this will include the requirement for them to be issued with a hard copy of the magazine. Many members also wish to keep on receiving a printed copy so this must be taken into account as well.

The matter will be further discussed by committee, as it may be necessary to offer two levels of membership – one for receipt of magazines in electronic format only, and a second to cater for receipt of magazines in printed format.

A query has been raised on the club's Facebook page regarding holding the club AGM at some point over the Brocktober weekend. The matter was discussed, with more cons than pros being raised during the discussion:

Pros:

- Everyone in attendance at Brocktober would have the opportunity to attend the AGM (captive audience, and the opportunity for interstate members who would not normally be able to attend an AGM, to be able to do so). That said, it was felt that committee cannot absolutely require that members attend the AGM, it should be the member's personal choice to attend.

Cons:

- Finding the time to allocate up to a couple of hours to hold the AGM may not be as easy as it sounds. Possible times may include Friday afternoon prior to the pizza dinner (traditionally time to give the cars a wash after arriving, and enjoy a few drinks with the folk you haven't seen for a year) or Saturday afternoon between

arriving back from the morning show & shine and free time prior to dinner (this option may mean cancelling the afternoon drive/activity). Some of this time is also used by committee to set up the function room for auctions, raffles and guest speaker. Sunday morning was not seen as a viable option as those members who live further away from the venue generally leave quite early in the morning after breakfast. The AGM would also need to be held at a time when we could expect that attendees will be (relatively) sober.

- The point was raised that the committee have a responsibility to run an entertaining and relaxed weekend for the members, and a perceived requirement to attend a formal AGM could well take away from that.
- Some years ago, committee needed to hold a committee meeting during the Brocktober weekend – it proved quite difficult to discuss matters and make any decisions as, being held in the room booked by one of committee (and shared with other members), people were constantly in and out of the room which proved to be very distracting and not at all conducive to the business of the meeting.
- More work for the Secretary, as he/she will not only be dealing with their normal Brocktober committee duties, but will be expected to have everything ready to go for the AGM as well (from initial notifications to the membership in general, to having everything set to go on the day).

The matter of the AGM having to be re-scheduled due to the fact that the club was unable to field a quorum of members on the original date of 31st October was also raised. The point was put forward that, being a Thursday night, people would not want a late night when they had to work on Friday and that this may be a reason for very low attendance.

It was suggested that the club look at running meetings on Friday nights rather than Thursdays as this may attract more members to attend if they don't have to go to work on a Saturday. Evenings where we



have a guest speaker are generally more well attended than meetings without a speaker, but again, may be more well attended if held at the end of the week.

The suggestion was also made that meetings be cut back to once a quarter rather than bi-monthly; the Secretary will check the Associations Reform Incorporation Act (2012) to see if mention is made of how many meetings the club must hold per year to meet its obligations under the Act.

This will be a matter for committee to discuss in further detail before a course of action may be taken.

ELECTIONS

Andrew Bond thanked the outgoing committee for their time and work over the past year and formally dissolved the committee. David Vears then took over the running of elections. Proxies were received from Adam Stancombe, Phil Walmsley, Michael Mitchell and Kristian (and Jasmina) King. Nomination form also received from Adam Stancombe.

President:

Only one nomination received:

Andrew Bond – nominated by Adam Stancombe, seconded by Michael O’Hara.

In the absence of any other nominations, Andrew was elected unopposed as President.

Vice-President:

Only one nomination received:

Ashley Steers – nominated by Andrew Bond, seconded by David Vears.

In the absence of any other nominations, Ashley was elected unopposed as Vice-President.

Secretary:

Only one nomination received:

Kaye O’Hara – nominated by Adam Stancombe, seconded by David Vears.

In the absence of any other nominations, Kaye was elected unopposed as Secretary.

Treasurer:

Only one nomination received:

Michael O’Hara – nominated by Adam Stancombe,

seconded by Kaye O’Hara.

In the absence of any other nominations, Michael was elected unopposed as Treasurer.

Membership Officer:

Only one nomination received:

Janine Bond – nominated by Adam Stancombe, seconded by Michael O’Hara.

In the absence of any other nominations, Janine was elected unopposed as Membership Officer.

Webmaster:

No nominations received.

In the absence of any nominations, this position remains unfilled.

Apparel:

Only one nomination received:

Adrian Anderson – nominated by Adam Stancombe.

Adrian advised that he declined the nomination.

In the absence of any other nominations, this position remains unfilled.

Magazine Editor:

No nominations received.

In the absence of any nominations, this position remains unfilled.

Events Co-ordinator:

Only one nomination received:

John Collins – nominated by Andrew Bond, seconded by Ashley Steers.

In the absence of any other nominations, John was elected unopposed as Events Coordinator.

NSW State Delegate: Phil Walmsley indicated prior to the AGM that he would be happy to continue as NSW State Delegate, and was ratified in that role for a further term.

QLD State Delegate: Michael Mitchell indicated prior to the AGM that he would be happy to continue as QLD State Delegate, and was ratified in that role for a further term.

