

**48-FJ HOLDEN CLUB
OF S.A. INC.**



SPRING 2020

ISSUE NO. 138

MAGAZINE DISCLAIMER

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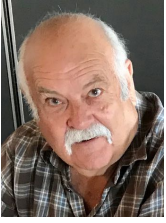
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PRESIDENT'S REPORT



G'Day to all members out there. I hope you are keeping well in these difficult times and trust we get all through this Covid situation safe and healthy together. We had our first meeting in the clubhouse in August with 28 members and 2 visitors in attendance, but any future clubhouse meetings will depend upon the current situation and government conditions that apply at the time.

You will be kept informed as the meeting time nears.

Our next organized outing together has been planned for 20th September (see below). The social committee will keep you informed of future events at the next meeting (Mon. 14th Sept).

Club member numbers are on a steady incline and our financial situation is very secure so I believe we will see out these depressing times with success.

Finally, the club's best wishes are extended to Betty Freeman (on the sick list at the moment) and to Vera Moyle, having a hip replacement early in September. Get well soon, and our thoughts are with you both.

Until our next get together – stay well and Lyn and I will see you then.

Bob Wilkeson

CRUISE TO MANNUM

ERN 11/20

Sunday 20th September

Time to dust off those cars and yourselves. Join us for an easy cruise up to Mannum. We will depart the Toll Gate at 10am (meet by 9.45am). Off the freeway, just past the Toll Gate Motel, turn left in Gill Tce. This is where we usually meet.



We will then continue on up the freeway until we reach the “Hahndorf, Birdwood, Woodside” exit onto the Onkaparinga Scenic Drive. Turn left at the roundabout toward Verdun, Woodside, then right at the next roundabout toward Woodside, Balhannah.

Morning tea will be at Woodside Oval (10.30am), turn right into the oval just on entering the township. BYO hot water and cups. The club will supply individually wrapped bikkies, tea, coffee and milk. Depart around 11am. We will regroup just North of Woodside to allow everyone to catch up.

Please stay in cars here as the road can get quite busy.

Drive on toward Charleston, straight ahead at the roundabout, do not turn towards Lobethal. Continue on until you come to a T Junction, turn right toward Mt Torrens, Birdwood. In Mt Torrens go straight ahead at the crossroads towards Tungkillo, Mannum.

Next T Junction turn right toward Tungkillo and Mannum. On entering Tungkillo, just after the 50km sign, take the left fork (Church St) and note the two FJs on the right, 1 sedan and 1 utility.

As we enter Mannum, just past the bend, turn sharp right into Mary Anne Reserve, turn left and park accordingly. Here we will have our lunch. There is a large shelter shed as well as tables and chairs. BYO lunch or there are two bakeries in the main street and a fish and chip shop.

Hope to see you all there!
Debbi Gehlken

FROM THE EDITORS



We hope you enjoy reading your Spring 2020 edition of the magazine! We've certainly had some fun putting this one together – particularly the “Early Holden Experiences” section that a number of you have contributed to! It will definitely reignite memories for everyone – humorous, poignant or scary, but above all highlighting the carefree attitude and recklessness of youth!

A big welcome to all the new office bearers for the 2020/2021 year. Our new President, Bob Wilkeson has seamlessly taken on the lead from Debbi Gehlken – thanks Debbi for your great leadership over the past 3 years. We also have a new Vice President in Tony Hitchin, and continuing in their respective positions we have Secretary, Simon Brewer, and Treasurer, John Nitschke. All other committee members can be perused in the Disclaimer Section on page 2 or in the Minutes of the AGM at the back of the magazine.

Aside from the **Early Holden Experiences** stories, we also have for you in this issue:

- Part 3 of the **Holden History Tour of Adelaide** from Don Loffler
- Part 3 of Peter Sternicki's **Working Life at GMH** (what a memory you have Peter!!)
- Some interesting history given our club rooms are on Port Rd: **Why Is Port Road So Wide?**
- **John and Denise Liersch's Holden Story**
- Regular features such as Book Review, Buy/Sell/Swap, Forthcoming Celebrations etc

All being well (Covid19 – wise), we are looking forward to some club excursions, including the Mander Meander to the Riverland over the October Long Weekend. So you'll all get to read about and see photos of those future events in the next issue.

Until then.....keep well and enjoy the emerging Spring weather!

Deb and Rob Seidel

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MANDER MEANDER 2020

RENMARK

Friday 2nd October – Monday 5th October 2020

ITINERARY

(subject to change)

FRIDAY – Depart Toll Gate at 8.30am travelling via Murray Bridge, Karoonda, Wanbi, Alawoona (visiting Lloyd Griffith's collection) and Loxton to Riverbend Caravan Park, Renmark

SATURDAY – A day of River History, Coffee, Roses, Honey & Kumquats as we sample the best of the Renmark (maybe a few cars thrown in too!). Catered dinner of Paella back at base

SUNDAY – A day of "Brews, Cruise and Views" at the fantastic Woolshed Brewery with river cruise to Heading Cliffs, then a view of Heading Cliffs from above. Gin and Pizza for dinner at 23rd St Distillery

MONDAY – For a final dose of the beautiful Riverland we depart via Barmera for lakeside morning tea, Waikerie, Caudo Vineyard, Morgan historic precinct, then home via Eudunda and Kapunda

ACCOMMODATION

Please book directly with the caravan park making sure you mention the 48-FJ Club of SA

Riverbend Caravan Park

101 Sturt Highway

Renmark

Ph. 8595 5131 E. stay@riverbendrenmark.com.au

Spacious comfortable Cabins available for all tastes at special discounted rates for club members.

Riverside Cabin \$200 per night, Standard Cabin \$155 per night, Ensuite Cabin \$145 per night, Pet Friendly Cabin \$165 per night, Non-ensuite \$95 per night. Check with the park directly on cabin features. Full pandemic refund of deposits guaranteed if conditions change.

FURTHER INFORMATION

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SOCIAL CALENDAR - CLUB EVENTS 2020/21



Debbi Gehlken, Social Committee Reporter

SEPTEMBER:	Monday 14th	Club Meeting 8.00pm	ERN 10/20
	Sunday 20th	Run to Mannum: BYO Picnic Lunch	ERN 11/20
	Sunday 27th	Bay to Birdwood	<u>Not a club event</u>
OCTOBER:	Fri 2nd – Mon 5th	Mander Meander to the Riverland	ERN 12/20
	Monday 12th	Club Meeting 8.00pm	ERN 13/20
	Sunday 18th	Rotary Club Show & Shine Thorndon Park	<u>Not a club event</u>
	★ Saturday 31st	Southern Run BYO Picnic	ERN: 14/20
NOVEMBER:	Monday 9th	Club Meeting 8.00pm	ERN 15/20
	Sunday 29th	Holden's Birthday Cruise	ERN 16/20
DECEMBER:	Saturday 5th	Xmas BBQ (looking at clubrooms as possible venue)	ERN 17/20
JANUARY:	Monday 11th	Club Meeting 8.00pm	ERN 01/21
	Sunday 17th	Breakfast & All Holden Day Glenelg	ERN 02/21

Please Note: All events are subject to change, especially due to current circumstances.

★ October 31st is a Saturday Run - trialling a Saturday run due to requests.

An email will be sent out before events as a reminder with more details of each one. Meetings may be held at the club rooms or via Zoom. Members will be notified.

For more information please contact Debbi : 0413 902 181 or Steve: 0421 852 451

SOUTHERN CRUISE – Saturday 31st October 2020



Keep this date free if you can! We are having our first Saturday run for some time, travelling from Old Noarlunga through the Fleurieu (on sealed roads that are not normally frequented).

Abundant scenic locations and opportunities to stretch the legs of the old cars after spending too much garage time recently.

It will be a BYO event with a picnic lunch (Covid19 and weather permitting).



More details closer to the event.

FORTHCOMING CELEBRATIONS

BIRTHDAYS

OCTOBER

4th John Wilkins
8th David Cunningham
Ernest Lacey
Wally Wood
11th Doug Sloan
12th John Mallinson
14th Geoff Lines
16th Trevor Wingard
20th Jeff Beatty
23rd Rosemary Pulford
27th John Liersch

NOVEMBER

1st Sharon Bernhardt
9th Don Loffler
12th David Colwell
17th Terry Sheridan
20th Christine Hitchin
Eli Sleiman
27th Shane Bernhardt

DECEMBER

4th Paul Kaesler
5th Graeme Nelson
Kevin Ratsch
8th Malcolm Caire
18th Di Lines
20th Owen Smith
22nd Heather Mander
26th James Lang
28th Simon Brewer



WEDDING ANNIVERSARIES

OCTOBER

Wally Wood: 60th Anniversary on 8th October
Steve & Debbi Gehlken: 38th Anniversary on 23rd October

NOVEMBER

James & Meryn Lang: 15th Anniversary on 5th November
Geoff & Di Lines: 35th Anniversary on 9th November
Owen & Maggie Smith: 49th Anniversary on 13th November



APOLOGIES:

A **BIG** apology: In the AUTUMN edition, we **again** omitted: Bruce and Wendy Cussans who celebrated their 51st Anniversary in June. We have made all kinds of reminders to ensure this doesn't happen again!!

EDITORS' NOTE:

If we have omitted your birthday or anniversary date, or have recorded the wrong information, please advise us so that these special occasions can be listed correctly in the next relevant issue.



JOHN AND DENISE LIERSCH'S HOLDEN STORY

by Deb Seidel

We visited John and Denise at home recently to discover their Holden history. Like many of his era, John has been a Holden man right from the beginning. And Denise joined the journey from the time they met!

John's family had always owned Holdens. His uncle on his mum's side was a Holden dealer in Quorn – "Hughes of Quorn" - so the whole family always owned Holdens. Hughes of Quorn were the northern-most Holden dealer in SA – they dealt with all the cattle stations up north as well as the local area. There was also a Holden dealer in Pt. Augusta at the time.

John also had an uncle who was a motor mechanic at Claridge Motors where he did his apprenticeship in the war years. So it was a natural thing to be a Holden family.



An early club run to Victor Harbor

"I always had an interest in cars and mechanical things," said John. "Dad and I used to go to my uncle's place – we'd take our old FX and FJ and service them there. I'd always be out in the shed with them looking under the bonnet." John learned to drive in the family FJ too - there had always been a very strong sentimental attachment to Holdens.

The first car John owned was a Vauxhall Victor, followed by a Torana, then a 1971 GTR Torana – "should never have sold it – it was a great little car!" Then Denise made an admission: "I crashed it!" Fortunately it wasn't a bad accident. Denise had been on her way to work night duty as a nurse at Modbury Hospital and had her sister in the car. And the accident wasn't her fault. This was before John and Denise were married.

Denise and John met when Denise was a trainee nurse. John had graduated from the police academy and there were lots of 21st birthdays to attend. Denise's cousin was on the same team as John after graduation so Denise was at his 21st. That's where they met, and as John said, "The rest is history!"

Numerous Holdens populated the Liersch household over the years – another Torana, a Kingswood and three Commodores. John also had a motor bike back then (still does!) – but after the kids came along, a second car was needed. They first bought a Volkswagon Beetle. But then John wanted a project car. He initially bought an FX for \$400 that was partially restored ("It hadn't had much done to it," said John).



Bianca (Scott's wife), Kate, Denise, Scott (graduating son), John (with his own graduation photo), Ben (son), and Margrethe (Denise's mum.)

Some time after, he spotted an FJ in the paper and wangled a swap for the Beetle. This was all in the late 1970's. John had wanted \$700 for his Beetle and the young woman selling the FJ was asking \$1000. So John snaffled a bargain! The FJ had originally belonged to a farmer in Clare "who must have only driven it on Sundays and kept it in the shed," said John, "because all the rubber on it was still quite soft." But since then it seemed like the car had been very poorly maintained – the suspension was rattly and the brakes were terrible. "So it needed a bit of work, but it was still in really good nick." Apart from that, John has only repainted it and put a heater in.

John has had two stints as a member of our club. He first joined in the late 1970's when the club was only 2 or 3 years old. That stint was for 3 or 4 years. He then rejoined around 15 years ago.

When John first bought the FX, he started pulling it to bits and he recalled thinking: "How the heck am I going to remember where all the bits go?!!" The body was sandblasted, but when it came back, the floor hadn't been done. Life got busy and the FX restoration came to a halt. John started work on it again when his uncle was doing up his own FX as a replica RAAF car (see p.203 in Don Loffler's "Still Holden Together"). John's uncle had to replace the roof and floor of this vehicle and lamented (as many do!) "I threw away better ones than this!!"

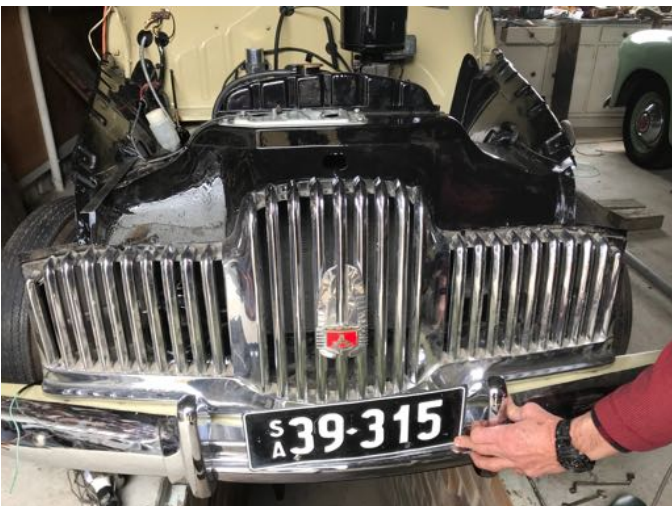


Club run to Adelaide Airport late 1970's. Note Barry Gaghan's car in the centre

Work and family commitments meant John couldn't keep up with his retired uncle's schedule and so the FX sat largely untouched until John himself retired. By this time he had acquired all his uncle's spare parts, which has been a huge help.

