

HOLDEN



TORQUE

THE HOLDEN CAR CLUB of WA



**WINTER EDITION
2024**

**HOLDEN CAR CLUB OF
WESTERN AUSTRALIA**

The Holden Car Club of WA Inc. is a not-for-profit organisation which, in addition to the restoration and preservation of Holden vehicles, sees family orientated social activities for its members, along with participation in worthy charitable events, an important aspect of its charter.

2024-2025 Committee

President

Tim Tapping

Vice President

Bruce Jones

Treasurer

Pauline Embrey

Secretary

Ted Burbidge

IT Manager

Paul Freestone

Events Coordinator

Michael Lawler

Public Relations

James Bryans

Property Manager

Darryl Pinner

Merchandise

James Bryans

Vehicle Registrar

Robyn Jones (404)

Pauline Embrey (C4C)

CMC Representative

Gane Doyle

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CONTENTS

President Report	Page 3
Treasurer report	Page 4
Eulogy for Hillary Fowle	Page 5 - 8
Upcoming events	Page 9 - 10
Previous Events and Pics!	Page 11 - 15
40 YEARS OLD!	Page 16
'OLDEN NEWS for you	Page 17-21
Merchandise	Page 22
Back Bumper	Page 23

COVER PHOTO

In memory of Hillary Fowle, her 1961 EK Holden Special Station Sedan.
[Photographer unknown]

THE CLUB WANTS YOU!

The Holden Car Club of WA is always looking for members to plan, organise and help. So, if you think you have something to offer the club, let us know!

For Newsletter Enquiries and/or Articles (for sale, wanted ads or other enquiries) contact James Bryans via email: info@holdencarclub.org.au



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www.holdencarclub.org.au

DISCLAIMER

The Holden Car Club does not accept responsibility for the truth or accuracy of the articles or advertisements appearing in this newsletter. It is incumbent on the readers to satisfy themselves as to the truth or accuracy of any of the articles or advertisements. All articles and advertisements are accepted in good faith by the club.

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PRESIDENT REPORT

In preparation of organising this year's AGM I had a read through my 2023 Presidents report and realised nothing much has changed except our bank balance.

And members not following rules on concessionally licensed vehicles.

Concessional rego is a privilege. If some cannot follow simple rules, they will ruin it for everyone. DOT is watching.

I have enjoyed working with the current committee who are all committed to seeing the club grow and prosper, and I would like to thank them all for their dedication and support which they have shown me throughout the past twelve months.

I will say it again, without the dedication of club members stepping up to fill these committee positions there would be no club.

I would also like to take this opportunity to thank the volunteers throughout the past 12 months for their contributions, these include the members who cook the Sausage Sizzles, put up the club tents and generally help.

Also, a big thank you to the afternoon tea volunteers, as without them there would be no scrumptious baked goods to feast on after the general meetings.

The club membership is approximately 250 members. There has been an increase of member numbers mostly Code 404 and C4C concessionally licensed members, it is sad that once they have gained the concessional license that we do not see them again at events.

I consider myself fortunate to have presided over your club, and it has been a rewarding experience and a lot of fun to be involved with this group.

I will not disappear, and I am more than happy to help new committee members transition into various roles.

I would like to extend my best wishes to the new committee and wish them every success in their endeavours over the next 12 months.

President
Timothy Tapping.



Photo: Kelsey Reid/The West Australian, Kelsey Reid



TREASURER REPORT

01/07/2023 -30/06/2024			
	Payments	Receipts	Balance
30/6/2023			\$50,714.94
RECEIPTS			
Membership New (9)		6,461.00	
membership renewals (255)		21,115.00	
Merchandise		683.16	
Busselton Members payments		7,081.00	
GM Owners Day Disbursement		2,505.55	
Donations		40.00	
TOTAL RECEIPTS		37,885.71	\$88,600.65
PAYMENTS			
Catering	1,610.19		
Events	16,189.65		
Merchandise	2,953.00		
Postage	36.59		
Gift Cards for GM/AGM	705.91		
P.O Box Rental	270.00		
Insurance	1,075.00		
Legal Documents	63.80		
Trailer Items	51.00		
Funeral Notice/Flowers get well	555.40		
Daryl Pinner Towing Trailer Milage	258.40		
Internal It HCC Computer	132.00		
Refined IT	1,257.40		
Refund over payment member Fee	70.00		
Uni Card System	3,051.68		
Internal It HCC Computer	297.33		
TOTAL PAYMENTS	28,577.35		
30/6/2024			\$60,023.30

Report compiled by Pauline Wainwright, Treasurer.