As all business had been completed, the AGM closed at 9.45pm



CLUB YEARLY ACCOUNT 2018 TO 2019

Financial statement for financial year ending 30/09/2019

Balance Forward	\$ 24,516.01
Income	
Membership Fees / Subscriptions	\$12,673.01
Member Activities / Trips	\$ 13,215.00
Bank Interest	
Sponsorship	\$ -
Miscellaneous	\$ -
Auction / Raffle	\$ 2,672.00
Apparel / Merchandise	\$ 902.65
Special Magazine	\$ -
Total	\$ 29,462.66
Expenditure	
Trading Costs	\$ -
Rent / Hire	\$110.07
Office Expenses (Postage, Stationary, Printing etc)	\$6,299.13
Bank Fees /	\$0.00
Club Activities / Trips	\$14,890.30
Memberships / Insurance	\$290.00
Apparel Merchandise	\$5,066.08
Member refund	\$298.00
Total	\$ 26,953.58
Balance at 30/09/2019	\$ 27,025.09

Assests and Liabilities for Financial year ending 2019

Assets;	
<i>Current Assets</i>	
Bank Account Balance	\$ 27,025.09
Value of Stock on Hand (Apparel)	\$ 2,520.00
Property, Equipment (Banners, flags)	\$3,000.00
Investments	\$ -
Total Assets	\$ 32,545.09
Liabilities;	
<i>Current Liabilities</i>	\$ -
Total Liabilities	\$ -
Total Association Equity	\$ 32,545.09

Photo Archive

Howdy Folks,

Many of the Victorian members will have come across the gent that has graciously allowed us to scan some ripping photos he has taken over the journey. There are some emanating from as early as 1976, up to Brock's Sierra days included here.

These are personal pics taken by Darrell, mostly from AIR (Adelaide International Raceway), Sandown and the AGP at Adelaide. There are a few Bathurst pics in the mix also.

Throughout the years, he has also been lucky enough to enjoy some HDT rides, as seen in the pics attached.

If you have any happy snaps of Brocky, his cars or anything you think that is worth publishing in your mag, just send them through and we'll include them in some upcoming issues.

Cheers

Ed...





Brocktober 2019

ECHUCA

Brocktober 2019 began with a meet at Sutton Forest for the Sydney group which was running smoothly until our secretary's car decided to not start after its trip around the country, however after some pushing and teamwork, we were ready to begin the cruise across the border. A convoy consisting of 2 VK directors, 3 blue meanies, 1 VH group one, 1 VC and an Audi to follow as our white VH ADP was still getting its new coat of paint was off and travelling smoothly until Bill was spotted chatting with a Police Officer on the side of the road which turned out to be an old friend of his which separated the group temporarily. We managed a fuel stop missing 2 vehicles which was our last top up before we began a spirited run through some very 'interesting' roads on our way towards a pub lunch which saw a reunion with our lost members and saw that everyone was well fed and allowed us to stretch our legs before we began our final stint to Moama. The Sydney crew managed to arrive on schedule and allow us to check in and get settled before gathering for a pizza dinner and 2019 shirts with goodies bags which was followed by some more catching up between members we haven't seen since last Brocktober before everyone settled in for the night.

Saturday morning united us with a breakfast before heading out to the historic town of Echuca and the town stopping car show which excluded the Audi. The cars brought much interest from many locals who loved a good chat with many photos of the cars being taken along the way. There was a great array of vehicles to be admired with a suspiciously loud old HT Kingswood with a misleading 186 badge on it that tried to take some of the attention from the commodores with little success. As expected however, Victoria put on all 4 seasons in 1 day with some dusty rain that gave a stunning black VK Director a temporary colour change. Once the show was over some of us went back to the rooms, others polished their cars (again) and the rest went to the Beer Shed which from all reports was terrific and thoroughly enjoyed by everyone who attended.

Saturday night saw our formal dinner with guest speaker 'Dyno' Dave Bennett who arrived in a stunning HR to share with us some amazing stories of the early days of the dynamometer and the development of the 'Yella Terra' and other engineering developments that went into all kinds of cars to improve their handling and performance. Next thing we knew, Dave had been speaking for 2 hours before we began the infamous auction. The auction

took its breaks with some raffle tickets being drawn along the way with no Red or Black tickets pulled out at all (something a little suspicious about that I think), however everyone ended the night in good spirits having enjoyed the talk, auction, raffle and payment for their newly acquired masterpieces.

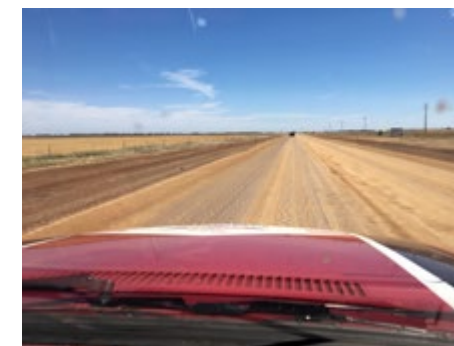
Sunday morning was another great start to the day with lots of conversation buzzing throughout the breakfast room with some Victorian members stopping by Phil Brock's pub on the way home. After breakfast the cars had been packed and refuelled to begin their journey back home. There were only 4 cars in our convoy including the still stunning black Director and 2 Blue Meanies with us in the Audi in absolute comfort. The drive home was much more relaxed as nobody was intent on setting new speed records in their cars before we made our first stop which was not for food or fuel, but a bladder stop before travelling another few kilometres for the first fuel top up for 3 of our cars. We continued on until Goulburn for Paul and Christine to say hi to some family with a final fuel stop for the 3 Brockies before we said our goodbyes before setting off for our final leg home. The convoy was broken up by traffic heading back to Sydney (no surprise there), but with the trip being made slower by the traffic, it allowed us to relax and chat about the amazing weekend we just experienced together.

I would like to thank all of the people involved in the running and logistics of the weekend, booking the accommodation, organisation of the show, finding 'Dyno Dave' and all the different places we stopped at along the way. This made the weekend run extremely smoothly and we would love to thank all of the people in this club that make it what it is today, whether you were able to make to Brocktober or not this group has become a real community with so many welcoming, chatty and friendly people that make Brocktober a highlight from our year annually. We look forward to seeing everyone again next year at Brocktober 2020 which will be in the White ADP and not the Audi.