John is currently revelling in working intensely on the FX and hopes to have it on the road by the end of the year. Denise enjoys seeing the progress John is making on the car and will be pleased to see it finished as they've had it for such a long time. Another beauty lovingly rescued!

John's FX project and below, busy workshop with FJ, bonnet up:



A HOLDEN HISTORY TOUR OF ADELAIDE – Part 3



(Please note that this narrative is the copyright of Don Loffler and may not be reproduced or copied in any form, neither from the 48-FJ Holden Club's magazine nor from the Club's website.)

Holden's Forgotten Plant at Beverley

We're off in the bus, driving down the Port Road, to see the site where Holden's Woodville factory stood, but wait – what's going on? Long before we reach Woodville, the bus turns left into Howards Road, Beverley, and pulls up in front of a large modern building. It is scarcely known that a small Holden factory stood on this site for several decades.



Source: State Library of South Australia BRG 213/77/51/1

This is the earliest available photograph of the factory, which Holden's Motor Builders bought in 1927 from Whittingslowes, manufacturers of locks, hinges and bow sockets. The purchase was made in order to guarantee adequate supplies of these components for the Woodville plant.

Then came the Great Depression in 1929-30-31. Holden's Motor Body Builders was on the verge of bankruptcy when it was bought out in 1931 by General Motors in the USA. The new company was called General Motors-Holden's (GMH), and it retained the Beverley plant.



GM Holden Pty Ltd

This 1934 photo shows that the Beverley plant had expanded its facilities from the manufacture of small metal components to include the assembly of Vauxhall cars. In the centre foreground is a 1934 BX roadster and behind it, a BX Deluxe sedan and a BX coupé utility.

When World War II broke out in 1939, the Beverley plant, like the plants of all car manufacturers in Australia, had to convert its entire facilities to wartime production. The plant assembled anti-tank guns and carriages, and anti-aircraft guns and mountings.



GM Holden Pty Ltd, courtesy of Tony Hitchin

This photograph comes from GMH's *War Record* book, produced in-house by the company and not sold at retail. It is now a much sought-after collector's item.

The photograph shows how the company name was removed from the façade of the building during the war in order to give the impression that it was no longer a factory that was producing armaments.

At some time between 1934 and World War II, an office had been added to the front of the building.



At the end of World War II in 1945, military production ceased, and the factory returned to small-scale civilian production until 1948 when GMH sold the property. The photograph below shows the current site, occupied by the ADRAD company, manufacturer of motor vehicle radiators.



EARLY HOLDEN EXPERIENCES

We asked for you to send us your Early Holden Experiences. There was a great response! Thank you. We are happy to make it a regular feature in coming issues, so ... **keep them coming!** Here are the first ones ...

John Liersch

MY TWO STORIES



When I was a teenager (during the 1960s) my father (Hartley) and I would often go fishing at Murray Bridge. We had a family friend who lived on a farm that is now Monarto Zoo. They had a boat and we would often go fishing on the Murray River, and also go spot lighting for rabbits on their farm. Our car was a 1955 FJ Holden and we always drove it to and from Murray Bridge. It was at a time before the freeway was constructed through the Adelaide Hills. The main road to Murray Bridge was Mount Barker Road, and it weaved its way through the Adelaide Hills going through all the small towns that still exist in the Mt Lofty Ranges. At the very top of the hills was an area called “Eagle on the Hill” with a very well known pub and a service station.

I am not sure if Dad was such a miser or just a dare devil, but on the return journey to our home at Parkholme he would turn off the motor of the FJ on the downhill run past the service station and put the car in neutral and we would coast all the way along Mount Barker Road without using any engine power. We would go all the way to Cross Road and Fullarton Road where we had to stop due to a stop sign that was there at the time. If that stop sign had not been there I reckon we could have run all the way to Duthy Street at Unley without using the motor. There were only a couple of spots on the Mount Barker Road where we got down to walking pace but with the right wind direction and with very little traffic on the Road we would coast all that way. The only concern was “Devil’s Elbow” which, as those that can remember, was a very sharp corner and was renowned for cars rolling over whilst negotiating the sharp bend. I do recall having to negotiate it at a faster speed in order to maintain momentum to complete the journey all the way to Fullarton Road unassisted. I never felt that there was any danger but the braking always seemed under control.



Devil's Elbow, centre of map



My other story was when I was driving my FJ Holden on Australia Day a few years ago. Our club was participating in the Australia Day parade where we all went in a slow drive from the Torrens Parade ground along King William Road to Victoria Square. It was a very warm January day and I recall a few of the old Holdens having a few over-heating problems due to the slow but slightly uphill drive south along King William Road. There was a large crowd gathering on either side of the road. During the whole journey there was lots of waving, clapping and flag waving of Australian flags.

In my car my wife Denise was seated in the front seat, and in the backseat we had our friends Trevor and Cheryl. Trevor was the Pastor of our Lutheran Church and we invited them along to enjoy the Australia Day celebrations. All of us had our windows down and were doing the appropriate waving etc. acknowledging the carnival style crowd. We got to the carriageway in Victoria Square and the procession had slowed down to walking pace and we were in the right hand lane of the road. There were a lot of people in and around the area and we had to stop alongside a middle aged woman standing on the side of the road. She was waving and smiling as we approached the area. As we stopped next to her she yelled out in a loud voice clearly audible to us and all around her, “I LOST MY VIRGINITY IN THE BACK SEAT OF A CAR JUST LIKE THAT”! I wasn’t sure how Pastor Trevor would react to that, but to my delight he and his wife Cheryl were laughing their heads off. Shortly after that, the procession continued on and we waved farewell to the non-virgin middle aged woman. The ride in the back seat of the FJ took on another dimension for the rest of the journey.



Hmmm ...



On my sixteenth birthday in November 1955, Dad took me in our 48-215 from our home in Palmer to the police station in Mannum to get my licence. All I had to do was to answer 10 questions in a written test. The policeman didn't like the wording of one of my answers, and kindly prompted me into adjusting it!

It didn't matter that I was given no driving test. I'd learned to drive when I was 15. My indulgent father, the Palmer primary school head teacher, let me drive the car on Sundays around and around the school yard until the red temperature light came on. I'd learned to reverse and park in between swings and seesaws. It was huge fun!

In January 1956, we went on our first interstate trip in the car – Dad, Mum, my two brothers and I. Dad let me drive for some of the way, so I was on a high every day. We spent a week in the lovely Victorian town of Bright with our Loffler relatives, and each day, we went on sightseeing trips.

One day, all the 'menfolk' went with my uncle in his Vauxhall to Mount Bogong, while I had the honour of driving our Holden to Mount Buffalo with the 'womenfolk', Mum and Auntie Mavis, as passengers. On the way, Mum said to my aunt, "You know, Mavis, to be quite candid, I feel safer driving with Don than with Art (my father)." "Yes," said my aunt, "He's really very good." Well, who swelled with pride!

Shortly after that, the car hit a steep, sharp corner so deeply rutted that the massive shuddering of the car threw my foot off the accelerator and the car stalled. Instant crisis, instant humiliation! I went hot and cold because I knew I was in trouble. The handbrake, or course, wouldn't hold the car on the steep incline. All I could do was keep my foot hard on the brake pedal and wonder how on earth I was going to take off without letting the car run quickly backwards. It was a hot day, and I began to sweat profusely while frantically trying to work out what to do.

In the end, I pulled out the choke, started the car and got the engine revving to the point of flooding, put the car into gear, took my foot off the brake and whipped it across to the accelerator, at the same time as letting the clutch out. Unfortunately, I hit the accelerator so hard that the car did a huge broadside and all but flung itself and its hapless passengers into the deep ditch on the edge of the road. "Whoopee!" yelled Mum, as stones and gravel pelted loudly against the underside of the car. It was pure luck that I managed to get the car under control after several manoeuvres.

The rest of the trip went well and despite nearly crashing the car on the way, I naively thought there might be words of praise for the way I got us out of a difficult situation! Not surprisingly, there were no compliments forthcoming!

I took this photo with my Kodak Brownie box camera during the trip. How I loved that car!





My memories are probably not much different from a lot of other people, but I'll give you an example of some. I'm sure a lot of people did this sort of stuff.

Surfing stories:

I drove my FJ everywhere – going surfing a lot with my mates, going parking with girls etc. I drove my FJ with surf boards on the roof rack. We used to go to Tumbly Bay and other places, especially on the west coast. There were mainly guys from work, other apprentices from Holdens at Woodville. I still see one of them quite a lot.

We used to load the boards on our FJ's. This was the first FJ I had. It was a green coloured car that I modified a bit – mainly with wide wheels, bucket seats, different tail lights – the usual stuff that everyone did in those days. I didn't do anything to the motor though. Typically there would be three in each car and we'd go down near Pt Lincoln somewhere, or to Pondalowie Bay. We'd go on rough roads looking for the best waves. We'd stay for two or three days and camp out by running a tarp between the roofs of the two FJ's.



Other times we'd knock off work at 4pm and go down to Outer Harbour near the breakwater for a quick surf. If the surf was good we'd get a half an hour in the water. In winter we didn't have wet-suits, so I used to wear a football jumper. Sometimes we went to Moana and drove down on to the beach. In the winter it was so cold our lips turned blue so we'd take a thermos and have a hot coffee in the car afterwards.

This was all before the first "Jaws" movie came out. After the movie I didn't go surfing any more. Basically I got turned off of the surfing completely – I only got comfortable being in the sea about 1995, when I was with Lauraine, my partner. We were down the beach at Semaphore and she got me to go into the water.



Drag racing:

We did everything in our cars. Several times we went out the back of Ottoway drag racing at night time. One night, two of us were chased by the cops. We weren't really doing anything dangerous – that's what we thought anyway. We had split up and the cop caught up with me down Grand Junction Road. I thought I was in for it, but he just said to me, "Next time you want to drag race, go out the back of Wingfield somewhere, there won't be any cops there." Cops were different back then!

Another time, my mate and I were going along Woodville Road, and we had stopped at the Port Road intersection. He was in front of me in his FJ. Behind him was a cop car, then me in my FJ. His engine was really shagged – and he used to run really thick engine oil. When he took off from the lights the cops were covered in a heavy cloud of blue smoke! You could hardly see through it. Over the other side of Port Road the copper pulled us into the church yard. The copper said to my mate Ralph, "How much oil does it use son? One or two pints?" Ralph was a real character. He answered, "No. One or two gallons." I couldn't believe it, but after he had checked MY car, which was roadworthy, he let us both go without checking Ralph's car – which was atrocious and not roadworthy.

I remember that often after we had knocked off of work, we'd go out the back of Fredericks Road at Queenstown and drag-race out there. In those days it was just a narrow, fairly straight road. Occasionally (in 1968), at lunch times, we'd drag our cars out on Port Road in front of Holdens. We'd wait at the lights then drag up to the railway line. We'd either be in the cars or just watch the older apprentices in their hot 186 HR Holdens.

The Afghan dog story:

Afghan hounds are pretty stupid dogs. I was going out with a girl who had one of these dogs. It was in the back seat of the FJ and we were going around having a bit of drag racing in the back streets. I forget the suburb we were in, but that's not important anyway.



I was heading down this street, probably going too fast, and there was a T-junction ahead. Before we knew it, we hit a spoon drain. The front of the car went into the air and then nose-dived into yet another spoon drain, went into the air, and came down again.

The dog was so nervous it jumped into the front seat and just stood there shaking and looking at us. At the same time, the back of the rear seat had popped out (there was only two screws holding it in). Tools and other things came flying through to the front seat too. My girlfriend and I couldn't believe it! We had broken the two front coil springs on the car, but we were okay. The dog was pretty shaken.

Trips to Melbourne and Sydney:

My friend and I, who I did my apprenticeship with, decided to go to Melbourne to visit my uncle. After we had worked all Friday, we left straight after work. On the way, we had two punctures and the water pump failed too.

We had to replace the water pump at Ballarat, at about 7 or 8 o'clock in the morning. We went to a Repco dealership in Ballarat. We asked for discount because we were apprentices from Adelaide, and the fellow gave it to us! I think it cost about \$7.00.

We had taken a tent, and being a bit lost in the big city, we couldn't find my uncle's place. So we stayed in the tent. On Saturday night we were getting a bit cold so we decided to go to the drive-in. We had a small gas lantern so we lit it in the car to keep warm. In no time we went to sleep – the burner had been using up all the oxygen – so we quickly left at half time. The following day (Sunday) we found my uncle's place, he fed us and we stayed there Sunday night, and drove home on the following Monday. It was a crazy thing, driving non-stop there and back – I can't even remember why we originally went to see him.

Another time four of us went to Bathurst, again leaving on the Friday night, driving without stopping until we got there. Watched the race over the Saturday and Sunday, then drove straight home again on the Monday, again without stopping.

Debra West

HOLDEN STORY



The first Holden that I remember was a white FB or FC that my mum had. She used to work in the tuck shop across the road from my primary school. One day the milkie came around the corner in his truck and crashed into it. Not sure if it got fixed but shortly after that I remember we got a two tone (blueish green/white) HR. We had this for a while. One day my brother broke off the indicator arrow on the column shift to show which gear the car was in (automatic). After that we got a dark green/white Torana



which was the car I learnt to drive in. This was also an automatic and it was like driving a truck, the steering was very heavy. Once I had my license I was not allowed to drive it again. I then bought an early 60's Mini which was the start of my love for minis.