EULOGY

In this edition we pay tribute to Hillary Fowle, a founding member of our Club. Missed by all.

Eulogy of Hilary Fowle, by Paul Ryan (friend of 40 years)

In 1984, I took up a teaching position at Trinity College. On the first day of meetings, before the school year started with pupils, I was approached by a lady at lunch time who introduced herself as Hilary. Did I own the old restored Valiant in the car park? My reply was yes. She then went on to tell me she owned the HK Holden, also in the car park. Before lunch was over, we established Hilary also had a one tonner and I had a V8 Ute. We both had petrol in our veins.

Although Hilary's were Holdens and mine were Valiant's, we had a great basis for a friendship in a school staff, I assure you. That friendship grew and has lasted for 40 years, through thick and thin, for both of us.

Over that time, I have seen a wonderful lady who cares. She showed that care by her actions, not her words. She helped her immediate family financially and with her time and effort. However, it is her care for the rest of us, I want to talk about. She was always ready to provide transport for her cousins and friends to attend medical appointments, and indeed to go and stay with them while they convalesced on many occasions. She organized many reunions of school friends with a nun who had taught them. That invariably required her to drive all over Perth in the later years, to provide transport for them. Regularly she would pick up people around Perth and drive to Busselton and back in a day for a lunch. She cared and wanted to keep people connected. Visiting family and friends in nursing homes in Perth, Bunbury, Busselton, and Augusta in the later years, was another way Hilary showed her care and devotion.

Hilary is considered a founding member of the WA Holden Car Club, formed way back in 1984. Over the years since, she held many committee positions as well as organized and ran weekends away for members, including organizing the accommodations, food and activities. She was always ready to support any club activities and members in any way she could, forming many long-lasting friendships amongst members. Her efforts were rewarded with life membership of the club over 20 years ago. The turnout of members, with and without their cars here today, is a testament to the esteem in which she was held.

After her long stint as Secretary to successive Headmasters at Trinity College, Hilary took on some relief positions with the Christian Brothers. She relieved at Aquinas College in the role of secretary to the headmaster and at Westcourt, the headquarters of the Brothers in WA. These positions needed precision, integrity and dedication. All qualities Hilary had an abundance of. Hilary had a very strong bond with the Christian brothers, forming lasting friendships with many of them, some of whom are here today. Along with others, Hilary was instrumental in forming a prayer group with the Brothers. That group would bring along a meal to share with the Brothers as well. That group is still going today, and her son Lyall has been attending them recently.

Hilary was also adventurous and ever ready to drive. I remember meeting up with Hilary and her friend Faye, in Port Lincoln. They were travelling in Faye's 4wd, having attended football matches in Melbourne and looking for parts for her EK Wagon, we were restoring.

Hilary was a big fan and member of the West Coast Eagles, attending most home games as well as many trips to stay with her friend Essie in Melbourne, to attend more matches. In 2005 Hilary was very confident about her beloved Eagles. She bought tickets to the Grand final in Melbourne. How to get there? Drive your 37-year-old Holden HK of course, to Melbourne and back. The HK did better than the Eagles that year, unfortunately.

Hilary, Peter and I had a very strong, supportive friendship. We each had skills to share. Peter and I helped with home maintenance, vehicle repairs, and did a lot of work on the restoration of the EK Wagon here today, including painting it 24 years ago. Peter was Hilary's personal car detailer as she always wanted her cars looking their best. I helped her with financial and accounting matters. Hilary was always there for us. When we travelled away, she would collect the mail, deal with it, and pay any bills necessary. Her reliability and dedication allowed us to travel extensively over many years, with confidence things would be done and done well.

EULOGY

Eulogy of Hilary Fowle, by Paul Ryan (friend of 40 years) continued...

She was our secretary. Typing up articles for magazines we were doing for our car club, typing financial reports for clubs that I volunteered for as auditor, legal letters when needed in my tough times.