Finally, for those of you who gave the Audi a hard time, just remember that the Commodore is based on the Opel 'Rekord E' bodyshell with the Opel 'Senator A' front. Opel is German and so is Audi... Just saying they share some DNA, that's all..

Thank you once again for the great opportunity to be in this club,

The Audi boys.

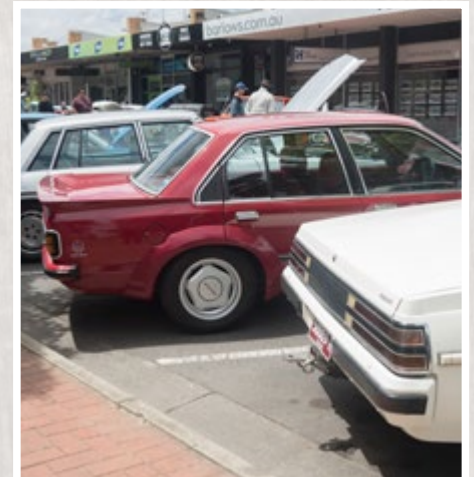






Mobil

70th Anniversary





Where it all BEGAN

Not only was the VC Brock Commodore the start for Peter Brock and HDT Special Vehicles it was also the start of a 4-year-old boys' passion for HDT vehicles and love of motor racing.

Late 1981 saw my Dad trade his VB SLE Commodore on a bright Red HDT VC the car had been the Dustings Holden's Sales Managers demo vehicle and going by the VACC report that we found late last year while going through a box at Mums house it had about 9,000 km on the clock.

This vehicle became our family's main mode of transport until dad got his 1st company car in the mid 80's.

I have many memories with build # 211.

Trips to my grandparents, trips to Calder to watch the drag racing. The 1st HDT club outing where we met other owners outside HDT

Bertie St factory. The 1st HDT owners club Nationals in 1986 where we got to travel around the banked oval of the Lang Lang proving ground and took part in the very famous HDT aerial photo of the logo created out of HDT built cars.

This was also an era that started Dads passion for HDT vehicles and had him join the HDT Owners Club committee as Membership Officer and later down the track see him become Vice President then President.

In 1987 Dad came across a Black VC manual that he had to have so he purchased it and put build # 211 on the Market. Fellow club member Steve Alexander purchased it for his wife however only had it for about 12 months before selling it to a gentleman by the name of John Lee. Dad became friends with John, and they attend car shows and club outings with the VC's.



Roll on 2018 - After finding some service paperwork for HDT VC 211 I was curious to know if the car was still around and what condition it was in.

Feb 2019, after talking with Steve Garth he informed me that he

had spoken to John many years ago at Historic Phillip Island and thought he had his contact number in an old work Diary. 2 days later he advised me he had found John's number and passed it on.

I called and found out that John did in fact still own 211 and that it was tucked away in his shed where it has been sitting untouched and unregistered since 1993 and only had 78,000km on the clock. I asked if he was interested in selling and at the time, he wasn't sure.

Aug 2019. I contacted John once more to see if anything had changed, John invited me up to his house to see the car.

Sept 7th, 2019 - Nikki the kids and I took a 2-hour drive from home to check out the Brock. WOW is all I can say, so many memories came

flooding back when we entered John's shed.

After a long chat about the car and old times we left and waited for the Lee family to decide if they were would be happy to part with the car to me.

Sept 11th, what a Birthday present. After a couple of calls back and forward with John's Son Dale a deal was done. 211 was coming back to the Innes Family.

Sept 21st, I got to bring 211 home. Over the next few weeks I began the process of getting the car ready to hit the road again after its 26 years of hibernation.

After carrying out rebuild and replacement of all the brake components, replacement wheel bearings, lubrication service to

engine, transmission and diff. clean out of the fuel tank and replacement of all rubber fuel lines, radiator clean, water pump and hose replacement it was time to get a RWC to put the car on club permit plates and get it back out on the road.

Oct 9th, after a trip to Vic Roads it was time to go home put the plates on and pick up the kids from school and take them for their 1st Cruise in a Brock Commodore.

We are now looking forward to creating many more family memories and getting 211 out with the BCOAA at as many events as possible.

I'm grateful to John, Janet and Dale Lee for giving me the opportunity to purchase back such a special car.





Baskerville Historics 2019



Hello everyone,
Had the chance to get the ol' Rocket out from hibernation recently and head off to the Baskerville Historics for a bit of a look see.