Debbi Gehlken

EARLY HOLDEN DAYS



Through our early days together in the 70's Steve was always either working on his motor bikes which he usually built in the house, or working on his or one of his mate's old Holdens in the back yard or shed.



We never had a lot of money in those days so always had to do most repairs ourselves. It would be nothing to have a car jacked up on bricks or anything handy in a shed with a dirt floor and the only light would be a lead light running all the way from the house using bulbs pinched from one or more of the bedrooms. Changing a gear box or such like till early hours of the



morning to be ready to use for work the next day was a regular occurrence. When we first got together Steve had an FJ Special that the local police knew very well, with most of our cars coming home more than occasionally with a pretty yellow sticker on the windshield. The FJ had an old valve radio that for some reason only worked going around corners, so when a good song came on we would go round in circles. We went through many cars in our time, all having problems. I remember driving our old EH wagon around for weeks with metal to metal brakes and having to use the hand brake to stop. Our FC we drove back from Victoria with a string attached to the gear lever and tied to a brick on the floor! This car was easy to clean out as it had no flooring and a couple of holes in the floor, we just use to squirt it out with the hose. The boot made an excellent esky!!!



Steve spent most of his time searching for parts in wrecking yards or in a place called Scab's Alley in Wingfield where old cars were abandoned or wrecked. When there, if you left your car for too long you would come back to it being dismantled by others on the scrounge.

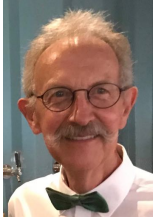
Steve has always had a bad habit of running the cars on empty. One day back in the late '70s Steve had been working on the car when I needed to go out with a girlfriend. "Yeah, it's all ready to go," he said, "You should be right for fuel" Well... we were on Grand Junction Road, just passing the Yatala Prison when chug, chug, no petrol!! My girlfriend and I proceeded to go up to the Women's Prison to use the phone, as you would!!!,

to call for help and a can of fuel. Furious, I then drove to Holden Hill servo for some petrol, opened up the rear door, which promptly fell off in my hand onto the ground. It was held on at the catch and hadn't been bolted on!!! His reaction was, "Well you weren't supposed to open the back door".

Even today my car is always full and Steve's is always running on empty. Running out of fuel became a regular thing and I still don't trust him when he says there is plenty of fuel!!

We have had many cars over the years and most of the Holden models, although a little more reliable nowadays. We were always working on and maintaining our cars through necessity in those days and now we are doing it all over again for fun.





1. Cookie Car, reg SA RGX 716, about 1971, the start of it all!

When I was eighteen I had embarked upon a repeat Year 12 at Gilles Plains High School (I had too much fun the first time!) Living with my parents, three miles from school, I needed transport. In those days, the Saturday Classifieds in the Advertiser had a voluminous section of Used Cars, and in it there was the single line ad: "FX Holden, runs well. \$40.00" and an accompanying phone number. By that afternoon I had it home from Brahma Lodge to Hampstead Gardens – after borrowing my brother's car trailer, my brother's car to pull the trailer, and my brother. (Let's be honest, I probably borrowed the \$40.00 from him as well.)

Over the next few months I had stripped it down, patched up the rust, and hand painted it, from the very weathered light green it was, to a shiny brown enamel domestic paint bought from the hardware store. I cared nothing for originality in those days!



In getting it roadworthy I learnt a lot about the car, the engine, the brakes, the bodywork, the undercarriage, and all those fiddly little things you don't think about when you buy a car for \$40.00. Happily, Cookie (so named by my friends after the Cookie monster from Sesame Street) took me to school, to Saturday football matches, to all the places I wanted to go, including to the drive-in pictures at Gepps Cross with my new girlfriend Deb who is now my wife.

2. FJ reg SA BCF 968 grey with a white roof. Original? About 1972

This car didn't feature much in my life, apart from filling a Holden void, but in the short time I had it I did swap its engine and other parts. More learning about the car. At this time I was fruit picking over the summer in Loxton. There are two things I remember about this car and Loxton – both life threatening. Firstly, on the way to the Riverland with a friend we thought we'd try out the top speed going down Accommodation Hill north of Truro. We managed to get it up to 85mph before the front end started to vibrate. Exciting and stupid. Later in Loxton we found that all the wheel nuts on the right hand front wheel were perilously loose!

Secondly, after getting to know the blockie's son, we went out into paddocks at night-time rabbiting. One person (the Spottie) would sit out the back passenger window, legs inside the car, holding the spot light with one hand, and with the other hand holding on to anything else to avoid falling out. I sat on the passenger side mudguard, a '22 rifle (unregistered of course) resting across my knees while I held on tight to the bonnet emblem for dear life. The ground was full of ditches and rabbit holes – a challenge for the front end of the FJ as well as the spottie and the shooter (me). As soon as a rabbit was spotted, the driver jammed on the brakes, the car coming to a thumping stop, me sliding off the mudguard amidst the dust and saltbush to take aim. At the time we called it fun!



3. FJ reg SA 436 697, 1972

This was a brief ownership, but nevertheless it was a complete car with original options and original registration. Still, I did not assign much value to these things. I traded in this car for a new Ford Cortina as I had just landed a job as Assistant Manager at St Clair Youth Centre at Woodville and could then afford the expense.



4. FX reg SA SHC 974, 1973

In 1973 I was now a tertiary student at Salisbury CAE studying to be a secondary teacher. I sold the Cortina and went back to the Classifieds in Saturday's Advertiser to buy a cheap car. I had some cash and was looking for a car that I could "do up", as I now really liked the old Holdens and wanted this car to look as original as possible. I stripped it, had it professionally spray painted, then put it back together again. This cream car, (Gawler Cream?) lasted throughout my

college years and into the first year of travelling around Pt Augusta, (my first teaching appointment was at Pt Augusta High). I also travelled frequently to and from Adelaide to see Deb, just so she could sit on cold concrete to watch me clean it (see photo). In 1979, I sold the car to a fellow who was from Canberra.



5. FX reg SA 1414, 1982



Again the Holden void! Deb and I were now married and, after some discussion, I had convinced her "we" needed an old Holden to drive around the Flinders Ranges, as well as in the town of Wilmington, where we then lived. A fellow called Barry living at Highbury, adjacent to the appropriately named suburb of Holden Hill, sold us his 1950 black FX, a very original car with 39,000 miles recorded on the odometer. On one occasion we drove down to Adelaide to enter the car in a "Show & Shine" day organised by Dean Qualmann of the growing 48-FJ Holden Car Club of SA. (We really knew nothing of the club then.) This car was a gem – we kept it from our Wilmington years through to our early years in Willunga. It was used by Deb to travel to Adelaide metro schools as a

speech pathologist, (how she managed to fit behind the wheel while pregnant was a wonder), and years later I put two child seats in the back and ferried our two children around while I took 18 months off teaching on parenting leave. We used the car as a second daily driver and it was admired wherever we went. We sold it in 1990. Back to the void.

6. FX "Pearl" reg SA 215 215, 1998

The children had both grown older, we were a one car family (another Ford!) and I was missing the old Holdens, so one morning in the Classifieds, an ad which was not in the usual Holden section caught my eye. Within the week we had the Calvert Blue "garage find" FX at home in our driveway. There followed much tinkering during which time I got to know the local crash repairer/mechanic very well. He owned a cream FX and his knowledge was invaluable in helping the car's road to recovery. Even though I had been driving the car for many years, I really couldn't say the job was complete until more recent years when the engine was reconditioned, re-upholstering done, and the interior repainted. After all that, the icing on the cake was firstly meeting Don Loffler, then some time later both Bob Wilkinson and John Nitschke who all, in unpremeditated ways, convinced us to join the club.

All that remains now is to work out how to fit a child seat in the back to accommodate our little granddaughter!





A Holden was not my first car. In 1977 I was 18 years old and my mother bought my first car – a Rambler Hornet. It felt like I was ahead of everyone else. I was the guy getting all the chicks.

My first Holden, an FX, was bought in 1985 by my mother at an auction house in Grote Street in Adelaide. I remember it was sitting on the showroom floor next to a Vauxhall convertible.

Apparently the Holden was won in a football club lottery by the previous owner, and he was selling it. I remember starting it up and it ran perfectly. That was enough information for my mum, who bought it without further question. Later when I went on my first drive to put standard petrol in it, I got my first compliment from a stranger. My mother had exceptional taste in cars! (Also, for my sister's engagement present she went out and bought her a 1968 HK Monaro "S"! The car is still running and being restored by my nephew right now.)

Since I have had the FX I have rebuilt the gearbox – I occasionally have problems with gear selection, but on the positive side I have got to know the car very well. I've replaced the kingpins on the front, reconditioned the steering, put on new brake shoes, new master cylinder as well as brake cylinders. I've also invested in a new stainless steel exhaust system – that was 25 years ago.

We joined the car club back in 1990. We had driven to Hahndorf for a car show that the club had organised, and Peter Papageorgiou came to welcome us. We got such a surprise to see another Greek bloke there (You're more likely to meet Greek blokes at a Valiant Car Show!). We had to have a permit to drive the car - much more time consuming than the Historic Reg that we have these days. We've had the car for 35 years now and my wife Athan refuses to even consider selling it, even though many times I've had offers to sell it, but it's not going anywhere. I hope the kids might use it for their weddings in the future.



Which brings me to my wedding day. With Frank McHugh's car – I want to thank Frank again for letting me have the use his car and also acknowledge Russell Franklin for driving – we had planned that my car and his (both are black) would be the main cars for the wedding. I had just repainted mine one week before and I had to reassemble the car before the big day. I also bought four brand new Firestone tyres for my car to make sure that nothing would go wrong. We also had two Mercedes to carry the parents and in-laws. The wedding was held at The Greek Orthodox Church of Archangels

Michael and Gabriel in Franklin Street, Adelaide. (I was an altar boy for seven years there and the same priest married Athan and me, which was a great privilege for me.) Our wedding was on May 1st 1997 and went without a hitch.

I'm always careful that if I'm lending my car for an occasion I make sure the car is going to be reliable and cause no problems. Three months after my own wedding, I was driving for a friend's wedding near Mt Lofty in the Adelaide Hills. Close to the main road in Clarendon near Scott's Creek I had a blow-out in one of the new tyres. We had pulled over and started undoing the nuts when a local farmer came out to give us a hand. (For an old style car you get old style help!) We needed to get to the wedding soon, so three blokes **actually held the car up** while I changed the right hand wheel over! Upon arrival, the father of the bride was ready to take his daughter to the church in his station wagon. I apologized for being late, put his daughter in the car, got to the church, and then had to apologize to the minister as well!



Just like a Formula 1 pit stop!

And one time I was driving for a small wedding at Belair National Park. It was a hot day and when I picked up the bride and her bridesmaid from a hotel in the city, I offered them some cold water. They said they didn't need any because they'd been drinking and they were "as pissed as farts". The bride was totally "fried"! I didn't know how she would even open the door. After the wedding I took the wedding party back to Blackwood. They asked me to stay because they were going to continue drinking. I politely refused!



December 31st 1969: I was a 19 year old trainee teacher attending a New Year’s Eve party with my parents and their golfing friends. I had just recovered from German Measles and the parents thought I could do with a night out with the ‘oldies’ so along I went, dressed quite smartly but anticipating a rather slow evening with the older generation.

Part way through the evening these 3 young men wandered in accompanied by a teenage girl – after close observation I could see she was staying close to the tall blond man, leaving 2 unaccompanied guys, both wearing the same coloured 3 piece suits. As we were the only young people there we obviously gravitated towards each other and spent quite a lot of time chatting together. Kym and Pauline were obviously together, leaving Graham and Bob to be looked at with interest!! Both were around the same height, both with brown hair and Bob with lovely brown eyes. They had to leave to attend another party but Bob said he’d be back just before midnight – and he did come back to see the new year in. A quick New Year’s kiss – in front of parents and friends, then arranging to meet up the next day; Bob said he’d call at our house in Pt Noarlunga in the early afternoon to go for a drive.

The next day he arrived in his pale blue 48-215 to take me for a drive to Moana, where we sat in the car and chatted whilst looking out over the beach.

This was my first close encounter with the early model Holden; I had seen a black one barreling along our road by the farm at Lameroo, and remember my father’s rather scathing comment that they tended to roll over quite easily (from a dedicated Ford man!).

We spent our next 17 months going out, courting, bunny shooting, partying etc in the blue FX, until a week before our wedding. We headed out from Bob’s parents’ place the Saturday before we married to buy fish and chips for tea and some idiot driving a brand new Torana t-boned us at an intersection, writing the car off. Luckily it hit at the central pillar and we weren’t injured at all, just very shaken – but now no car for the future, as the insurance company said the car was only worth \$50.00!!



Bob and Lyn, back then



To add insult to injury, Bob was offered a car as a replacement by a relative who dealt in cars – a Ford Falcon station wagon!!! Oh the shame.....

That is my earliest recollection of the FX-FJ Holden.



Over the past few months we have had to change our activities from the norm and it has given many of us the time to undertake the research project we were ‘going to do one day’, sort the papers, filing or cull the excess. In doing so you come across a photo, receipt, badge or part that takes you back in time.

My father was a toolmaker and all-round ‘tradie’ who, apart from building his own house and caravan, used to tinker with cars and motor bikes which has obviously channelled my life’s direction. He built an Austin 7 sports then swapped it for his brother’s 1928 Morris Cowley tourer in the early 1950’s. I distinctly remember as a young boy bouncing on the back seat while holding the rug rail on the back of the front seat.

