

# The Front End

THE BALLARAT AND DISTRICT EARLY HOLDEN CAR CLUB



*AUGUST 2015*

Ballarat  HOLDEN



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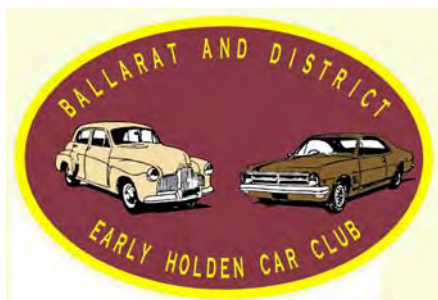
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EMAIL: shannonsballarat@hotmail.com





## **Ballarat and District Early Holden Car Club**

Incorporated 2000

### **Address All Correspondence To**

The Secretary  
P.O.Box 184, Howitt St Post Office,  
Wendouree, Victoria, 3355

Www.bdehcc.com

### **CLUB MEETINGS**

Meetings are held on the first Tuesday  
of each month, except January, at the  
Clubrooms, Ballarat Airport, Airport  
Access Road, Wendouree.  
(off Learmonth Road)  
at 7:30pm.

Visitors are most welcome.

### **MEMBERSHIP**

Annual Fees: Single Membership \$30  
Family Membership \$50  
Monthly Posted Newsletters \$5.00  
New Membership Application Fee \$15

## **COMMITTEE**

**President**—Jim Hare  
53 44 8428 0419 387 384

**Vice President**—Justin Mitchell  
0403 944 488

**Secretary**—Megan Dickson

**Treasurer**—Doug Reid  
53 35 7922 0439 086 364

**Run Coordinator**—Rob Whitten  
0448 160 951  
Max Moore—Assistant  
0448 160 954

**Club Permits Officer**—Scott Campbell  
53 349 440 0419 106 264

**Merchandising**—Sharelle Dickson  
53689498 0411 837 506  
Megan—Assistant

**A.E.H.F. Delegate**—Anne Turner  
53 44 9290 0429 449 290

**Clubrooms Officer**—Paul Irvin  
53 35 8680 0419 524 607

**Club Library**—Steve Currie  
53 67 8499 0409 023 043

### **Catering Officers**

Peter Skrypko 0418 508 750  
Jeff Dickson 0411 837 506  
Rebecca Anson 0408 259 784  
Chris Walter 0407 262 572

**Barman**—Rob Whitten  
0448 160 951

## **General Committee**

John Preston 0438 548 454  
Max Moore 0430 830 885  
Jeff Dickson 0411 837 506  
Theo Goosens 0431 212 346  
Greg King 0419 878 059  
Andrew French 0417 126 795

**Sergeant At Arms** - Peter Nikkelson

## **LIFE MEMBERS**

**Scott Campbell**  
**Doug Reid**  
**Anne Turner**  
**Randall Lourey**

## **TOP CLUBMAN**

**2004-05 Scott Campbell**  
**2005-06 Peter Waterson**  
**2006-07 Paul Irvin / Jason Barby**  
**2007-08 Greg King**  
**2008-09 Anne Turner / Rob Whitten**  
**2009-10 Peter Skrypko**  
**2010-11 Jim Hare**  
**2011-2012 Craig Loveridge**  
**2012-13 Jeff Dickson**  
**2013-14 Justin Mitchell**

## **FRONT END \* AUGUST 2015 \* VOLUME 15, No. 7**

The Front End is the monthly  
newsletter of The Ballarat and  
District Early Holden Car Club. Cor-  
respondence, articles and items of  
Holden news and interest are in-  
vited and should be sent to

The Editor—Scott Campbell  
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### **The Front End**

THE BALLARAT AND DISTRICT EARLY HOLDEN CAR CLUB



AUGUST 2015

Ballarat  HOLDEN

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# EVENTS CALENDAR

## AUGUST

<b>4</b>	<b>Club Meeting / AGM</b>
7-9	Greazefest—Sandown Racecourse
8	Winton Festival of Speed
9	Cobram Swap Meet
<b>11</b>	<b>GM Day Meeting</b>
15	FE-FC Holden Car Club Annual Auction
<b>16</b>	<b>Club Run—Bendigo All Holden Day</b>
<b>18</b>	<b>Pub Night—Brown Hill Hotel</b>
23	Pakenham Swap Meet
<b>26</b>	<b>Mid Week Cruise—Red Dog Run</b>
30	Hamilton Swap Meet
<b>30</b>	<b>Gold Rush—Mini Golf—Pizza night</b>