She was a seamstress. Being short, every pair of trousers or jeans we bought needed to be shortened. Our cars are all covered with covers that Hilary helped us make. She would set up her Singer on the patio table and sew what we wanted. Many evening meals and celebrations were held together. Never once did money change hands between us. I am sure many of us can think of times that Hilary has put herself out to help someone else, and always done so willingly.

I would like to mention two other points.

Firstly, to publicly thank Hilary's son Lyall. He had his Mum stay with him for 11 weeks before we were able to get her into care. His care, love and devotion to his Mum over the past 15 months was evident to many of us and is to be admired.

Secondly, the care and attention that Hilary received in her 8 weeks stay at Juniper Cygnet was excellent. They worked with us to have Hilary moved to Juniper Hilltop where she spent the next 10 months. The care and attention to her needs that the staff showed to Hilary was fabulous. I should also mention the care and friendship of some of the lovely residents there as well.

Hilary was an independent, generous, hardworking, caring Christian lady. I am so pleased to have had her as my very close friend for 40 years. She was loved by many and will be greatly missed.



EULOGY

Hilary Anne Fowle 13/10/1935 – 20/05/2024

Born to William and Alice Johnson (Bill & Al) as they were referred to as. On 13/10/1935 at South Perth WA. Hilary was the middle child of Al & Bill but unfortunately her sister, Jacqueline Mary born in 1934 passed away 1 ½ hours after her birth and Brother, Howard John born in 1939 passed away 1 ½ days after his birth.

As you would imagine this made her a very cherished child of Al and Bill.

Hilary's early childhood was spent at the family home No1 Howard St in South Perth.

In the 1940's with the threat of the Japanese bombing Perth, the family moved out to an orchid property in Scott Rd Greenmount with extended family including Grandparents, Aunts / Uncles and cousins.

Hilary's Father Bill was a mechanic for Burroughs, servicing all types of office machines, e.g. typewriters, adding machines etc. As a young child this is where Hilary grew her interest in mechanical things.

In 1946 a work injury to Bill brought about a change for the family and Bill and Al went into a partnership at the Ship Hotel in Busselton, where the family moved to.

At 11 years of age Hilary was "Dispatched" as she described it, to boarding school at Sacred Heart Convent, Bunbury. It was here Hilary made some lifelong friendships, that included Boarding school girls' lunches in Busselton, as late as 2021.

In 1950 Hilary finished school at Year 10, and she would have dearly loved to become a motor mechanic having seen her father tinkering with his vehicles. This was not considered "Lady Like" by Bill & Al so she commenced a banking career in 1951 with the Bank of New South Wales, Busselton.

In 1952 Hilary obtained her driver's license after instruction from both parents and purchased her first car (with a loan from her parents), a brand-new Ford Anglia Coupe. – Yes, she did own a Ford!

In 1953 whilst working with Don Cooper in the Bank in Busselton, she met his brother Kevin, who partnered her to The Bank of New South Wales Ball in Perth. They immediately became keen on each other, and Hilary transferred to the Banks Perth office, attached to their country relieving staff.

Whilst residing in Perth she boarded with her Aunt and Uncle, Grace and Alf Fordham and their daughter Francine her cousin.

Hilary enjoyed this work, relieving in country branches in the Anglia (later replaced by a S/H Austin A40) often having postings to Albany and Mt Barker, catching up with Kevin who worked for Elder Smith in Mt Barker.

After some time, Kevin took a position in Perth which allowed them to continue their relationship and in 1958 they married.

In 1959 Hilary and Kevin built a new house at 99 Welwyn Avenue, Salter Point.

1959 Hilary and Kevin welcomed their first child Janine, followed by Rhett in 1961, and 3rd child Lyall in 1963.

1968 was a traumatic year for Hilary with the sudden death of her Husband Kevin, becoming a widow with 3 young children. Later in 1968 Hilary's father Bill, also passed away.

In late 1968 Hilary purchased her first Holden a new HK Sedan. Commencing a long dedication to the Brand. Supported by Family and friends Hilary battled on to provide for the family.

One of Kevin's close friends, Vern Fowle, supported Hilary through this period and they married in 1971, and welcomed Hilary's 4th child Craig.

Together, Hilary and Vern built a new home for the family at 28 Edgewater Road in Saint Lucia (Salter Point).

Through her life Hilary has kept a close association with her Catholic Faith attending church regularly and educating the children at catholic schools. Her faith was a very important part of her life.