After a few years I found myself doing the same in the back of our 1954 FJ sedan. No car seats in those days. The big chrome grab rail was very strong and would hold my weight. This FJ was a former SA police car (Business Sedan I believe) in Sky Blue colour, of which I still have a touch up bottle of paint plus the

workshop manual. As there were no seat belts, these cars had a bit of a lean when cornering and the rug rail was a sturdy support. I was about age 8 at the time and whenever we were out in the car, to keep me occupied, dad used to ask me what car was passing us or coming the other way. I became quite good at it and on reflection that's where my interest in cars started. In the early 60's dad sold it and upgraded to a 1960 FB Station Sedan in pink with a grey flash with matching upholstery. It had the factory sunvisor and Astor diamond dot valve radio. When dad built his caravan he painted it in the same colours and the combo looked smart. I have not seen an FB wagon survivor in this colour on the road today. This "old girl" struggled towing the van, especially in the hot weather, so dad made an auxiliary water tank out of copper to increase the cooling volume. Surprisingly this worked well. After I had purchased a Holden ex-lease HJ V8 Premier Station Sedan in 1976, dad joined the V8 brigade by upgrading to a 1970 HG V8 Premier Station Sedan of which he was very proud and kept it even after his driving days finished.

When I left school mum and dad thought it would be in my best interest to get a trade behind me, and as we lived in the Woodville area, I accepted a Fitter and Turner apprenticeship at GMH in 1966. My efforts in finding dad's early FJ was to no avail but I was lucky when a work colleague said he would sell me his 55 FJ sedan. The two-tone blue car was located not far from where we lived and, still being registered, I drove it home. Having never driven one before did I get a shock when I turned a little too vigorously into my street and that pitching feeling came flooding back from my earlier days in the back of dad's car. Fortunately, all was well, but a valuable lesson was learned.

Over the years I have scoured the swap meets and classified ads with some success to find the Nasco accessories for this model. What now lies ahead is the hard job of restoring my mono blue FJ (according to the ID plate) or better still finding a two-tone blue or green 55 that needs finishing.



One just like this Jeff? (eds)

It's amazing what memories a little bottle of paint can muster.

John Nitschke.

A FRIGHTENING EXPERIENCE IN 1964.



I was 22 years of age travelling between Whyalla and Pt Augusta in my 1952 Holden 48/215 Utility at 8.00pm at night. I was returning to Adelaide after visiting my fiancée. It was her first year teaching at Whyalla High School.

Travelling at 80mph, it was a pitch black night, and I was in the middle of nowhere.



John's beautiful, unburnt car

First, the smell of burning. Then my car lights went out!

Panic! What the Hell? I slowed down very quickly, pulling over as best as I could. I could not see anything!

Smoke streaming out from under the bonnet. I pulled the lever and lifted the bonnet.

Panic! I could see the main high tension wire from the starter to battery was alight, sparks going everywhere.

Panic! I ran to the back of the car for the tool kit . Bloody tonneau cover took forever to unclip.

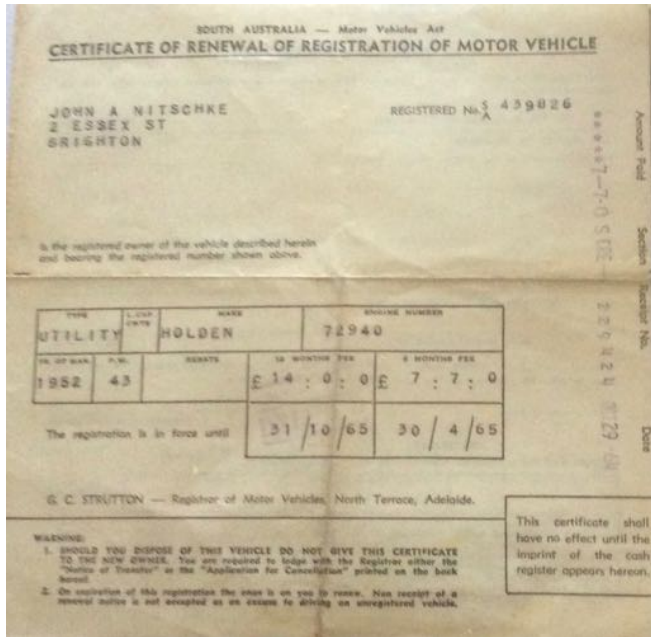
Panic! No torch.

Next minute I hear a screech of tyres. A car pulls up in front with lights facing the front of my Ute. This guy yells out, "Looks like you may be in trouble mate."

Still in a panic, "Sure am mate."

He opened his boot, threw out a tool kit, everything spilling over the road. Tools everywhere. Then he had the battery lead off in a flash, even before I could find my tools. Wow! He was on to it.

He cooled the wire with water, revealing approximately four inches of rubber coating burnt and melted.



The problem? - a loose connection to the starter motor.

"Hey mate. Lucky you didn't lose your car!"

We shook hands and I thanked him immensely. He said, "Glad to help out mate. Sorry, but I'm running late. Got to go."

Turns out he was an Aboriginal mechanic from Pt Augusta travelling to Whyalla. Thank my lucky stars he arrived at that moment.

Bear in mind, there were no mobile phones in those days. What would have happened if this guy did not appear at the right time? I probably would have lost my prized possession. Horrible thought.

That's my short Holden story.

Proof of ownership!



Not a good look! (Picture found on an internet site)

SUNNY SUNDAY IN JULY

Not being able to get out and about much, we decided to call on ex Club Members, Steve & Linda Curtis to see if they wanted to go for a drive with us in one of their classic cars. A good way to catch up with some old friends.

The Curtis' also know Glen quite well from our club, through Dog Training, so we asked him to join us as well. Then we thought of Jeanette Hardy who has just had her 48 Ute completed and hasn't been able to go on any club run with it and added her to our list.



Luck was with us with the weather as we left One Tree Hill and headed towards the Barossa Valley via Kersbrook and Williamstown. We pulled over in Kersbrook for Jeanette to fill up with petrol, where there were a couple of blokes talking on the footpath. One of them approached us and asked if we knew his father-in-law, Darryl Woolford. We then explained to him that he was a treasured club member and he was partly responsible for Jeanette's ute. We certainly live in a small world!!!

We drove to Bethany through some beautiful countryside and enjoyed a quick pitstop at Bethany near Tanunda before continuing on to Angaston. There were a great deal of classic cars on the road and the Barossa was very popular on this amazing sunny day. Luckily I had booked ahead at a 40's style café where we all enjoyed a wood oven pizza and a walk around Angaston. They had to turn away so many people due to the Covid restrictions. It was great to be able to finally go out and be free. Hoping we can do more of this in the future. We then headed off toward home through Lyndoch and Gawler.

Debbi Gehlken



THE TRADESMAN YEARS AT HOLDEN WOODVILLE.

by Peter Sternicki (Part 3 of his working life series)



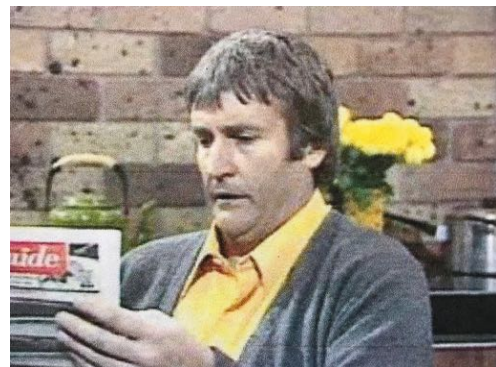
In the new year of 1978 I was moved to the medium dies section as a first year tradesman. This role was very hands-on and I was now working on my own doing small jobs on various tools. I was just starting to settle in to this area when, after only one fortnight, I was moved back to my previous area of markup, detailing and layout, which I was more than happy about as I really enjoyed this area of work.

The model of car that was in production at this time was the HX Holden, with the HZ to follow. Most of the tooling for these models carried through from the HQ series, however new outer panel tooling was manufactured. This production method was commonly known as a 'face lift' of the previous model.

As time moved on it was obvious that the quantity of tooling being manufactured in SA was declining. This was also the era of the Button Plan for a worldwide car model with the Camira being manufactured by Holden worldwide. The Button Plan and the Government at the time wanted the car industry to conform with world standards. Politics and fuel prices were beginning to dictate which car models were to be manufactured in the coming years. Most of the tooling came from other GM plants as it was a worldwide car model. However, I do remember building plastic injection mould tools to produce the side rear inner part, the lift gate inner part, and various other parts for the Camira wagon.

This was also the end of the road for the Kingswood, Premier and Belmont models, with the Commodore being the new model to follow. Many people were upset to see the end of these models, most of all the popular character Ted Bullpit from the 1980s Australian sitcom Kingswood Country. This was also the end of the manufacturing of the trimatic transmission, with gear boxes now being imported from overseas.

South Australia was now receiving tooling for the production of the VB Commodore. The toolroom spent a large amount of time rectifying most of the tools to produce quality panels. This was a very trying time as most of the tools were not made to Holden standards.



After 3 years working in the markup section I was promoted to a leading hand in 1981. During this time many others were taking voluntary separation packages that were being offered due to the down-turn in local automotive manufacturing and markets as imported vehicles were starting to gain popularity. We lost 21 leading hands throughout the toolroom and it took a further 12 months for the toolroom to get back to normal operations with fewer employees and staff in new roles. As the years passed by the Commodore model had many face lifts and even went through a complete redesign. The next big challenge was the VK Commodore, in particular the building of injection moulding tools to produce exterior plastic parts including the front and rear bumpers, side bumper extension, door mouldings, fender mouldings and moulding behind the rear doors. We finally produced good quality injection mould tooling despite only a small number of tradesmen having experience in mould tools and our machines being copy mills and not numerical control (NC) machines (computer controlled).



Funding was becoming tight, which limited our buying, and meant we had to make specialised equipment. After the VB Commodore model, tooling for face lifts for the VC, VH, VK and VL Commodore models were manufactured in the tool room. Most of the underbody panels for floor and strut towers were carried over from the previous models with minor changes. Only the skin panels and inner panels such as the doors, fenders, roof, bonnet, deck lid and rear quarters required new tooling to be made.

In 1986 the VL model became the focus. The panel makers reworked existing panels for the VL pilot builds and the resulting body change meant this model had a different look from the previous Commodore. I was moved from my section to the pilot room for 4 weeks to do the body checks for the front nose panels (which were handmade), and the fenders and engine hoods on assembled bodies. I ended up checking many panels, as each time I found the front panel nose piece out of position it had to be moved until the panel makers finally got it dead centre. This meant a lot of adjusting, often moving it left, then right and then slightly left again until it was perfectly aligned. Following the pilot work, the tool manufacture was completed. This was not necessarily a large project as existing tools were reworked for the new model.



The next new model to follow was the VN Commodore. Most of tooling for the VN came from Japan, except for the floor. The tooling for the floor pan was reused from the VL Commodore. The VN was 3 inches wider than the VL Commodore, meaning there were many adaption pieces and inserts used to allow the tools to produce parts for the VNs. The tooling could not be permanently changed to produce VN parts because it was needed to produce parts for the VL floor. But we also needed to have the tool ready to make VN parts when the VN went into production. So, we utilised VL inserts that could be removed and replaced with VN

inserts. This allowed us to make model floors for the VN pilot builds whilst the VL was phased out and then go straight into VN production without delay. Later a break point notice would be issued by the planning group indicating a date when the production of VL panels would be ceased. This allowed us to permanently change the tools for VN panels' production.

Once the VN was released in 1988, the tooling work dried up. Work came in small waves and mostly involved refining or improving the tooling quality to allow for better quality panels to produce better body builds on the assembly line. During the 1980s we also built some tooling for Mitsubishi and Ford. The tools we made for them were for inner panel or underbody parts and not surface panels. This way these companies would not have to reveal details of what their future models would look like to us, their competitor. We also made tooling for the production of hatch panels and some outer skin panels for the FA18 Fighter Jets for the Air Force. These tools were made from a material called Kirksite, which was soft like lead and looked like aluminium. We were surprised that these tools were made from such material but did not question this with air craft manufacturers, as this was their field of expertise.



Another external project we completed for the Navy involved manufacturing a large jig to hold one of the blades of a ship propeller.



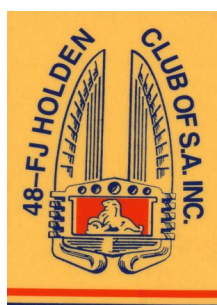
The executives and managers often tried to find work from outside organisations to keep the tooling work-force at full capacity. During the 1980s the Toolroom Managers changed a number of times and workers could sense that the future of the largest toolroom in the Southern Hemisphere was coming an end. There were many rumours of takeovers and closures. During November 1989 I was promoted to a Level 2 Leading Hand Inspector. At the same time a US tooling manufacturing company called Autodie was in negotiation with Holden about buying out the toolroom. Part of this negotiation ensured that current employees would retain their positions and continue working as if nothing had changed, but would now be employed by Autodie. Talks began at the start of the working week and by Friday the takeover was a done deal. That weekend all the toolroom workers believed they would soon be working for Autodie. When we began work on the following Monday, the news came that we would remain with Holden. The unofficial rumour was that the auto industry unions in the US caused an uproar about US die workers losing jobs, and they threatened union disturbance in the industry if the deal went through. So as quick as the Autodie takeover came about, it ended even quicker.

In the following years the workers, foreman and bosses tried to source work from other departments. However, the rumours that the plant may be closing meant each department desperately held onto their work, even if they could not keep up with deadlines, in order to justify their existence.