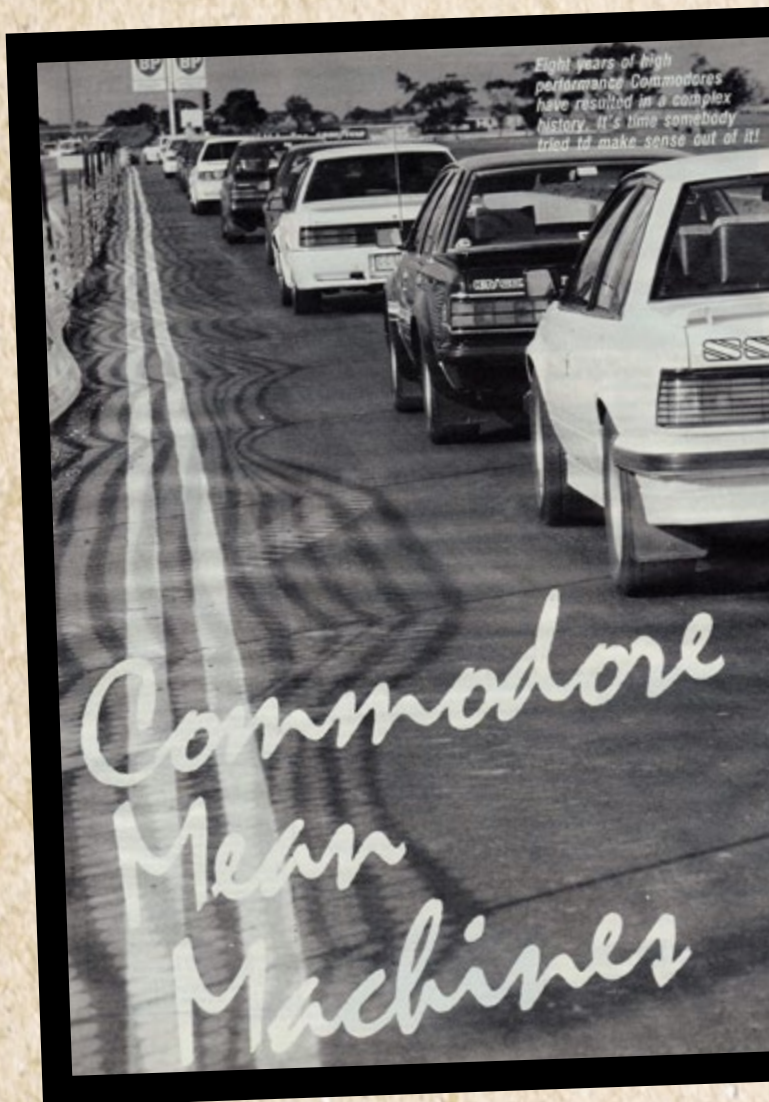
It never ceases to amaze me how much interest the VH generates every time it sees the light of day. She may not be the best example and I tend to be slightly embarrassed by how shabby it seems to be next to some of the other members' beautiful specimens, but I still get a buzz whenever I get behind the wheel.



I am a bit disappointed that I couldn't make it up to the Big smoke and get along to Echuca, but I hope to be up for the Victorian Christmas run. Anyway, here's some pics I took from my time at the track (I did manage to pose for some photos with the rocket for a few folks!!)

Tassie loves a Brocky !!

Nigel Matcham



It was a mean beast of a car that VK Group A Commodore. Of all the Brock inspired Commodore specials, that blue bastard was a pinacle. Released in 1985, it had taken Holden Dealer Team Special Vehicles virtually five years to come up with the machine that still remains one of the rarest and most coveted of the breed.

Only 500 were ever built, so today a good example fetches up to \$5000 MORE than it cost new — if you can find one!

Oddly enough the '85 Group A wasn't a pure Brock special because it was developed jointly with Holden's. It was based on the Commodore SL, in SS form, and was unashamedly a thinly disguised racer.

To those who are not of the HDT faith it's pretty hard to find a way through the jungle of HDT models which have been produced over the years. There have been plenty of them. Even before the 1985 Group A, HDT Special Vehicles had built more than 1000 cars.

The first was 1980 VC Commodore SL/E based. It arose out of Peter Brock's need to homologate numerous racing parts for the Marlboro Holden Dealer Team's 1981 Group C racing effort. At that time Brock had just taken over leadership of the HDT from John Sheppard.

Available in red, black or white — HDT's colors — the car had the 308 V 8 engine and M 21 four speed gearbox. A turbo hydraulic auto transmission was optional. The cylinder heads were machined and fitted with bigger valves.

There was cold air box for the carburettor intake and the steel manifold was considerably modified. This also called for improvements to the fuel pump and fuel supply system.

Chromed rocker covers and a chromed air cleaner gave the engine plenty of style. Other modifications included a bigger master cylinder for the improved four wheel disc brakes, and revised



It was a mistake to base the first Brock Commodore on the SL/E, necessitating plenty of excess weight to be carried in racing.

suspension with new springs and Bilstein gas pressure shock absorbers. German Imatcher alloy wheels fitted with Uniroyal 60 series Wilcoats were the only bits that touched the ground.

A front air dam and rear spoiler, together with wheelarch flares to cover the wider wheels, completed the exterior of the car.

Inside there was SL/E red trim, a Momo steering wheel and a wooden gearshift knob. There was also a driver's left side foot rest.

Brock built 413 of these cars eventually, but they were nothing like as successful as some later examples. Furthermore they caused quite a ruckus in racing circles, the argument going on for some time.

You see by homologating a developed version of the Commodore SL/E, the

GMH built SS Commodores arrive at the old Cheltenham Street HDT Special Vehicles facility.



WOTS HOT 31

the carburettor being fed by an HDT 125 fuel pump. A bigger one inch master cylinder was fitted also.

Inside there was sports steering wheel and HDT gearshift knob, plus of course, the driver's left foot rest. The Maranello red exterior finish carried "Group One Tuned" decals to complete the job.

All of the above, plus a fully blueprinted HDT five litre engine, fitted with chrome rocker covers and a gas forced into the manifold, made up the Group Two kit. In addition there was an air dam, boot lid spoiler and "zero fences" on top of the front guards. Complete with "Group Two Tuned" decals, the cost was a further \$2500.

It was the Group Three which was the daddy of the lot, being the true homologation special for the racing season.

In addition to all the items included in the Group One and Two modifications, the Group Three had extractors and a low restriction sports exhaust system, plus a Scorchier electronic ignition set-up.

There were the same Imatcher alloy wheels previously seen on the first Brock Commodore, fitted with 60 series tyres. Still finished in Maranello red, the body carried the "Group Three Tuned" decals, and was equipped with a more effective front air dam, side skirts and a rear wing. Also, the engine hood was bulged.

While a fair few standard SS models were sold, demand for Group One and Two cars was light to say the least. The Group Three though really scored! Best!