In 1978 Hilary sold her 1968 HK holden to her eldest son Rhett, as his first car. As a car mad 17year old he modified it, which he suspects horrified his Mum, though she never said so. In 1979 he sold the HK back to her and Hilary embarked on restoring it, which got her involvement in the Holden Car Club in WA.

Over the years, Hilary held many different committee positions with the club and was presented with life membership in the Holden Car Club of WA.

She has made many friendships, enjoyed many weekends away, participated in a variety of car shows with the club. She also participated at the FB/EK nationals in Busselton, taking home a trophy.

EULOGY

Hilary Anne Fowle 13/10/1935 – 20/05/2024 continued...

As her children grew and partnered up, Hilary welcomed 8 grandchildren and was involved in supporting her family. With the arrival of Rhett's triplet daughters, Hilary took long service leave and lived in, to assist in managing their early time at home.

A large part of Hilary's life was involved in assisting others through the church, or the schools/clubs she was involved in.

Another passion Hilary had was footy, she was a founding member of the West Coast Eagles, and over the years she attended many matches including going across east to watch a grand final.

Early 2000's Hilary was looking to retire to Busselton. After discussing this with her family and being advised how much she was part of her grandchildren's lives and that she would be missed dearly, she had a change of heart. Therefore, she stayed in Perth and moved to Ferndale.

Hilary became involved in kids school activities, swimming carnivals and dance performances over the years. She taught many of her grandchildren to drive, including the 25 hours of supervised driving required for learners to qualify for their licence.

Hilary had a lifelong connection to Busselton and regularly holidayed there, her happy place was on her beach towel at Meelup beach.

Hilary welcomed 12 Great Grand Children and enjoyed great pleasure in spending time with them.

Approximately 10 years ago Hilary finally sold her beloved HK Kingswood that she had from new and had lovingly restored.

In later years Hilary was an acolyte in the Catholic church, delivering communion to those unable to leave their home. She also moved from her home in Ferndale to independent living at Juniper Rowethorpe Village Bentley, then in 2022 Hilary was moved into Residential Aged Care at facility.



UPCOMING EVENTS

York Motor Show

Date: Sunday 1 st September 2024	Event: Holden Car Club Event
Meeting Point: TBA	
Meeting Time: TBA	Departure Time: TBA
Details of Event: Live Music, Vintage Bus Rides, R.C. Model Cars & Trucks, Hand Tool Preservation Society Display, Cars, Trucks, Motor Bikes, Tractors, Buses, Stationary Engines.	
Venue: Lowe Street York	RSVP: Events Coordinator

Perth Classic Car Show

Date: Sunday 8 th September 2024	Event: Holden Car Club Event
Meeting Point: TBA	
Meeting Time: TBA	Departure Time: TBA
Details of Event: From the latest sports supercars to wooden wheeled wonders, more than a century of motoring heritage come together for a family friendly day out.	
Venue: Ascot Racecourse	RSVP: Events Coordinator

General Meeting

Date: Saturday 14 th September 2024	Event: Holden Car Club Event
Meeting Point: RSL Clubrooms 1 Fred Bell Parade East Victoria Park	
Meeting Time: 2.30pm	Departure Time: N/A
Details of Event: Bi-monthly general meeting, afternoon tea supplied.	
Venue: 1 Fred Bell Parade East Victoria Park	RSVP: Events Coordinator

Bindoon Historical Car Day

Date: Sunday 15 th September 2024	Event: Holden Car Club Event
Meeting Point: TBA	
Meeting Time: TBA	Departure Time: TBA
Details of Event: Markets stalls – food – coffee – free entertainment - free lions train ride – free bouncy castle Chattering Springfest arts & craft - quilts in spring – historical museum – arts show Trinity church tour - courtesy bus to the Brockman centre	
Venue: Bindoon Oval 6810 Great Northern Hwy	RSVP: Events Coordinator

2024 Celebration of Motorsport – Classic on The Swan

Date: Sunday 15 th September 2024	Event: Holden Car Club Event
Meeting Point: TBA	
Meeting Time: TBA	Departure Time: TBA
Details of Event: Shannons Classics on The Swan is a display event held on Riverside Drive beside the beautiful Swan River, for clubs or individuals who appreciate classic cars, motor bikes or trucks and other vehicles of interest. Vehicles that are registered for this event, will not be able to be moved or driven between 10am and 3pm.	
Venue: Riverside Drive Langley Park	RSVP: Events Coordinator