## SEPTEMBER

<b>1</b>	<b>Club Meeting</b>
5-6	Mechanica 2
6	Mancave Market—Rosedale
<b>8</b>	<b>GM Day Meeting</b>
12	American Iron and Transport Display
<b>12</b>	<b>Club Event—Presentation Night</b>
<b>13</b>	<b>Cars and Coffee—Ballarat</b>
13	Shepparton Swap Meet
13	AOMC American Motoring Show—Flemington
<b>15</b>	<b>Pub Night—Robin Hood Hotel</b>
19-20	Shannon's Nationals—Phillip Island
<b>19</b>	<b>Gippsland 48-84 Club visit to Ballarat</b>
<b>20</b>	<b>Club Run—Metcalf Tractor Pull &amp; Holden Car Club Display</b>
27	11th National Chevrolet Convention—Echuca
27	Wallan Swap Meet
<b>27</b>	<b>Club Run—Bay to Birdwood</b>
<b>30</b>	<b>Mid Week Cruise—Red Dog Run</b>



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# PRESIDENT'S REPORT

---

Hello to all members and their families,

I've had enough of this cold weather!

But the rain and cold stayed away just long enough for some members to enjoy a wonderful Xmas in July run. Travelling to Wallace pub via Daylesford might sound to some like we let Doug plan the trip but the opportunity to drive down roads previously untraveled is what club runs are all about. Well done to Rob and the Dickson's (and anybody else who assisted) for organising a terrific day culminating in a really magnificent lunch and a few cold 'froffies'. See report elsewhere in newsletter.

This month's meeting is our AGM highlighting two important things. Firstly, all committee positions will be vacated tonight. Incumbents are invited to be re-nominated and it would be great to see some fresh faces and ideas on the committee so please give this some thought during the general meeting which will take place immediately prior to the AGM.

Secondly, all unpaid memberships are now considered nonfinancial. This will have an impact on your voting rights and your club permit plates. Memberships have not risen in this club since I joined many years ago. At the most recent committee meeting our P&L statement showed that, if not for several fundraising efforts, the club operated at a loss. Please see Doug at this meeting to ensure the club remains both viable and affordable for all.

I am happy to report that plans for this year's club presentation night are progressing extremely well with some terrific ideas put forward at the most recent committee meeting. With a change of night, fresh meal options, great theme and no cost, we are hopeful that club members will support this significant event

on our social calendar. For the purpose of catering, accurate numbers are required so please indicate your intention to attend early so we can get this part of the night organised.

There are now only 3 general meetings remaining before this year's All GM Day. Please make sure you speak to Justin or one of the team leaders and advise of your availability to support our major fundraising event. GM merchandise bundles have been finalised and polo tops are due soon for those who pre-ordered. See Sharelle for the costs on these package deals that offer a nice saving for members who get in early. Volunteers are required for admissions, catering, parking, judging and in other areas so please put your name forward.

In closing I would like to sincerely thank all members of the hard working committee for their support over the past 12 months. It has been a pleasure to work with you all to further enhance this wonderful club. We don't always agree and debate is enthusiastic at times, but I feel the club is well positioned for the coming years and the challenges that may arise. There is still work to do with the focus turning to improving the structural integrity of our clubrooms earmarked as one of the next projects I would like to undertake. Should I not be re-elected at the AGM, please accept my thanks and gratitude.

Good luck to all those nominated at the AGM.

That's all from me. Stay WARM, safe and enjoy all our club has to offer.

Cheers,  
Jim.



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# CLUB PERMIT REPORT

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G'day All

Just an update, if you haven't realized the scheme has changed, following are a list of changes.

The main changes are:

- RWC will be mandatory for all new permits (not renewals) for vehicles built after 1948 (club safety inspection remains an option for vehicles built before 1949)

- Clubs will be required to hold dated photographs of all vehicles applying for a new permit

- For modified vehicles new guidelines (VSI 33) will describe permitted modifications not requiring engineer certification for three pre-1969 age categories. Otherwise VSI 8 describes permitted modifications. Vehicles modified beyond VSI 33 and/or VSI 8 will require inspection by VicRoads certified engineers

Vehicles modified beyond VSI 33 and/or VSI 8 will be issued with a new club permit plate type with numerals followed by "M" (as distinct from the "H" suffix)

Finally we have had some minor success (I hope this was the case) with VicRoads, and have three cars on the scheme with M Plates.