It was announced that at the start of 1991 the Woodville Holden plant would close. Redundancies were on offer and plans were made to determine which machines would be relocated to Elizabeth and what workforce size and specialised skills were now required by Holden. This was when I decided to leave and see what the outside world had to offer.

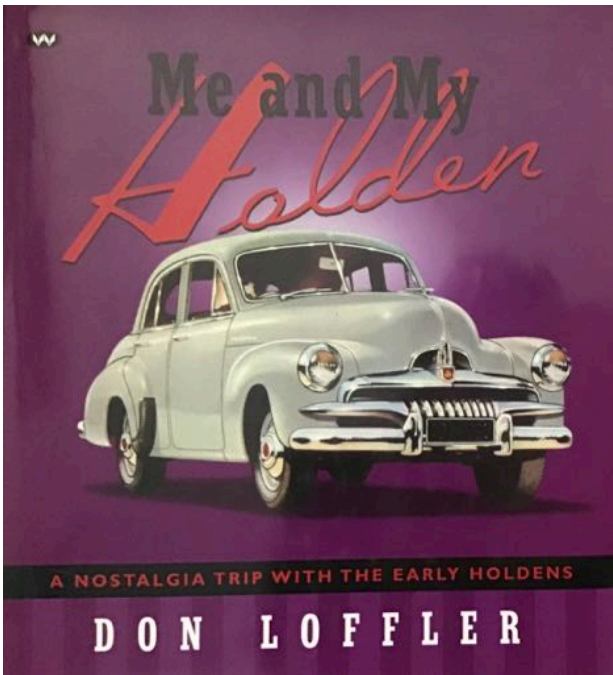
I finished working for General Motors Holden at Woodville in September 1990.

After a short break, I concentrated on finding work in the metal industry or other fields. Finding employment at this time was difficult as the country was in a mini recession and the world was on edge due the US invading Iraq. I now wondered if I made a mistake leaving Holden Woodville and not moving to the Elizabeth plant. But new opportunities in the work force opened up for me, but that's another story. It also turns out that my adventures at Holden were not quite over just yet...



BOOK REVIEW OF DON LOFFLER'S

"ME AND MY HOLDEN"



To read this book "*Me and My Holden*", first published in 2008, is a nostalgia trip with early Holdens.

The book covers the charisma that the Holden name evokes for Australians - that no other make of car can claim. It begins with the release of the first model in 1948, and continues on to the present day. It centres upon the fact that for most Australian families who owned an early Holden, it was a symbol of their increased prosperity, and for many, the FX and FJ Holdens were their first good car, or often, their first car.

For many Australians their early Holden represented fond nostalgic memories, and often these cars were photographed as valued family members. It was Don Loffler's mission to capture these sorts of images; to beg, borrow and buy such photographs for publication, creating a stunning time capsule and preserving Australia's and Holden's history for future generations.

Almost all of the images in this book were published for the first time! They include photographs of people at leisure, at work, or on holiday with their Holdens. Topics covered relate to the car being released, being welcomed to cities and regional areas, tough and good luck incidents, racing FX cars, and the introduction of the new look FJ. There is additional coverage of Redex trials, Royal Visits, unusual FJs, and memorable car colours.

It also has coloured photographs and advertisements from the GM Holden archival collection that would normally never see the light of day. Detailed captions and stories reveal the history behind each of the images.

"*Me and My Holden*" together with all Don's other books, are treasures, and are highly valued by all who own them. This edition, as with all of Don's other books, is available to all members of the 48-FJ Holden Club of SA to borrow any time. Just contact me on phone number 0417 854 322 and arrange to borrow them.



John Liersch, Club Librarian

DEBRA WEST'S JOKE:

I told my luggage that due to COVID19 we won't be going on holidays this year ... Now I am dealing with emotional baggage.

DAD JOKE:

Two bats were hanging up-side down in a cave.

"I haven't been feeling well lately and I have a bad headache," said one.

"That's nothing. I had diarrhoea last night!", said the other.



LHD FX - THE MYSTERY IS SOLVED!!!

In the last magazine we showed the photo of a modified FX. Upon closer inspection it was revealed that it was VERY modified – looking just like an LHD car. We left it to readers to decide whether it was real, or whether the photo was somehow “touched up” to be a hoax.

At the last club meeting (Aug 10th 2020) members were asked their opinion of the photo. The results were:

A Hoax: 6

Ridgy Didge Modification: 7

Undecided: 8



THE TRUTH CAN NOW BE REVEALED!

Don Loffler received an email (11th June) which he forwarded on from a reader (Brian) in New South Wales (the magazine is sent to many Holden clubs nationally) who gave this response:

***“I have just read your club mag, and in particular I read your thoughts on the left hand drive FX. If you look closely, you’ll be able to see me in that photograph, and I can put everybody’s mind at rest as to what this really is.*”**

I know this guy by the name of Alby Heinz, he is a hot rodder, and has done a very nice job of converting this car to LHD. Yes, it has stock running gear, including working clutch and brake etc, It has been a while since I looked at it, but I recall that the steering assembly has been reversed, and the clutch and gear linkages have been remotely altered to operate on the RHS. This shot was taken at a vintage truck run from Sydney to Yass NSW on a historic run, where we stopped at Goulburn showground for lunch. If I get any more information, I will forward it on to you.”

So there you have it. Thanks to Don for forwarding on the information, and thanks to Tony Hitchin for providing the mysterious photograph in the first place.

WHY IS PORT ROAD SO WIDE? by Rob Seidel

Have you ever wondered why Port Road is so wide? As members of the 48-FJ Holden Club, the fact is significant for us. Covid19 and Zoom meetings aside, we use the clubrooms in the middle of Port Road every month, we park our cars there, yet we probably don't consider why it is so extraordinarily wide. From day to day, month to month it's just there!

Recently, we were chatting to a 94 year old gentleman (Deb's dad, Murray Lehmann) about our meeting place and the width of the road. As though it is a fact we all should know, he quietly said, "You know there was meant to be a canal there."

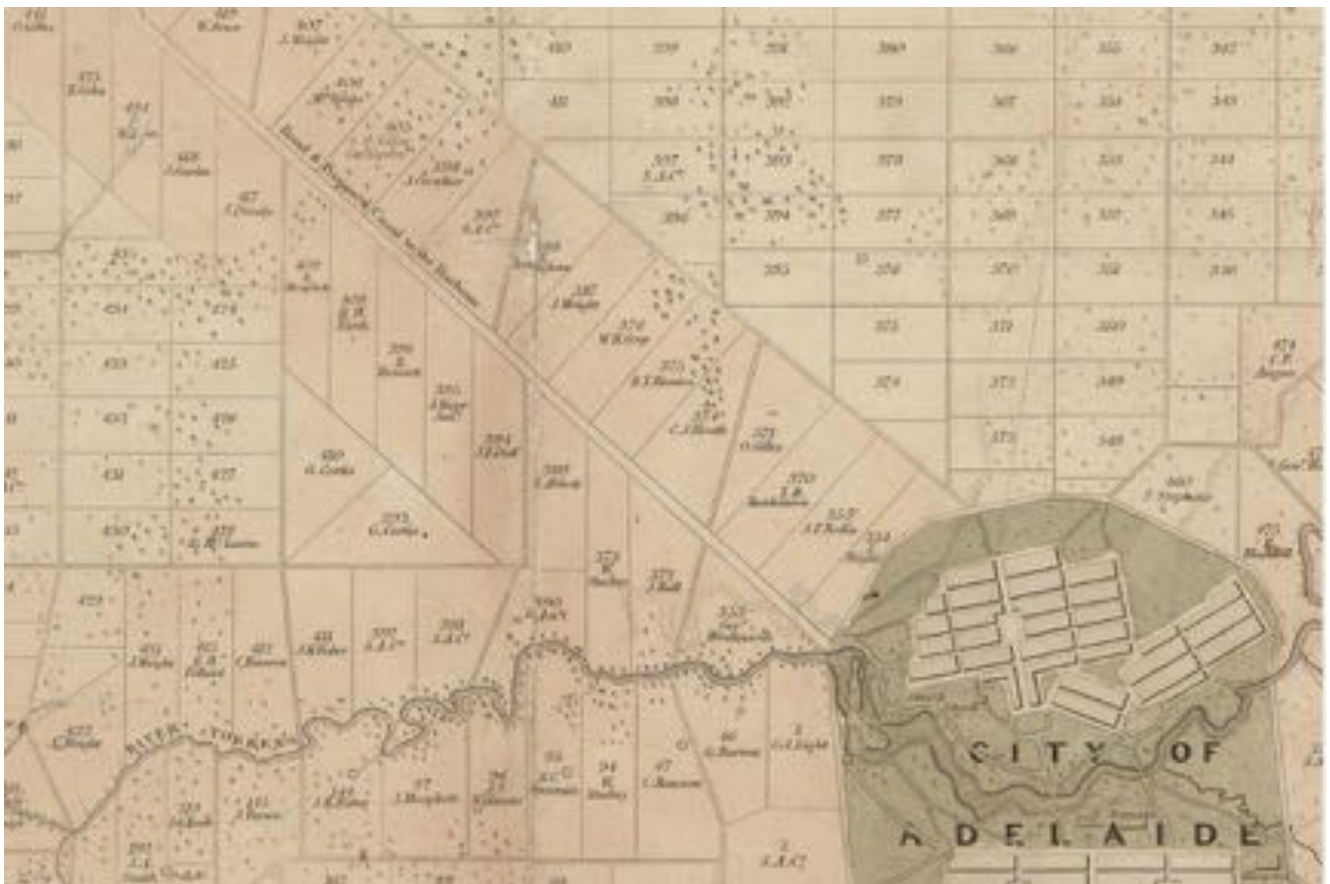
A canal from Port Adelaide to Adelaide!?!? "You've got to be kidding," we thought.

He then went on to say he learnt about it at school (in the late 1930s). This piqued our interest. Later, after looking through a few websites we found the ABC News website to be most informative, and we've recorded selections of their research in the following:

_____ oOo _____

An 1839 map of "The District of Adelaide, South Australia; As Divided into Country Sections" based on Colonel Light's trigonometrical surveys showed a "Road and Proposed Canal to the Harbour". It was much wider than the "Road to Glenelg", which later became Bay Road and then Anzac Highway.

"It was proposed and it was expensive and before long there was a railway and that meant a canal wasn't needed," South Australian Maritime Museum curator Adam Paterson said. (2018)



An 1839 map of Adelaide published by John Arrowsmith showing a "Proposed Canal to the Harbour". (State Library Of SA)

A small canal was built at the original port at the end of Old Port Road at West Lakes, then a mosquito-ridden swamp that locals dubbed "Port Misery".

"Nothing in any other part of the world can surpass it in everything that is wretched and inconvenient," T. Horton James wrote in the South Australian Register on November 29, 1839.

The main port later moved to the North Arm Marina in Port Adelaide.

A small canal — or more correctly a dry dock — was built there from the river to the Black Diamond Corner parallel to Commercial Road.



Work started in 1887 to build another canal extending Tam O'Shanter Creek perpendicular to Commercial Road. This canal lasted until the 1960s and in the 1980s the area became what is now Old Canal Park and the Port Canal Shopping Centre.

The closest the canal got to happening was in 1851, when Edward Snell — a visiting engineer and artist — was commissioned by the Yatala and Noarlunga district roads' boards to create a large drawing of a canal between the city and Port Adelaide.

"A Bird's-eye View of the Country between Adelaide and the North Arm, showing the proposed Grand Junction Canal" was shown to the public on September 4, 1851. It "startled" the colony's "plodding citizens", according to a writer in the South Australian Register.

"The design is most spirited and animating; but the cost, we suspect, will not be trifling, although the nature of the country is favourable for the canalization and the railway system proposed to be introduced."

_____ oOo _____

Around the same time South Australia was founded, a new technology was emerging — rail — which was much cheaper and quicker for freight and passenger transport than canals.

The first reference to a railway between Adelaide and Port Adelaide came from November 25, 1839, in a report from surveyor George Strickland Kingston to David McLaren, the chairman of the Rail-Road Committee of the South Australian Company. He suggested building a steam railway instead of a horse tram to the port and building the railway along its current route between Port Road and Torrens Road rather than through the middle of Port Road as others had suggested. It would be cheaper, avoided having so many level crossings on Port Road and prevented dust from the road interfering with the railway. It would mean houses needed to be bought at a cost of about £400.

"My principal motive for proposing this deviation from the old line of road, arises from the great expense attendant on building bridges to carry the road across the Torrens," he wrote.

In any case, the Adelaide Observer wrote, "On applying the theodolite (a device measuring angles) it was found that the land reserved was not suitable for a canal, whilst the construction of a railway parallel with a highway road would have led to perpetual accidents."

"By carrying the line through Hindmarsh and Bowden, the inhabitants of those townships are crying out against the obstruction of their thoroughfares, and raising a class of difficulties, all of which would have been obviated if a more careful survey had at first been made," the newspaper wrote.

A labour shortage caused by the Victorian gold rush put off any work until 1853, when the Legislative Council decided to follow the railway's current route. Work started in early 1854 and the first train ran between Adelaide and Port Adelaide on April 19, 1856. It took 22 minutes, or one minute more than today's Adelaide Metro trains, which stop nine times along the way.

_____ oOo _____

And the idea of a canal today? "While the room is there, you never know what might happen," Port Adelaide Enfield Mayor Gary Johanson said (2016). "It's a shame it [a canal] never happened because it would have been a wonderful thing in terms of that connectivity with the city."

In the meantime, plenty of other uses have been found for the middle of Port Road.

A private steam railway, then a horse tram and finally electric trams operated in the median strip of Port Road between Port Adelaide and Alberton from 1879 until 1934, when buses took over.