Byford Classic Car Day (Bi-Annual Meet & Greet)

Date: Sunday 29 th September 2024	Event: Holden Car Club Event
Meeting Point: TBA	
Meeting Time: TBA	Departure Time: TBA
Details of Event: There will be a Meet & Greet including a car Display with up to 200 cars expected on Sunday 29 September 2024 from 8.30am to 10.30am at the Byford Country Club. Coffee and food vans will be on-site! Gold coin entry - Which will be donated to Breast Cancer. PLEASE NOTE - EVERY event gets full quickly - if you are planning to show your car, please come earlier than 8:30am 😊	
Venue: Byford Country Club	RSVP: Events Coordinator



Members can use their 404 concessionally Licensed Vehicle on any recorded event organized by an approved club as per the Concessional Licence Code 404 information booklet. Members can use their C4C Concessionally Licensed Vehicle on any event advertised on the HCCoWA website or social media post as per the C4C code of conduct.

Please refer to the Club website: www.holdencarclub.org.au for the most up-to-date event calendar, as events may be added in between those scheduled above.

UPCOMING EVENTS

Classic Cars & Coffee

Date: Sunday 4 th August 2024	Event: Non-Organised HCC Event
Venue: Carpark 3 UWA Hackett drive, Crawley	Time: 9.00am – 11.00am

Cars & Coffee Perth (Hosted by Enthusiast Motor Insurance)

Date: Sunday 4 th August 2024	Event: Non-Organised HCC Event
Venue: Whiteman Park Motor Museum	Time: 8.30am – 11.30am

West Coast Show & Dine (Hosted by West Coast Commodores Inc)

Date: Sunday 4 th August 2024	Event: Non-Organised HCC Event
Venue: Autobarn Ellenbrook	Time: 8.30am – 10.45am

Shannons Southern Coffee Cruise – Southwest

Date: Sunday 11 th August 2024	Event: Non-Organised HCC Event
Venue: Eaton Foreshore	Time: 8.00am - 12.00pm

Carbies N Coffee

Date: Sunday 25 th August 2024 <small>(weather permitting)</small>	Event: Non-Organised HCC Event
Venue: Bunbury Motor Museum	Time: 9.00am – 11.00am



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EVENTS

EVENTS and CARS

DATE	EVENT	CARS ATTENDED
SEPTEMBER 2	WINDSOR PARK WATTLE DAY	5
SEPTEMBER 10	SHANNONS CLASSIC ON THE SWAN	9
SEPTEMBER 10	YORK MOTOR SHOW	6
SEPTEMBER 17	CURTIN FM	13
NOVEMBER 4	WOGAN HILLS CAR SHOW	6
NOVEMBER 23	GALAXY DRIVE IN	5
NOVEMBER 25	HCCoWA XMAS PARTY	FULL !
JANUARY 6	SUNSET 24 CLASSIC CAR SHOW	13
JANUARY 24	GALAXY DRIVE IN	3
MARCH 1 - 4	BUSSELTON LONG WEEKEND	14
APRIL 5	EH 60 TH ANNIVERSARY CAR SHOW	11
APRIL 14	WAROONA ALL AUSTRALIAN CAR DAY	17
MAY 19	WHITEMAN PARK BBQ and MUSEUM TOUR	23



EVENTS

AGM 2024



EH 60TH ANNIVERSARY CAR SHOW



WHITEMAN PARK BBQ and MOTOR MUSEUM



EVENTS

ALL AUSTRALIAN CAR DAY



EVENTS

BUSSELTON LONG WEEKEND



EVENTS

SUNSET AT HERNE HILL



40 YEARS OLD

The Holden Car Club of WA has been running for 40 years. From very humble beginnings to the club we are today; a great milestone to celebrate!

Please keep an eye on your emails, the HCCoWA website, Facebook and Instagram for events to celebrate our 40th!

We would love to include some stories of friendships made, memories of early events (or special memories of ANY event over the last 40 years!) or even a funny tale in the next editions of our newsletters. If you have any anecdotes that you are wanting to share, please send them to info@holdencarclub.org.au (bonus points for pics).