The final cost of a Commodore with the works was \$7500 above the base cost of the A BK sedan, adding its \$3750 to the \$2500 and \$1250 respectively of the Group One and Two versions.

However, there were plenty of people who were happy to spend much more. They were the ones who ordered the full Group Three treatment on an SL/E base. It was no problem to build their cars so long as sufficient numbers of the homologation models were produced.

According to HDT expert Mike Oliver, of Denis Oliver HDT, the VH SS Group Three was a real winner, and one that is a popular buy today — again, if you can find one.

As so often happens, there were plenty of other people who wanted the performance of a Group Three, but didn't want the bangs and baulies that went with it. As a result a number of stock looking Commodores with Group Three innards hit the streets. Up until the arrival of the VK Commodore, 1250 SS models of all types were built by HDT Special Vehicles.

Until now Holden's had put up with the complications wrought by the HDT cars on its production lines. By 1984 however, with the VK coming along, it was decided to do things differently. Prior to the VK, and with Holden's difficulties firmly in mind, Peter Brock had been looking seriously at Opel's Monza coupe as a

possible basis for an HDT special vehicle. A basic prototype was actually built, but nothing further came of the project as easier alternatives presented themselves.

Police specials had to be tolerated in production, so to overcome the Brock problem, a proportion of these went to Special Vehicles for completion as SS version. First of them was the LM 5000, a stop gap model built in small numbers.

It had the police pack, including the Brock engine, M 21 four speed gearbox, together with a 3.08 diff ratio. In addition there was the sports heavy duty suspension with Bilstein gas shocks. HDT Special Vehicles added chrome rocker covers and air cleaner, replacing the steel wheels with Imatchers.

Body additions include a rear spoiler, side skirts, aero strakes on top of the front guards and color coded front and rear bumpers. Inside there was a Momo steering wheel and all the other usual Brock additions. Numerous options included Scheel seats, larger alloy wheels and a few other things.

After only a short while the HDT Special Vehicles operation seriously began building two basic lines on the VK — an SS and a new Group Three.

The SS was fitted with the Group Three engine, sports suspension and HDT wheels, along with an upgraded interior featuring an up market sound system. The Group Three proper was given the complete aerodynamic treatment, including the new slatted air intake front end. There were also bigger 16 inch wheels with lower profile tyres. The Group Three was available only in either silver or white.

It was in 1984 that the first HDT Special Vehicles luxury offering appeared. This was the Calais Director, a machine that suffered from being a little too expensive for its time. Nevertheless,

SSR the most sought after model is the blue Group A based on the VK Commodore — the first with the true five litre engine.



WOTS HOT 33

Power steering was standard on the Group A, which also had the M 21 gearbox, together with the original Group Three Bilstein shocked suspension. Sixteen inch wheels wore Bridgestone 225/50R Potenzas.

All these Group As were finished in "Formula Blue", but bodywork was nothing like as radical as the previous car. The air dam was half way between a Group C Racer and the Group Three road car, while the rear spoiler looked as though it was meant to be there. No side skirts or bulged wheelarches marred the VK's lines however.

Inside there was a mixture of bits from various Commodore models but, as always there was the Momo steering wheel, Scheel seats and driver's foot rest.

Cars were ordered long before they were built, and they spent the minimum amount of time at dealerships. Now, three years later, if you can find an example you'll pay up to \$26,000 for the pleasure of owning one in top condition. When originally sold, the "Blue Meanie" cost \$21,950!

An upgrading of the VK Group Three in 1986 became the Series Two. This was a more civilised version of the line, orientated more towards high speed touring than to racing. For this reason it was given a more compliant suspension, ironing out the fairly firm ride of its sire. It was also given a higher level of trim to highlight its more civilised intended use.

In 1986 the VL series replace the VK, resulting in HDT Special Vehicles' last real association with Holden's. From the start there were rows between Brock and Holden management over equipment, this ultimately including the infamous Energy Polariser. Brock stood his ground, refusing to allow an HDT build number to be applied to those cars sold by dealers which did not emanate from HDT Special

mutant race car had to compete at the same standard kerb weight. That meant the Group C model was forced to carry around such useless additions as the air conditioning equipment. There was no other choice however, as the engine's big valve heads were only eligible in the one package.

It was a mistake HDT was not to make again!

By 1982 the VC had given way to the VH model Commodore. Needless to say, plenty of thought went into the creation of a homologation special on this basis. Indeed, Holden's itself launched the base model as the SS, picking up where the red Monaro had left off.

As a sports special the VH SS was fairly unpretentious. Keeping weight to a bare minimum, the A 9K, fuel specification model was chosen, its relatively spartan interior remaining unmodified. Under the hood though the standard version came with Holden's 4.2 litre V8, but with a dual exhaust. As is well known, Holden V 8s are amenable to exhaust tuning. The 308 inch engine was an option, again with dual exhaust system.

Standard was the M 21 four speed manual gearbox, taking drive to the 3.08 limited slip diff. There were four wheel disc brakes of course, while the whole thing was set off by Auger Quattro alloy wheels, fitted with Uniroyal ER 10H Wilcoats. Exterior finish on all SS decal models was Maranello red.

While the basic SS was made and sold by Holden's and its dealers, Holden Dealer Team Special Vehicles produced three derivations of the theme. For the price of the SS, plus an additional \$1250, you could buy the HDT Group One version.

This had Brock modified suspension with his favorite Bilstein gas pressure shock absorbers. There was still the choice of 4.2 litre or five litre V8 engines, but these were modified to some degree, but these were modified to some degree,

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An interim model based on the Holden police specials was the LM 5000, based on the VK Commodores.

Vehicles.

In fact, the '86/87 VL Group A is a very good car which already commands a \$4000 premium for second hand examples in good condition. It's available only in the one dark red finish.