The Glenelg tram route was extended to Hindmarsh in 2010, following Port Road through Thebarton and ending at the Adelaide Entertainment Centre.

Today, the middle of Old Port Road is filled with a canal of sorts — wetlands completed in 2016 as part of the Water Proofing the West project.

_____ o0o _____

So, there you have it. First, a canal for the movement of goods, a roadway, a railway, tramways, and today, clubrooms for car club meetings. And tomorrow ...?



Until the canal gets built, we'll stay put!

CHEESE JOKES:

What did Mr Cheese say to the shop assistant when she selected the wrong size dress for his wife?
That won't Feta!

When shouldn't you believe a word your cheese is saying?
When it's too Gouda be true!

Why does cheese look normal?
Because everything else is crackers.

What's the best way to coax a bear out of a forest?
With Camembert.

What did the cheese say when it looked in the mirror ?
Halloumi.



OFFICIAL CONVERSION CHART

HOW TO INTERPRET

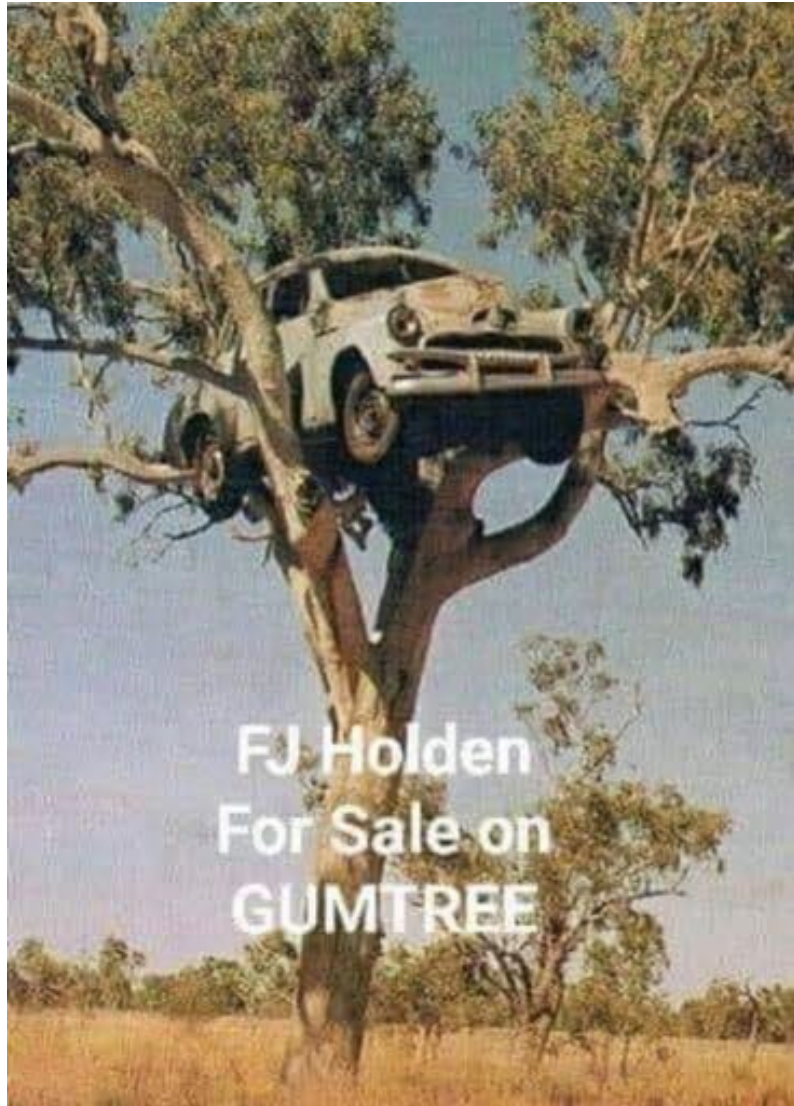
ANTIQUUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Thanks to Tony Hitchin for providing the above.



Thanks to Debra West, John Nitschke, Shane O'Connell who all sent in this photo.

GUMTREE IN DODGE !



And thanks to Shane O'Connell for this one too!!



Simon Brewer, Secretary

48 FJ HOLDEN CLUB OF SA INC

MINUTES OF MEETING HELD 8TH JUNE 2020

MEETING OPENED: 7.17pm (via Zoom)

PRESIDENT: Debbi Gehlken

TREASURER: John Nitschke

SECRETARY: Simon Brewer

PRESENT: 33 members – Simon Brewer, Bruce & Wendy Cussans, Steve & Debbi Gehlken, Liz Gibson, Barry Gaghan, Trevor Greenshields, Kym Gregory, Tony Hitchin, Neil Kaesler, John Liersch, Ernie & Dierdre Lacey, Geoff Lines, John Mallinson, Con Markos, John Nitschke, Graeme Pulford, Rob & Deb Seidel, Owen & Maggie Smith, Peter & Ann Sternicki, Wayne & Debra West, Bob & Lyn Wilkeson, Kym Zeppel, Kevin Ratsch, Don Loffler, Thomas Turbill
APOLOGIES: Accepted as anyone who could not participate

MEET & GREET: (Don Loffler)

- Listed birthdays and anniversaries for the month

MINUTES FROM PREVIOUS MEETING: (Simon Brewer)

- Minutes for meeting 11th May read & accepted

Moved: Owen Smith Seconded: Geoff Lines Carried

CORRESPONDENCE: (Debbi Gehlken)

- In: Email various club magazines
- In: Email from Secretary of FHMC regarding a stolen Ford Model A (now recovered)

TREASURERS REPORT: (John Nitschke)

- Financial report given by John Nitschke.
- Total Membership 147
- 2020/21 Membership Status: 63 paid, 34 outstanding

Moved: John Nitschke Seconded: John Mallinson Carried

SOCIAL COMMITTEE REPORT: (Lyn Wilkeson)

- Social Committee met via Zoom on Monday, 1st June to discuss plans
- At this stage there will probably be no social events until September
- Saturday, 19th September still looking to participate in the All Holden Cruise from Adelaide to Tailem Bend in conjunction with the OTR 500 (Supercars have confirmed the OTR500 will be occurring on this date as originally planned, but the cruise has not been confirmed as yet)
- The Gawler All GM Day event cancelled earlier this year may also be held in September; TBA
- Simon Brewer provided a general run down of the proposed October Long Weekend Mander Meander to the Riverland:
 - Meet Friday, 2nd October 9am near the Toll Gate, head via freeway to Murray Bridge for morning tea near The Bunyip, then head to Karoonda for a short stop to view the silos, then to Wanbi where Don Loffler will tell us about his formative years, then to Loxton for lunch in the main street area. Finally move to Riverbend Caravan Park in Renmark (near the Paringa Bridge) where we will be staying for the weekend
 - Saturday, 3rd October could include a visit to the Woolshed Brewery where we hope to arrange a river cruise upstream to the historic Chowilla Woolshed or Lock 6 for the afternoon. Return to the lodgings for a BBQ dinner
 - Sunday, 4th October hope to do a combined “show & shine” or cruise with a local car club (possibly Riverland Vintage & Classic Car Club), possibly at Ruston’s Rose Garden or on the main riverfront at Renmark. Dinner at the 23rd Street Distillery including a tour of the distillery facilities
 - Monday, 5th October depart for the Lake Bonney foreshore in Barmera for morning tea, then drive via the northern road (Goyder Highway) to Morgan avoiding the large volume of traffic that will be on the main Sturt Highway. Lunch will be at Morgan or possibly a little further on at Mount Mary. Then we continue via Eudunda and Kapunda back to Adelaide
 - Simon Brewer will contact Kym Zeppel and other Riverland members to seek their involvement and local knowledge of other options to consider

- It was mentioned that a Laif Soderblom had been visited many years ago who has an interesting car collection. Also, another person who sells Holden parts around the Berri area. All will be considered and factored in where possible
- Sunday, 22nd November Lawn Bowls Day and lunch at Salisbury Bowling Club; cost around \$20 including lunch and bowls
- Sunday, 29th November is the 72nd anniversary of Holden. An Anniversary Cruise could be held circulating via some historic Holden sites, or remaining Holden dealers (if they still exist)
- Saturday, 5th December Christmas BBQ hosted by Simon & Nina Brewer at Athelstone

LIBRARY REPORT: (John Liersch)

- Nothing outstanding

PHOTO ALBUM: (Vacant)

- No report

MAGAZINE: (Deb & Rob Seidel)

- Thanked Don for his kind words about them and the last magazine
- Noted that 54 club members have contributed something to the Magazine since last Summer edition, which is an extraordinary effort, and everyone was thanked for their support
- The latest magazine has now been sent out to all members
- As there are no club runs, the next edition plans asking members for stories of their early Holden experiences, with photos if possible. Could be first dates, weddings, holidays etc.

HISTORIC REGISTRATION: (Frank McHugh, Owen Smith, Bob Wilkeson, Peter Papageorgiou)

- Nothing to report

RISK MANAGEMENT: (Daren Isemonger)

- Not present

WEB MASTER & SOCIAL MEDIA REPORT: (Simon Brewer)

- All going well

A.E.H.F : (Tony Hitchin & Kym Gregory)

- Tony Hitchin reported no correspondence received since April newsletter
- Noted that a decision on the Nationals proceeding will happen by 19th September. Entries for the Nationals are understandably a bit low at present. The Nationals Web site has all information. Tony also reported the current temperature in Cooma as 1°C

F.H.M.C REPORT: (Tony Hitchin)

- Some correspondence received on historic registration that was sent to Peter Papageorgiou

SPARES: (Steve Gehlken, Peter Papageorgiou)

- All going well

BUY, SELL, SWAP:

- Tony Hitchin thanked Rob & Deb for placing his ad in last mag and advised he has received mounts now. He has also been able to provide Peter Pap with the FJ boot lid he has been seeking. Tony also noted an FJ for sale in Wagga Wagga by Scott Carson. The car has an unusual colour combination of Birch Gray over Moonee Gray. Don Loffler advised that was an exceedingly rare colour combo and he only knows of this one in this colour combo. One of the reasons for that is that this is light on top and darker below, whereas the vast majority had darker colours above. Priced at \$30,000. He also noted there is a May 1954 Wheels magazine for sale on Marketplace.
- There was further dashboard colour discussion and feedback. Those with air ride sedans know they have a poor dash colour; it seems as though the utes never got that colour. Don Loffler is looking for photos of dashboards with the silvery grey dash taken in different light conditions.

TECH TALK:

- John Liersch thanked Bob Wilkeson for helping him put a kit through the fuel pump – it even works! He requires an engine lifter; Bob Wilkeson and Tony Hitchin both offered theirs. He also has some Lucas 12V generators that need work and is looking for help. Steve Gehlken advised that Mick Bowyer has recently worked with them. Wayne West also knows someone who can work with them. John talked about polarising the generators; Bob advised it's in the workshop manual and John Nitschke suggested this would be required if the generator is not working. Barry Gaghan advised you do need to polarise them to get them working by touching wires together momentarily.

GENERAL BUSINESS:

- President Debbi proposed a friend, Adam Gesti, who is wanting to join as a new member, but can't attend at present. Several members know him. Has 2 PVs and 3 utes. He has completed the relevant paperwork for membership. The motion to admit Adam as a new member was put to the membership and carried unanimously
- The Next Meeting is planned to be a Zoom at 7pm on Monday 13th July 2020. There will be an ordinary meeting followed by a short AGM following directly afterwards. Lyn Wilkeson asked whether we might have a meeting face-to-face, but President Debbi advised she has not received any information from the club room owners yet and cannot answer. It is thought that social distancing will still be required at that time so planning for a Zoom meeting is judicious. If restrictions are lifted allowing a conventional meeting President Debbi will advise club members as soon as that is known.
- Kym Zeppel asked if we can get Zoom for remote members when face-to-face gets back together. Simon Brewer to investigate that possibility and advise.
- Barry Gaghan said he and Julie were discussing whether we can go to the Mainline drive-in for a club movie night. Need to find out in advance if that is possible. John Nitschke suggested mid-winter is not a good time for drive-ins in our cars and most agreed, but the general response was favourable to the idea. Question was asked about cars without radios, but advice was that there are other avenues to get sound so should be OK.
- Owen Smith mentioned a show on 7Mate called "Desert Collectors" hosted by a person who collects Holden items. Owen will email some information on the show for information. Last week a guest on the show had a 1948 FX with a low body number. Owen thought it was around 600, but Don advised he thought the highest body number was 593 in 1948 (Secretary note: a video of this story was found, and the body number in question is 316. The car is in WA and was the second one assembled in WA. The video was posted on the club Facebook page). The show airs on Tuesdays at 9.30pm
- Bruce & Wendy asked Rob & Deb if they have a baby name yet. Question taken on notice for July meeting

MEETING CLOSED: 8.18pm

NEXT MEETING: Ordinary Meeting followed by AGM Monday 13th July 2020, 7.00pm via Zoom (unless advised otherwise)



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 * There are two Air Chief car radios specially designed for Holden.

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Holden is today's finest value!

Here's the plain proof of Holden's extra value. During the first ten months of last year, official registrations of Holden were more than *three times greater* than those of any other car model.

There are so many reasons for this Holden popularity. *Australia's Own Car* is the only car that gives you this ideal combination — • 6 cylinder square engine performance at the lowest price • 30 m.p.g. economy as reported by owners • 6 passenger roominess at the lowest price • Dependability proven in the hands of more than 170,000 satisfied owners • List prices from as low as £870 plus tax • High resale value.

And, in addition to these big-value features, it's good to know that anywhere in Australia you can rely on being able to get low cost factory guaranteed Holden parts and service.