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Our main methods of communication are via email, Facebook and Instagram. These platforms are easily accessible for most of our members. Please ensure you have provided us with your up-to-date email and 'like' us on our social media to make sure you are getting the most up-to-date information about our car club events.



ARE YOUR CONTACT DETAILS UP TO DATE?

A reminder that if any of your personal or car details (phone number, email, home address, registration, sale, etc.) change over the course of the year, please notify the club via email ASAP at info@holdencarclub.org.au

HOLDEN NEWS

PETER STANNARD'S FJ SPECIAL

Peter thinks he bought the 'Special' Version of the Utility. Our research shows that the Special Version was introduced in 1955, and it was consisted 'upgraded' and had extra special trim features. Door handle anti scratch panels with Lion, fancy wheel trims with Lion, quality seat coverings, steering wheel covering, cargo area varnished wooden sides and floor, chrome trims and chrome cargo floor strips, front of rear wheel area stone protection, bonnet decoration all which Peter's Ute has. A check of the registration papers shows 1955 on the registration. To maintain registration Peter had to fit the lap seat belts and the turning signal indicators.

(see future details next page...)



HOLDEN NEWS

The FJ Holden, which was modelled on the 48-215 (released in 1948), came into production in 1953, just 5 months after the production of the 100,000th 48-215. Although it was produced for only 3 years, more than 200 were built per week, giving a total production number of 169,969.

The FJ Holden was marketed as five models: the Standard (basic model), Special (extra trim features), business sedan, utility and panel van.

The mechanical design of the FJ was left largely to the Americans, while the Australian team completed the body and structural design.

This process involved a team of Australian engineers and draughtsmen travelling to the United States for the initial drafting and construction of the three prototypes, before 22 US engineering personnel returned to Australia (including the chief engineer Russell Begg) to assist with the mechanics.

For the FJ Station Wagon, only 20 were produced. It was not considered viable.

The first Holden (48-215) was released in 1948, but the Holden motoring company name has a history associated with road transport dating from 1856.

At this time, James Alexander Holden was operating a saddlery and leathersgoods business in Adelaide, South Australia. James was a British migrant (from Staffordshire, England) who arrived in Adelaide at the age of 20.

What began as a humble business underwent several stages of major expansion, beginning with Henry Adolph Frost's proposal for a merger with his carriage-building and trimming business in 1885 (hence the change in name to Holden & Frost, carriage builders and leathersgoods manufacturers).

Two years after this, however, James Alexander Holden died at the age of 52, leaving Henry Holden in charge. During the Boer War, Holden & Frost proved very successful with a heavy demand for sufficient saddles and ancillary equipment for the mounted troops involved. Holden & Frost held a contract to produce more than 10% of the 10,000 sets of equestrian equipment required (shared with other contractors in Sydney and Melbourne), completing the job over other companies in the fastest possible time. This resulted with a request for a further 1,000 sets to be produced and helped to consolidate Holden & Frost financially as a 'booming' business.

In 1905, Henry Holden's son, Edward, who just completed a degree in Science and Engineering from Adelaide University, entered the business with new and innovative ideas focussed on motor cars, rather than horse-drawn vehicles.

At that time, the motor car was not yet generally accepted as a new form of transport by most people, so Henry and his partner were naturally reluctant to consider the motor car as the future of the Holden & Frost business.



'OLDEN NEWS

After several years, however, Edward managed to convince his father and in 1908 Henry sailed overseas to see for himself how the motor car industry was developing. During his absence, Edward set up a small workshop at the rear of the Grenfell Street premises and began doing work on motor cars, shortly before the demand for modifications to cars that required the fitting of Holden & Frost's carriage trimmings, led to a separate branch of the business 'Holdfast Trimmings'.

The success of this newfound enterprise resulted with Henry trading in his own carriage for a motor car and taking steps towards the full-scale construction of motor bodies which commenced in 1914. The first step, in fact, had been to secure a contract to build Goulding side cars for American Harley Davidson motorcycles.

While this proved to be successful, Henry ensured that horse saddlery was still a major focus of the business (especially during WWII). S A (Bert) Cheney, owner of the Cheney Motor Company, contacted Edward Holden in 1917 to propose that they establish a full-scale body-building plant to construct bodies for Dodge Brothers chassis. Dodge cars, along with Buicks and Model T Fords, were the most popular motor vehicles of the time.