It was created to meet fuel regulations regarding ULP, being powered by the 4.9 litre V 8 engine, now driving through a Borg Warner T 5 five speed manual gearbox. It was the last homologation exercise for the Mobil Holden Dealer Team. In road going guise however, there was nothing like the same number of uncompromised features as on the blue Group As built in 1985. Suspension was more compliant for a start. And yet the racing image was still there.

Because of the row between Holden and Brock, the VL offering wound up as two cars rather than one. Those sold without the special Brock equipment — in

which was included the polariser — were minus the Brock signature which graces all HDT Special Vehicles built cars. Where Brock was satisfied that things were being done his way, the signature was applied and the car was referred to as a Group A Plus.

In practical terms there was very little difference between the Group A and Group A Plus, although the latter had a few extra engine tweaks. It caused quite a deal of head scratching in the HDT Owners Club however. For a while only Group A Plus models were eligible for membership. Now the normal Group A is accepted.

The story of the famous Brock Director, that dramatically restyled car with its Opel Senator derived independent rear suspension, is well known. It was the last straw which finally saw the severing of connections between HDT Social

Amongst Peter Brock's last offerings as Holden's official Special Vehicles boss were the Calais Director (left) and the Commodore SS Group III.



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Vehicles and Holden's. It did not, however, see the end of Brock's Commodore Specials.

Holden's established its Holden Motor Sports Group under John Lindell, with input from Britain's Tom Walkinshaw and his TWR organisation. Development of the fuel injected version of the 4.9 litre engine was aimed at fitment to a new Commodore SS Group A model in early 1988. That car has now appeared and is featured elsewhere in this edition.

Brock had plans for his own fuel injected Group A car also, but in the interim, for 1987 HDT Special Vehicles offered four models from which loyal customers could choose. Based on the Berlina, the Group Three Signature Series was the high performance touring machine with specification as near as dammit to the Group A, but with a little more road going refinement. Finished in white, buyers could choose between the T 5 manual or three speed automatic transmission.

The Group Three Signature model's 4.9 litre V 8 had a 9.3:1 compression ratio, even in unleaded form. The carburettor was blueprinted and the manifolds matched to the cylinder head ports. A Wade 242 camshaft was used, this providing smooth running at high engine speeds, but a rough idle. As on the earlier Group A, transmission was through a T 5 five speed manual. HDT's alloy Aero wheels were fitted with 225/50 VR 16 Bridgestones, so there was always plenty of rubber on the road, even at Brock's recommended 22 psi tyre pressures!

Standing 400 metre times of well under 15 second were common with the '87 Group Three, making it a far stronger runner than the Group A. For Brock though, it was hard going without the benefit of a close relationship with Holden's, so much store was put on less radical conversions as HDT Special Vehicles' bread and butter.

First of these was the Sports Pack suited to all SL, Executive and Berlina models, as well as the Calais. Turbo

engined cars were given improved cold air induction and a larger diameter exhaust, while V8s were blueprinted with various induction and exhaust modifications. "System One" springs, gas pressure shock absorbers and alloy wheels were fitted. Momo alloy wheels were optional.

As an economical way of getting into HDT gear there was the HDT Designer Series. A Calais Sport rear spoiler, revised grille, deeper front air dam and HDT Aero wheels made up the kit. There was also body color finish for the front and rear bumpers, together with the side moldings. Inside a Momo steering wheel was included.

Finally there was the famous HDT Director with two choices of engine tune (V 8 only), five speed manual or three speed auto transmission, Momo alloy wheels and the fairly radical body kit. Far too radical for Holden's had been the Director's Opel Senator derived independent rear suspension. A whole host of luxury options made a standard price for the car impossible to pin down. At least one very comprehensively optioned version is said to have cost well over \$80,000, making it the most expensive Australian made car ever.

Like so many marques which came to life over the years, these Commodore specials command an incredible devotion from their adherents. This is clearly proved by the vigorous activities of the HDT Owners Club. The Club holds competitions every couple of months, with a highlight of the year being a national meeting. This year it's at Oran Park from the 1st April until the 4th. In addition there's the regular day out held at Calder. It attracts literally hundreds of owners with their superbly turned out Commodores.

To his credit, Mike Oliver of Denis Oliver HDT was one of the first to

With the introduction of the lead-free V8 engine came the VL Commodore SS Group A, all versions being finished in deep red.

recognise the widespread enthusiasm for Brock Commodores, and the factory specials. It was three years ago that he opened his business as a dealer in the marque. In his second year, 1986, he sold 176 of them. Last year the total rose to 300. Up to January 20th this year he had already sold no less than 16!

"All Brock Commodores appreciate," says Mike, "but they're getting more difficult to find."

Denis Oliver HDT has buyers all over the country scouting for good used Brock models. The company is also kept busy putting values on examples stocked by other dealers almost everywhere. "We value anything up to 20 a week," comments Mike.

He has a strong involvement with the HDT Owners Club, and until recently kept in close contact with Peter Brock's current organisation. It would seem however, that the writing is on the wall in that area now that the Brock racing effort is concentrated on BMWs.

The VL Group Three Signature Series cars were Oliver's idea. Later this year, in conjunction with race preparation ace Les Small, he intends building half a dozen or so of his own specials based on the VL. Mike says it will be a high performance Group A type of vehicle, but it will be luxury orientated in the fashion of European models.

It is intended that the cars will be complete rebuilds based on new vehicles. They will be gutted before total seam welding to obviate the rattles which always seem to develop in the factory built versions. They will be fitted with an unobtrusive, but effective roll bar system before being retrimmed with all new materials and carpets. There will be a choice of cloth or leather for seat trim, while a completely new dashboard will be featured.