The combination of all these real benefits makes Holden—to-day's finest value—the car you'll want to see and drive first. Call in and see your Holden Dealer soon. He'll be glad to help you. In view of the very heavy demand for "New-Look" Holden Sedans may we suggest that you place your order as soon as possible.

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 LIST PRICES FROM £870 PLUS TAX
 * Registered Trade Mark

* Convenient hire purchase arrangements are available through G.M.A.C.—General Motors' own hire purchase company.
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 Sold and serviced by Holden dealers throughout Australia

122 Australian Motor Manual — February 15, 1955



48 FJ HOLDEN CLUB OF SA INC

MINUTES OF MEETING HELD (VIA ZOOM) 13TH JULY 2020

Simon Brewer, Secretary

MEETING OPENED: 7.06pm (via Zoom)

PRESIDENT: Debbi Gehlken

TREASURER: John Nitschke

SECRETARY: Simon Brewer

PRESENT: 32 members – Simon Brewer, Bruce & Wendy Cussans, Steve & Debbi Gehlken, Rob & Deb Seidel, Liz Gibson, Barry Gaghan, Kym Gregory, Tony Hitchin, John Liersch, Geoff Lines, John Nitschke, Owen & Maggie Smith, Peter & Ann Sternicki, Wayne & Debra West, Bob & Lyn Wilkeson, Kym Zeppel, Kevin Ratsch, Don Loffler, Thomas Turbill, Leanne & Malcolm Caire, Heather Mander, Glen Nalty, Peter Papageorgiou, Stephen Dunkin

APOLOGIES: Accepted as anyone who could not participate

MEET & GREET: (Don Loffler)

- Listed birthdays and anniversaries for the month

MINUTES FROM PREVIOUS MEETING: (Simon Brewer)

- Minutes for meeting 8th June read & accepted

Moved: Owen Smith

Seconded: Tony Hitchin

Carried

CORRESPONDENCE: (Debbi Gehlken)

- In: Facebook Message from prospective member Daniel Cronin
- In: AEHF Nationals Update
- Out: Two new member applications sent confirmations

TREASURER'S REPORT: (John Nitschke)

- Total Membership 138
- 2020/21 Membership Status: 2 outstanding

Moved: Frank McHugh

Seconded: Geoff Lines

Carried

SOCIAL COMMITTEE REPORT: (Lyn Wilkeson)

- At this stage there will probably be no social events until September, so no further details provided other than the general outline
- Friday, 2nd October-Monday 5th October: Mander Meander long weekend away to Renmark
- Sunday, 22nd November Lawn Bowls Day and lunch at Salisbury Bowling Club
- Sunday, 29th November is the 72nd anniversary of Holden. An Anniversary Cruise could be held circulating via some historic Holden sites, or remaining Holden dealers (if they still exist)
- Saturday, 5th December Christmas BBQ hosted by Simon & Nina Brewer at Athelstone

LIBRARY REPORT: (John Liersch)

- Nothing outstanding

PHOTO ALBUM: (Vacant)

- No report

MAGAZINE: (Deb & Rob Seidel)

- We finally have a name for our granddaughter: Maia! (all welcomed with acclamation)
- Next Magazine is all going well
- Have received many "Holden Experiences" so far and thanked all those who have contributed. Still room for plenty more so members were encouraged to contribute

HISTORIC REGISTRATION: (Frank McHugh, Owen Smith, Bob Wilkeson, Peter Papageorgiou)

- All going well

RISK MANAGEMENT: (Daren Isemonger)

- Not present

WEB MASTER & SOCIAL MEDIA REPORT: (Simon Brewer)

- All going well

A.E.H.F : (Tony Hitchin & Kym Gregory)

- Nationals Newsletter No. 4 circulated to club members via email
- Tony received an email encouraging Nationals registrations with a reminder that there is a full refund policy in place in case it doesn't go ahead
- 19th September remains the deadline for a decision on whether the Nationals will proceed
- Debra West helped us out to advise it was currently 3°C in Cooma

F.H.M.C REPORT: (Tony Hitchin)

- Tony advised that the Motorfest has been cancelled due to the pandemic
- Question was raised about whether this included the Bay to Birdwood. Tony advised that he believed that to be the case, but would check and send out an email to confirm
- Also received correspondence regarding the log book process that has been sent on to Peter Papageorgiou

SPARES: (Steve Gehlken, Peter Papageorgiou)

- All going well
- Give Steve or Peter a call if you need something; still supplying members and have had quite a demand as a number of members have been working on cars during the pandemic

BUY, SELL, SWAP:

- None

TECH TALK:

- None

GENERAL BUSINESS:

- Tony Hitchin updated the FJ for sale in Wagga Wagga by Scott Carson. Tony expressed interest to him due to colour combination Birch Gray over Moonee Gray being rare and asked for more photos of the engine bay and other parts, but was then advised the car has been withdrawn from sale. Scott has invited the club to drop in & see the car on way to the Nationals
- Rob & Deb Seidel mentioned a car collection in Alawoona owned by Lloyd Griffiths and asked if the club had been there. The club had visited during a visit some years prior. Don Loffler reminisced that he was so wrapped up in a 48 at the collection that he missed viewing an EH S4 while he was there - only 13 survive out of 126 made
- Simon Brewer thanked Don Loffler for tracking down contact details for Lars Soderblom in Renmark (we hope to visit during the long weekend)
- President Debbi introduced new members Peter & Anne Good who have an FJ Panel Van restored and FJ Ute unrestored. They have completed the required paperwork for membership. The motion to admit Peter & Anne as new members was put to the membership and carried unanimously

MEETING CLOSED: 7.40pm

NEXT MEETING: Monday 10th August 2020, 7.00pm via Zoom
(unless advised otherwise)

MORE DAD JOKES:

How can you tell if a tree is a dogwood tree?

By its bark.



What do you get when you cross a bee with a doorbell?

A real hum-dinger.

What do you call a surgeon with eight arms?

A doctopus.

Bruce, a divorcee, says to his married friend, "I have to know. What's your secret to staying happy?"

Brian answers, "Well, Betty has a university degree in communications and I have one in theatre ... she's really good at talking and I'm really good at acting like I'm listening."

48 FJ HOLDEN CLUB OF SA INC

MINUTES OF ANNUAL GENERAL MEETING (HELD VIA ZOOM) 13TH JULY 2020

MEETING OPENED: 7.41pm (via Zoom)
TREASURER: John Nitschke
RETURNING OFFICER: Lyn Wilkeson

PRESIDENT: Debbi Gehlken
SECRETARY: Simon Brewer

PRESENT: 32 members – Simon Brewer, Bruce & Wendy Cussans, Steve & Debbi Gehlken, Rob & Deb Seidel, Liz Gibson, Barry Gaghan, Kym Gregory, Tony Hitchin, John Liersch, Geoff Lines, John Nitschke, Owen & Maggie Smith, Peter & Ann Sternicki, Wayne & Debra West, Bob & Lyn Wilkeson, Kym Zeppel, Kevin Ratsch, Don Loffler, Thomas Turbill, Leanne & Malcolm Caire, Heather Mander, Glen Nalty, Peter Papageorgiou, Stephen Dunkin

APOLOGIES: Accepted as anyone who could not participate

WELCOME: (President Debbi Gehlken)

- President Debbi opened the meeting and thanked everyone for their attendance at the AGM

MINUTES FROM PREVIOUS AGM: (Simon Brewer)

- Minutes for meeting 8th July 2019 read & accepted

Moved: Peter Papageorgiou

Seconded: Don Loffler

Carried

BUSINESS ARISING FROM THE MINUTES: (Debbi Gehlken)

- None

PRESIDENT'S REPORT: (Debbi Gehlken)

President Debbi provided her report for the 2019/20 year (included in minutes)

AUDITOR'S REPORT: (Bob Wilkeson)

- Bob advised that due to virus situation not all financial reports have been circulated, but are available on demand
- Stated the closing balance at 30/6 and noted that the club is very buoyant and financially sound
- The club books have been checked and are all in order
- Noted again to the meeting that the current valuation of all goods in stock not included in balance sheet

TREASURER'S REPORT: (John Nitschke)

- Copies of reports to be made available to all club members upon request
- Income & Expenditure for the year were read out
- Balance sheet read out
- Complete Asset List read out

Moved: John Nitschke

Seconded: Bob Wilkeson

Carried

DEAN QUALMANN AWARD PRESENTATION: (President Debbi Gehlken)

- President Debbi read out the background to the award
- The winners were announced as Debra & Wayne West for their significant contributions to the club in several roles. The announcement was greeted by acclamation from all members.

ELECTION OF OFFICERS:

- President Debbi vacated the Chair and handed over to Returning Officer Lyn Wilkeson
- Lyn thanked all club office holders for their efforts over the past year in keeping the club running so well

Lyn declared all positions vacant and proceeded to read out all position descriptions and valid nominations received:

President:	Bob Wilkeson
Vice President:	Tony Hitchin
Treasurer:	John Nitschke
Secretary:	Simon Brewer
Social Club Committee:	Steve & Debbi Gehlken, Deb & Rob Seidel, Simon & Nina Brewer, Debra & Wayne West, Malcolm & Leanne Caire
Photo Album:	Bruce & Wendy Cussans (nominated from the floor)
Magazine Editors:	Rob & Deb Seidel
Librarian:	John Liersch

Web Site & Social Media:	Simon Brewer
Kitchen Manager:	Jeanette Hardy
FHMC Representative:	Tony Hitchin
AEHF Representative:	Kym Gregory, Tony Hitchin, Don Loffler as reserve
Historic Registration:	Peter Papageorgiou, Owen Smith, Frank McHugh, Bob Wilkeson
Spare Parts:	Peter Papageorgiou & Steve Gehlken
Risk Management:	Daren Isemonger
Public Officer:	John Nitschke
Auditor:	Gavin Woolford
Meet & Greet:	Don Loffler
Document Secretary:	Don Loffler

- As the requisite number of nominations had been received and no elections were required, Lyn declared all positions filled
- Lyn vacated the Chair and handed the meeting over to President Bob

MOTIONS ON NOTICE:

- None

GENERAL BUSINESS:

- Simon Brewer thanked former President Debbi Gehlken for her excellent leadership of the club over the past four years and welcomed President Bob. This was greeted by acclamation.

MEETING CLOSED: 8.19pm

NEXT AGM: Monday 12th July 2021

PRESIDENT'S REPORT 2019/20 (Debbi Gehlken)

What a year it has been.

It has definitely tested our patience more than once with Fires, Drought, Floods and the now ever present Covid-19.

Unfortunately we haven't had many runs or events but I am grateful we have been able to keep in touch with our Zoom meetings, emails, letters, our ever changing Website, Magazine and of course Facebook. Thank you to all those who participated and who made these constant contacts possible.

We have once again had a great bunch of volunteers filling all our positions on the many committees, thank you to all those who give and keep giving their time for our wonderful club. I have enjoyed being President again this year and have embraced the changes facing our club.

Thank you each and everyone for accepting me in this position again for the past 12 months, and thank you to my fellow executive committee for helping with some hard decisions that needed to be made.

I hope you all embrace and support our new President and all committee Members.



DEAN QUALMANN AWARD 2020

DEBRA & WAYNE WEST

Congratulations !



Simon Brewer, Secretary

48 FJ HOLDEN CLUB OF SA INC

MINUTES OF MEETING HELD 10TH AUGUST 2020

MEETING OPENED: 8.10pm
TREASURER: John Nitschke

PRESIDENT: Bob Wilkeson
SECRETARY: Simon Brewer

PRESENT: 28 members, 2 visitors as recorded in attendance book

APOLOGIES: 23 members as recorded in attendance book

MEET & GREET: (Debra West on behalf of Don Loffler)

- Read birthdays and anniversaries for the month
- Welcomed prospective member Daniel Cronin who owns a 1953 FJ Special sedan
- Welcomed prospective member Mark Halsey who owns a 1952 FX ute
- Both Daniel and Mark responded to the welcome and gave further details of their interest in the club and were thanked by acclamation

MINUTES FROM PREVIOUS MEETING: (Simon Brewer)

- Minutes for meeting 13th July read & accepted

Moved: Lyn Wilkeson

Seconded: Owen Smith

Carried

CORRESPONDENCE: (Bob Wilkeson/Simon Brewer)

- In: Membership applications Daniel Cronin, Ben Shadgett, Mark Halsey, Cosmo Monterosso
- In: FX-FJ Holden Club of Australia Melbourne July 2020 Newsletter
- In: FX-FJ Holden Club of Qld July 2020 Revs Magazine
- In: Summernats advising Redcentrenats will go ahead 4-6 September
- In: Brisbane Northside Classic Holden Club August 2020 Newsletter
- In: Early Model Holden Club of Vic August 2020 Newsletter
- In: AEHF Nationals Update (discussed in business)
- Out: Nil

TREASURER'S REPORT: (Simon Brewer on behalf of John Nitschke)

- Total Membership 136
- 2020/21 Membership Status: 1 outstanding

Moved: Bob Wilkeson (on behalf of John Nitschke)

Seconded: Frank McHugh

Carried

SOCIAL COMMITTEE REPORT: (Debbi Gehlken)