The eventuation of this project meant that in 1919 two businesses were operating: Holden's Motor Body Builder's Limited (car body-building) and Holden & Frost (leathergoods). By 1925, however, the demand for leather goods and saddlery declined and the 'Trimmings' business was disposed of.

Similarly, the onset of the Depression saw a decline in the purchase of motor cars, so to consolidate their activities Holden's Motor Body Builders Limited merged with General Motors Australia Pty Ltd to become General Motors-Holden Limited in March 1931.

Until the end of WWII, General Motors-Holden continued its policy of manufacturing bodies for all motor cars, but after the war a new air of optimism and enterprise emerged.

This led to the company's decision to design and engineer a car built for Australian conditions. In 1944, a detailed study covering the possibilities and logistics of manufacture occurred, including the components which would go into the car; the steel available; the engine size and type; fuel economy and the post-war family budget.

Then by 1948, the new 48-215 (FX) was born. (heavily influenced in the design by an unused prototype Chevrolet)



OLDEN NEWS



That newspaper motoring writers have to say about the new

HOLDEN



“Get on the EJ Holden wagon ... it's tops”

Mr. McKay continues, "I have just completed a 300-mile test on the standard transmission EJ Holden Station Sedan. As I am currently driving an EK wagon the run in the latest version was most opportune.

"Let me say right away — the wagon is shaker that this EJ is the best Holden wagon yet, and at the same time, it is a car that I would like to buy. It is equally how it feels when you are in it. Although there were a few minor gripes about the engine but nothing of a major nature which would detract from the overall quality of the car."

"Queensland Country Life", August 2 edition, carried these comments in their Motor Feature...

“MEET THE EJ NEW LOOK IN HOLDEN”

"Australia's seventh Holden model has been restyled from bumper to bumper — inside and out."

"The first sight of the new Holden EJ models began in the G.M.H.'s Long Range motor magazine, Victoria, in November, 1962, and it was a real treat to see a car of such quality and style on every type of road surface before the rest of the world."



"Improved Hydra-Matic transmission — similar to the unit used in Cadillac and Oldsmobile — is available in all models, including the Standard sedan and station wagon in the new EJ range."

"This has been modified to give consistent flexibility and quieter running. For better handling, all models have heavier coil springs across the front, longer springs across the rear — and shorter spring distances in the rear axle."

"All models are equipped with safety belt anchors, front rubber padding, standard full-length seat belts, and improved door hinges."

"Holden's famous shorter shopping distances — radiator engine has been improved with new manufacturing techniques, and standard materials, and modified from the new grille, revised wheel covers, angular front pillars to the rear end, including the new EJ designed with a compact and complete new, clean, interior of light grey."

During their coverage of the new Holden EJ's, Perth's "Sunday Times" says...

“SPARE PARTS? They are always on hand”

"One of the main reasons behind the success of the Holden has been the cheapness and availability of spare parts."

"When you see the first Holden was produced in 1961 it has been easy to see why it is the car of choice for the EJ Holden range."

"Some of the colors are: Cadmium cream, lime green, Marquise red, Katherine beige, silver grey, and black."

"The new EJ Holden is a car that is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life."

"Mr. McKay continues, 'I have just completed a 300-mile test on the standard transmission EJ Holden Station Sedan. As I am currently driving an EK wagon the run in the latest version was most opportune."

"Let me say right away — the wagon is shaker that this EJ is the best Holden wagon yet, and at the same time, it is a car that I would like to buy. It is equally how it feels when you are in it. Although there were a few minor gripes about the engine but nothing of a major nature which would detract from the overall quality of the car."

Trevor Davis, Motoring Writer, Melbourne "Age", says...

“HOLDEN GOES FOR LUXURY AND SCORES A SUCCESS”

"General Motors-Holden's latest product is a car that is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life."

"The new EJ Holden is a car that is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life."

From the September issue of "Modern Motor" come these comments...

“BEST HOLDEN YET”

"New EJ models outdo all previous Holdens in looks, handling and performance", reports Bryan Hanrahan after pre-release road test.

"We tested the two newest models of the range, a standard manual gearbox model and a 'super-de-luxe' Premier automatic. The EJ models are the best we have ever seen, and they are a real treat to drive. The EJ models are built to last, and they are built to give you the most pleasure and satisfaction from every day of its life."



More interesting comments on the new EJ Holdens have been made by the Adelaide "News" Motoring Writer...