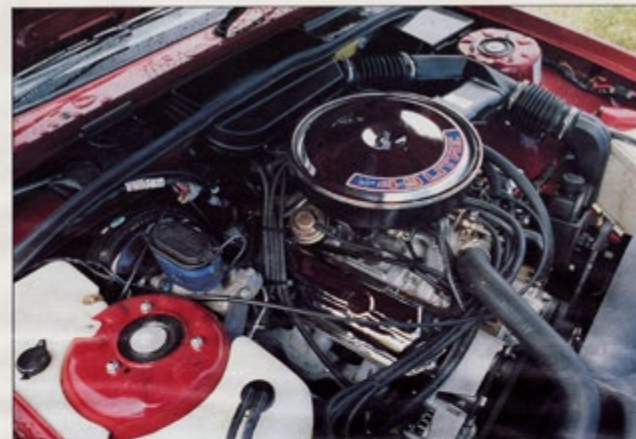
Power will come from the latest factory Group A's five litre fuel injected V 8, driving through a Borg Warner T 5 five speed manual transmission.

Mike says the car will look nothing like a Commodore, and will have a new name. As yet however, he hasn't come up with the latter. Built to the highest standards with the best equipment available, the Denis Oliver HDT Commodore will cost around \$50,000.

There will be a higher profile for the company in motor racing too. Again, with help from Les Small, two VL Commodores are being readied for the AUSCAR series on Calder's high banked super speedway. Mike Oliver himself will drive one, while his service manager, Mike Freeman, will handle the other. Customer AUSCAR racers will also be built to order, all of them fitted with Les Small engines.

Whatever else happens, Commodores are going to figure as both race cars and collectors' items for a number of years to come. To find the pick of them though, Denis Oliver HDT would seem to be a reasonable place to start!

WOTS HOT 35



Holden's big valve 4.9 litre engine in unleaded form, made it welcome come back to the first VL Commodore Group A model. Though its hourly performance was down by comparison with the mean muscle of the VK, it was still a strong head to drive. The HDT's in the front badge was far less than as much as the form, but has grown considerably where the latest fuel injected Group A model is concerned.



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WANTED

One pair of rocker covers in good condition to suit VK 304-308. Must have no dents and be suitable for re-plating. Please contact Ashley Steers via vicepresident@bcoaa.com

2019 Repco Reliability Retrial

Update 4

BY: Ashley Steers
(Vice President BCOAA)



The Mad Rush

I think we had about 4 weeks to go when I penned the last update. At that stage Bondy was into the engine and gearbox freshen up. Well, as with most builds that have a drop dead date we used up every bit of those 4 weeks just to get the car together in time for our departure on August 5th 2019 at the Melbourne Showgrounds. It was coming together great, with dad doing to final fabrication pieces and with the engine and box back in the car the cam was just run in and then we had an oh shit moment.. I decided a change in the alternator would be a good thing, purchased a brand new 70Amp job to replace the 55Amp one in it, as we had those large spotlights and a few other bits wired in taking some extra load. Anyway with the new alternator wired in we fired the car up. It was like someone had lit a fuse under the bonnet, the exciter wire from the alternator was burning all the way back up to the firewall and Bondy yelling out to shut the car down. Little did we know the brand new alternator had a dead short in it out of the box, so back to Repco with that one and another new 55Amp went in, no dramas. But we did end up re-wiring the engine harness as a result. There wasn't much time to go before leaving and I think the engine only had about 600kms on it when we left. A 4 grand rev limit was set for the crew until we reached Perth and could stretch her legs.

Start your engines

Registration came and went and we arrived at the start line full of anticipation. Bev Brock was there to wish the entrants well in their travels and told the group that Peter had considered the 1979 Repco Trial as his greatest achievement. It was good to see Bev again, I hadn't seen her since Spear's funeral and with dad in the pilots chair, dad's sister Michelle waving us off at the start line it was an all family affair.

We received the route notes for the morning just before we left, it was to set the tone for the next 28 days, knowing where the lunch stop was and the end of day finish but how we got from point A to B wasn't known until the notes were handed over. I don't think we were the only one's but we got lost inside the Showgrounds and with a quick reset on the course I managed to navigate us back on track and we were away.

Settling in for the ride

10 minutes into the day we had started to get used to how each day would unfold. We had the route notes to work with, some additional navigation aids in a Tom

Tom and google maps on phones and after a while things started to gel as they should, even with a few hiccups in the directional sense with the occasional misdirection on the route notes or interpretation on our behalf.

The morning was spent working our way up to Melbourne Airport and then taking in some sites where Mad Max was filmed in 1979. The first dirt stage was out the back of Bacchus Marsh. A quick change in the seating with myself taking over the driving duties, Hugh going to the navigator's seat and dad to the back seat it was always the plan to rotate throughout the day so to have fresh eyes and bodies in the right place.

In the team meeting the night before I had prepared a logbook for the whole trip and detailed to the crew how we would be 'managing' the crew and car during the trip. Each day had 3 sheets in the logbook, with a morning and evening vehicle check to do, and a daily running sheet to record crew changes, distances, fuel calculations and any areas needing attention on the car itself based on the days driving.

It was great having a commercial crayfish boat captain in Hugh Hurrell on the crew and dad being a qualified mechanic, both understanding the need to manage the car on a daily basis to ensure a reasonably trouble free journey round, especially with the distances and roads we would be travelling on. We prepared what I thought was a really solid car with nearly everything touched in the build and just wanted to get around being our main goal, anything more than that would be a bonus.