- At this stage there will be no social events until September
- It was noted that the Gawler All GM day was to be re-scheduled in the September/October time frame, but no date has yet been set and it is probably not going ahead
- Sunday, 20th September a club picnic run probably to the Mannum area is in planning; more details to come
- Sunday, 27th September the Bay to Birdwood is going ahead. The event will be very different to normal with no gathering at beginning or end, and no second joining point at Modbury. There are still some places available for pre 1950 vehicles. Not a club event.
- Friday, 2nd October - Monday, 5th October Mander Meander long weekend to Renmark. All cabin accommodation is now booked out at Riverbend CP, but call them and they will redirect you to alternatives. So far 14 cabins are booked and 1 local attending, so 15 cars in total. Flyers have been emailed and are also available at the meeting. Note that if this event is cancelled due to the pandemic there will be a full accommodation refund.
- Sunday, October 18th the Rotary Classics on the Park event at Thorndon Park, Paradise is going ahead. \$10 per vehicle. As this is so soon after the long weekend this will not be a club event, but members may wish to attend.
- Saturday, October 31st or Sunday, November 1st was a proposed club run somewhere south of the city. It was noted that some members have requested Saturday runs due to other commitments on Sundays, so the proposal to make this a Saturday run was put to the meeting. As most members indicated agreement that event will now be planned for Saturday, October 31st and more details will follow
- The Lawn Bowls Day planned for Sunday, 22nd November at Salisbury Bowling Club has now been postponed to next year due to the pandemic restrictions. Most events will now be BYO picnic cruise events to ensure minimum risk and compliance with any pandemic restrictions, plus the ability to cancel at short notice

- Sunday, 29th November is the 72nd anniversary of Holden. An Anniversary Cruise could be held circulating via some historic Holden sites, which could be remaining Holden dealers (if they still exist!)
- Saturday, 5th December Christmas BBQ now cannot be held at a private residence due to pandemic restrictions. Tentatively may be held at the club rooms, but there are issues to be overcome with respect to food preparation and serving. A park such as Heywood Park was suggested, but it was noted that usually this is an evening event and may not be possible in a park. Further details will follow. It was noted that there will be a raffle including the usual prizes of a Weber Q BBQ, zinc plating voucher and a Christmas hamper, so tickets will be available soon
- Noted that a Lucky Squares competition started at the March meeting is still in operation and is available at the back

LIBRARY REPORT: (John Liersch)

- Nothing outstanding

PHOTO ALBUM: (Wendy & Bruce Cussans)

- Not present

MAGAZINE: (Deb & Rob Seidel)

- The Magazine is going well and thanks was provided to members who have responded to the "First Holden Experiences" stories. All of the stories are very interesting, but there is room for plenty more with the deadline being 22nd August
- Rob asked about the LHD car featured in the last magazine and asked who thought it was a hoax or not. The show of hands was about even for real, false and undecided. He will reveal all in the next magazine
- Rob noted they are unable to attend the next meeting so the next magazine will be posted out
- Noted that the restaurant is going well and Rob has been brushing up his maître d' skills a fair bit

HISTORIC REGISTRATION: (Frank McHugh, Owen Smith, Bob Wilkeson, Peter Papageorgiou)

- All going well

RISK MANAGEMENT: (Daren Isemonger)

- Not present
- Simon Brewer will create a separate Covid Safe Plan for live club meetings above and beyond the Ford Model T Club plan covering the meeting space
- It was noted that all club events should have a Covid Safe Plan created as an adjunct to the risk management process while that measure remains in place

WEB MASTER & SOCIAL MEDIA REPORT: (Simon Brewer)

- All going well

A.E.H.F : (Bob Wilkeson on behalf of Tony Hitchin & Kym Gregory)

- Outlined letter received from AEHF 2020 FX-FJ Nationals organisers
- If Nationals are cancelled by 19th September all funds will be returned
- After that date if the event is cancelled the refund will be reduced by the value of costs incurred
- Noted carefully that the Nationals may still go ahead and there may be no issue at all
- Also noted that if the event is cancelled there would be no rescheduled event and, at this stage, no state has volunteered to take on the 2022 event
- The AEHF have asked each club to respond to advise the club's position
- Most of our members who have registered have been consulted and unanimously believe it should be cancelled
- The matter was opened for discussion
- It was noted that Victorian attendees typically tend to make up around 50% of attendees at Nationals events and their involvement is very uncertain
- A proposal was put to the floor that due to the uncertainty surrounding the future of the event and the risk of significant losses, the club's position is that the 2020 AEHF Nationals should be cancelled and the Nationals Organising Committee be thanked for their efforts to date and their well-considered brief to the club. As there were no dissenters the proposal was carried unanimously
- Bob will ask Tony Hitchin to advise the AEHF on behalf of the club that we recommend cancellation of the 2020 FX-FJ Nationals event

F.H.M.C REPORT: (Tony Hitchin)

- Not present

SPARES: (Steve Gehlken, Peter Papageorgiou)

- All going well and there are still a lot of people doing rebuilds etc. and business has been brisk

- Noted that he had received some parts from Vintage Wiring Harnesses in Victoria before they were forced to close, including 6 harnesses
- Please call Steve or Peter if you need anything
- Steve noted with thanks that the Cussans' had donated many parts to the club from their shed clean out
- Steve advised that a club member is looking for a front seat for a 48 if anyone can help

BUY, SELL, SWAP:

- Con Markos has an FJ front windscreen glass and some bumpers for sale. Also 1 rear bumper overrider for an FJ in excellent condition and door cards for an FJ ute.
- Barry Gaghan is looking for a pair of stub axles and king pin uprights for an EH

TECH TALK:

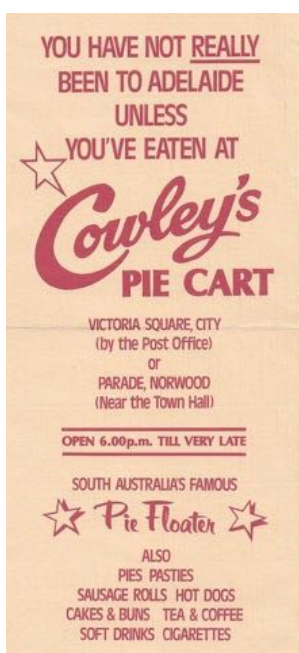
- John Liersch noted he was installing a new wiring loom and said to beware of losing stickers on the loom as you remove it from the bag. He also discovered that the FX fuel gauge has small terminal and large, while the FJ has both same size. He discovered that his wiring loom for FX had them around the wrong way and had to drill out the smaller one to fit, so urged caution if you are doing it. He also noted not having much fun doing wiring and has encountered several issues. He also noted that Delco Remy starter motors are different to Lucas with 3 wires vs 2.

GENERAL BUSINESS:

- Owen Smith mentioned an FJ van for sale in Qld unrestored but good condition for \$110k
- Bob Wilkeson mentioned an FJ bread van (body no. 88) for sale in NSW restored \$33k. Also a red windowless FJ van for sale Gawler in rough condition \$30k
- Owen Smith mentioned that he knows someone who had a crash and the insurance company noted the car tyres were 15 years old and were refusing to pay out as a result. The general comment as that tyre life should be no more than 7 years. Another suggestion was to look at the fine print of your insurance policy for guidance.
- The Ford Model T Club has advised that during the pandemic period they have had ongoing costs such as insurance, lease/rates etc. and costs incurred preparing for the return to use. The club has not had to pay the \$105 monthly rental for April, May & June when the building was closed, but has had to pay in July even though it was not used. They have asked all clubs using the building for an extra contribution to help cover their expenses. Bob Wilkeson moved that \$100 be paid to them. Seconded Frank McHugh and carried.
- President Bob proposed new member Ben Shadgett be admitted as a club member, Seconded by Owen Smith and carried unanimously with acclamation.
- Applications from Mark Halsey and Daniel Cronin who are in attendance at this meeting will be considered at the next meeting. Also membership application from Cosmo Monterosso (who has a 1949 sedan) and has satisfied attendance requirements will be considered at the next meeting.

MEETING CLOSED: 9.14pm

NEXT MEETING: Monday 14th September 2020, 7.00pm via Zoom or 8.00pm at Club Rooms (to be advised)



DIFFERING PERSPECTIVES:



You don't have to have lots of muscles to be the stronger. Lee, a strong young man at a construction site boasts continually to an older worker, Fred, that he can outdo anyone at feats of strength. Fred tires of this and says, "Why don't you put your money where your mouth is and challenge me to a strength competition ... I'll bet an entire week's pay that I can haul something in a wheel barrow over to that building that you won't be able to wheel back." Lee says, "You're on, old man – let's see what you've got!" Fred reaches out and grabs the wheelbarrow by the handles. Then, nodding to the young man, he says, "Alright, hop in."

oOo

An English teacher announces to the class, "There are two words I don't allow in my class. One is gross and the other is cool." A voice from the back of the room asks, "Yeah, so what are the words?"

SWAP MEET

Morgan Classic Custom Vehicle Club's Swap Meet

Sunday 11th October
Oval Road Morgan, behind Caravan park.

Site fee \$10.00 Buyers \$5.00 Free parking

Gates open 6.30am
Saturday night camping for sellers.

Gate prizes "got to be there to win it."

1st Prize Night for 2 at caravan park.
2nd Prize Bottle Gentleman Jacks
3rd Prize \$50 cafe voucher
4th Prize \$50 Commercial Hotel voucher.

Coffee and doughnut van

Food van offering: Bacon & egg sandwiches, sausage in bread, hamburgers, cold drinks.



Almond blossom, the first sign of spring

A DRIVER, A HOLDEN AND A MATTRESS

A driver ran over an innerspring mattress on the old Pacific highway north of Sydney, decided not to worry -- and kept on driving.

The inevitable happened - it caught on the undercarriage of the driver's Holden.

The ensuing jumble finally whipped around enough to tear a hole in the fuel tank. The subsequent lack of fuel is what finally brought the vehicle to its knees. The driver had managed to drive 50 kms, with a 25kg tangle of "stuff" wrapped around the drive shaft etc.

The driver had it towed to the Holden dealership (*which is now a thing of the past* - Eds.), and complained that the vehicle had a 'sort of a noise' when it was driven at high speeds. Below are the photos of what they found at the Holden Dealership ...!

They still can't believe their eyes ... And still wondering how to remove It!



Thanks to John Nitschke for digging this one up!



BUY SWAP SELL

Steve Gehlken, Club contact



FOR SALE:

Reproduction Accessory Gauge Holder, fit either side of steering column as per Nasco originals. \$45.00/pair, members' price only.

Nasco Sticker Decal pack - \$10.00. Pack of 5 stickers of various sizes.

Magnetic Speedo Conversion Table, dash mount for easy viewing. Convert miles to kilometres. \$5.00 each. Approx size 80mm x 55mm. Postage available.

48/FJ Under Dash Parcel Shelf (NEW), \$120.00

Stokes Tail Light Lens, suit Ute/Van (NEW) \$100.

Contact: Steve Gehlken 0421 852 451

★★★ **THANK YOU:** To Bruce and Wendy Cussans for their recent donations to club spares. ★★★

REMINDER – ALL ITEMS ON THIS PAGE REMAIN FOR ONE ISSUE ONLY. YOU WILL NEED TO CONTACT STEVE OR THE EDITORS IF YOU WANT AN ITEM REPEATED.

A BANK LOAN TO A SCOTSMAN

A Scotsman (wearing his kilt and a bonnet) walks into offices of private bankers Coutts & Co in the Strand, London (Bankers to the Royal Family since 1820) and asks to speak to the manager.

He informs him that he is going abroad on business for two weeks and needs to borrow £5,000. The Manager tells him that Coutts & Co would be delighted to meet his requirements, but that he should understand that since he is not a client of the Bank, it would need some modest security for the loan.

So the Scotsman opens his sporrán, takes out the keys and documents of a brand new Ferrari parked in front of the bank and hands them to the manager saying "Will this do?" He also produces the car's log book and after a phone call everything checks out fine. The manager agrees to accept the car as collateral for the loan; the cashier hands out £5,000 while the bank's porter drives the Ferrari into the bank's underground garage for safe keeping.

Over lunch the manager tells his colleagues the amusing little story of how a simple minded Scot from North of the Border secured a loan for £5,000 offering a £120,000 Ferrari as collateral and they all enjoy a good chuckle as they sip their Port.

Two weeks later, the Scotsman returns, repays the £5,000 and the interest, which comes to £15.41. The manager says, "Sir, we have been more than happy to have had your business and this transaction has worked out very nicely, but we are just a little puzzled. While you were away, we checked you out and found that you are in fact a wealthy property investor. What puzzles us is why would you bother to borrow £5,000 from us?"

The Scotsman replies: "Where else in London can I park my Ferrari for two weeks for only £15.41 and expect it to be still there when I return?"

Aaah - those canny Scots!

The above item provided by John Nitschke

The Australian

Over 750,000 Copies Sold Every Week.

August 24, 1955

Registered in Australia for
transmission by post as a
newspaper.

PRICE



WOMEN'S WEEKLY



Thanks to Tony Hitchin for providing this photo of women in a car rally, possibly a Redex Trial.



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The logo for DC ANODISING features a stylized white graphic of a person or a flame on the left. To its right, the text "DC ANODISING" is written in white, bold, sans-serif font. Further right, the text "SPECIALISING IN ALUMINIUM ANODISING AND CORROSION RESISTANCE" is written in a smaller, white, sans-serif font.

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Contacts **Domonic** 0830 804147 **Chris** 0417 810 451 **Office** 08 8281 3033 **Email** dcanodising@desc.net.au
Unit 3/4 Bremen Drive Salisbury South SA 5106



at **FINDON**

The logo for INFINITY SIGNS features the word "INFINITY" in white, bold, sans-serif font at the top. Below it, "SIGNS" is written in large, yellow, bold, sans-serif font. The background is dark grey with a faint, stylized infinity symbol.

Corey Armstrong 0414 440 325

Ph: 8285 4100 Fax 8285 4111
www.infinitysigns.com.au email: c.armstrong@infinitysigns.com.au
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