“A treat to drive the new Holden”

"The Premier, the prestige model in the 1962 range of new Holdens, was a pleasure to drive and had no difficulty in passing tests I gave it at the weekend."

"When it was realized that the new Premier engine was not between the Premier and the new Holden model, they have done what you would expect — they have changed the engine. It is a real treat to drive the new Premier. It is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life."



Find out about the new Holden for yourself. Now you have read what the motoring writers have said about the new Holden, you should really find out for yourself. And the best way to discover all the excitement of the new Holden is to drive it. You are welcome at our showrooms as soon, and as often, as you like. We will be glad to let you drive the new Holden of your choice. You, too, will be convinced that this is the "Best Holden yet".

5 wonderful new models to choose from

- STANDARD SEDAN £202 plus tax
- SPECIAL SEDAN £235 plus tax
- STANDARD STATION SEDAN £260 plus tax
- SPECIAL STATION SEDAN £1,010 plus tax
- PREMIER SEDAN £1,195 plus tax

Australian Monthly MOTOR MANUAL in their September issue has this to say about Holden...

“There hasn't been a Holden anything like this before”

"About the biggest event in the Australian motoring calendar is a new Holden — and it doesn't happen every year. It is a car that is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life."

"The EJ is really the easiest to look at car to come from G.M.H. but the big thing is the fresh approach to quality in an era of mass production."



Talking about the new Premier Sedan, Melbourne "Truth" Motoring Writer, Paul Higgins, says...

“HOLDEN BEST YET”

"... the Premier is aimed at the growing luxury market and it scores a bulls-eye."

"Mr. Higgins goes on to say: 'The Premier is the new Holden which is as big as a big Holden in some of the things and makes it go further. It is a car that is built to last, and it is built to give you the most pleasure and satisfaction from every day of its life.'"



HOLDEN NEWS

In May Burns and Co auctioned the vehicles and memorabilia from the Echuca National Holden Motor Museum, here are some of the prices vehicles went for...

\$346,185

Lot 731



\$274,750

Lot 718



\$127,484

Lot 729



\$112,098

Lot 727



\$162,102

Lot 730



\$135,451

Lot 708



\$91,217

Lot 705



\$89,019

Lot 723



\$73,633

Lot 726



\$68,412

Lot 706



\$57,422

Lot 724



\$57,148

Lot 728



\$67,781

Lot 702



\$67,588

Lot 722



\$49,455

Lot 715



\$46,125

Lot 699



\$38,465

Lot 711



\$34,618

Lot 713



\$32,970

Lot 710



\$31,275

Lot 701c



MERCHANDISE



"HISTORIC" Metal Plate
A\$10.00



"HISTORIC" Sticker
A\$10.00



"RESTRICTED USE" Sticker
A\$10.00



HCCoWA Bucket Hat
A\$15.00



HCCoWA Bumper Sticker
A\$2.00



HCCoWA Children's Polo Shirt
A\$40.00
Low stock



HCCoWA Peak Cap
A\$15.00



HCCoWA Polo Shirt (black)
A\$40.00
Low stock



HCCoWA Polo Shirt (white)
A\$40.00
Low stock



HCCoWA Spray Jacket
A\$60.00
Low stock



HCCoWA Vehicle Display Flag
A\$20.00



RESTRICTED USE Number Plate Display
A\$25.00

Your merchandise store is going strong.

Go to <https://holdencarclubofwa.square.site/>

...for all your shirts, jackets, caps, hats and concessional license display plates.



BACK BUMPER



BUY 'n' SELL

Looking to buy or sell Holden parts or vehicles? Our club's newsletter offers the perfect platform to connect with fellow members. Whether you're searching for that elusive part to complete your restoration project or looking to sell your beloved Holden to a new owner who will appreciate it just as much, this is the place for you! Please send them to info@holdencarclub.org.au (bonus points for pics).

For Sale:

- **Model/Part Name:** [Brief Description]
- **Condition:** [New/Used/Refurbished]
- **Price:** [Asking Price]
- **Contact:** [Your Name, Email, or Phone Number]

Wanted:

- **Model/Part Name:** [Brief Description of what you're looking for]
- **Condition:** [New/Used]
- **Budget:** [Your Budget]
- **Contact:** [Your Name, Email, or Phone Number]