By the time we arrived at our first lunch stop in Port Fairy, we



had already had a casualty, albeit temporarily, with a UC Torana getting buried in an off-road excursion on a section that had cars going in all directions. As word travelled around the group about the UC, it was even more funny to hear that they were rescued by a little Corolla having snatched them out of the bog they were buried in. Well done to team Roller Coaster for the snatch out.

Several other cars were showing

signs of niggling issues and with the management team spread far and wide across the field of 46 cars following our 'moving feast', as coined by Barry Ferguson, the first days adventure had started to sink in and it was only the lunch break.

Towards the end of day 1 we had a stage that was part of the original 1979 event in the Heywood state forest. A fantastic way to finish the day before arriving at My Gambier for our first overnight stay. Upon arrival we were totally buggered and asking ourselves how the hell they did it in 14 days on the original event.

The Road Ahead

To do the event and the story behind our involvement any justice I think I will put pen to paper for a couple of future instalments. It's pretty hard to detail out how the days unfolded without going through the highlights and the lowlights on what was 28 days in total travelling around Oz.

I will say though that each day was a total adventure and even after a single day on the road, the characters we met and not knowing what was going to unfold during the day was something that all the crews would look forward to in the days ahead and longed for since we finished the event too I will add.

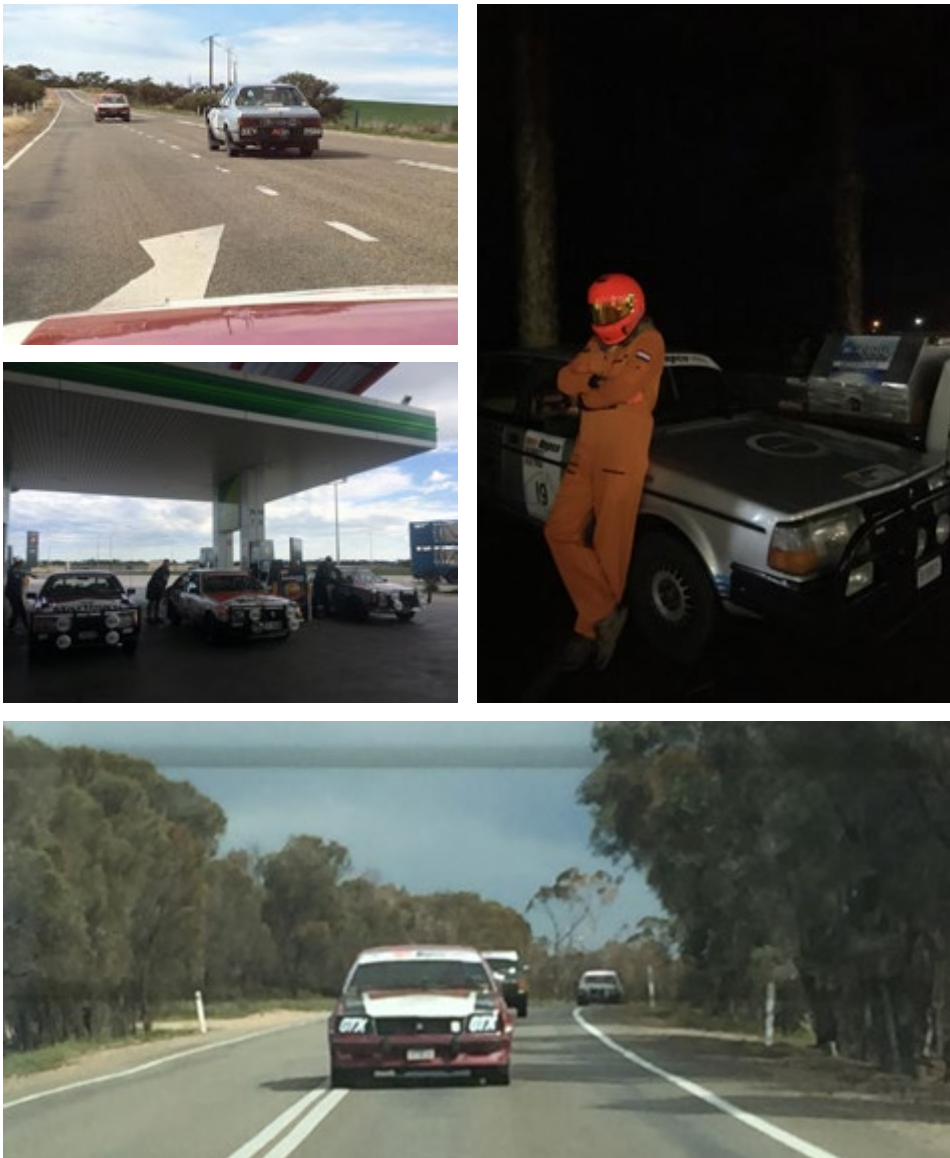
At the lunch breaks and the end of day stops, many a story was shared and interest paid towards how other cars were going. There were 46 crews at the start, would they all make it? What issues did you have during the day? How's the crew going and has anyone chucked a hissy fit in the car yet? Who jumped ship into another car? Did anyone hear about such and such and who helped them get going again? A comradery had started to

form, especially amongst the guys running HDT machinery.

If you haven't already seen it, our NSW representative and sometimes phantom journalist for Australian Muscle Car Magazine, Phil Walmsley has already published a little article on the event, so do yourselves a favour and grab a copy (issue 112 I think) and have a read through. Unfortunately Phil I think was limited to space when he put the article together and I'm sure he would have loved to have filled the whole issue with our escapades and adventures.

So keep an eye out in upcoming BCOAA magazines for the full story, blow by blow, on how things unfolded. I'll also introduce you to some of the 'special' characters we had on the event, as their stories are worthwhile hearing about, especially some of the original competitors and seasoned campaigners who were along for the ride.

Till then...



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