We have developed a checklist and declaration for all new members going onto the club permit scheme, which should be pretty straight forward to follow.

For me to sign your application, you must provide me with dated photographs of your vehicle. These photos must be time stamped, and I have been told nothing else is acceptable. For those with an Iphone or similar, you can download a free app for time stamped photos. Otherwise you will have to bring the vehicle to me, so I can photograph it for you.

Dated photographs must include images of the front, drivers side, rear, driving position (side on with drivers door open), and where possible, any identifiers such as chassis number and engine number.

Well that's about it from me.

Regards

Scott Campbell



# UPCOMING RUNS

---

## **AUGUST CLUB RUN—BENDIGO ALL HOLDEN DAY**

**WHAT:** All Holden Day at Bendigo Showground's

**WHERE:** Leaving the clubrooms at 8:00am

**WHEN:** Sunday 16th August

**Please let Rob Whitten know on 0448 160 951**

## **SOCIAL—BROWN HILL HOTEL**

**WHAT:** Meal and Drinks

**WHERE:** 385 Humffray Street North, Ballarat

**WHEN:** Tuesday 18th August starting at 6.30pm

**Please let Rob Whitten know on 0448 160 951 the numbers of adults and children**

## **COFFEE N CRUISE (RED DOG RUN)**

**WHAT:** Coffee and Cruise

**WHERE:** Meet at McDonalds Bakery Hill

**WHEN:** 9:30-10:00 Wednesday 26th August

**Please let Rob Whitten know on 0448 160 951**



# UPCOMING RUNS

## **AUGUST CLUB RUN—GOLDRUSH MINI GOLF AND PIZZA NIGHT**

**WHAT:** Mini Golf at Gold Rush and back to the clubrooms for Pizza

**WHERE:** Meet at Goldrush at 2:00pm  
Or  
Clubrooms at 4:30pm

**WHEN:** Sunday 30th August  
Please let Rob Whitten know on 0448 160 951

## **SOCIAL—PRESENTAION NIGHT / Rock and Roll Night**

**WHAT:** Meal and Drinks at the Clubrooms

**COST:** NIL includes Dinner, Entertainment, Presentations etc

**WHEN:** Saturday 12th September starting at 6.30pm

Please let Rob Whitten know on 0448 160 951 the numbers of adults and children

## **CARS N COFFEE**

**WHAT:** Cars n Coffee is back for another season

**WHERE:** Sovereign Hill Car park

**WHEN:** from 7:30am

See flyer elsewhere in the newsletter

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# BITS AND PIECES

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## **WEBSITE – [www.bdehcc.com](http://www.bdehcc.com)**

Thank you to Adam Ryan and Scott for setting up our club website. It looks great with great colour and graphics. It has a calendar of events, a forum for members to communicate on and will have a copy of the newsletter on there each month. This is a great club asset please support the club and use this website.

## **GJ Gardner Homes – Ballarat**

Thank you to Karen and Rob McMaster who have kindly offered all members a bonus of 0.01% of the price of a new home for anyone that they refer to them and then obviously those people then sign up and build a new home through GJ Gardner Homes Ballarat. This is a great offer so if you can refer anyone interested in building a new home with GJ Gardner Homes then please do so.

## **Ballarat Breakfast Club- Krooze In Café Mt Helen**

In association with the Central Highlands Jaguar Register – from 9.00am to 11.00am. Bring your Holden, have a coffee or breakfast and chat to fellow motoring enthusiasts. This is a great venue with lots of very interesting memorabilia to look at and discuss as we all had some of these things way back when. So if you are looking for something to do on the 4<sup>th</sup> Sunday of the month then go along for a look at some nice vehicles, a coffee and a chat and or brekky. I can recommend the bacon and egg muffins as being pretty good. Pretty good coffee they serve too.

## **Club Members Holden Photos**

Don't forget to bring along a photo of your Holden (s) for our club members notice board. There are plenty of new members and new club cars that are featured on our members notice board.

## **Club Badges**

We have a new supply of club badges with great new art work which look really good, so get in and get some to put on your club clothing and caps etc. We will be selling them for \$5.00 each or 2 for \$10.00.

## **Club Shirts**

We have a new supply of cotton shirts which will be a bit cooler on the warmer days than the polo shirts - \$50.00 each.



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# CLUB RUN - XMAS IN JULY

CLUB RUN -CHRISTMAS IN JULY 2015.

A very cold start with everything frozen at Smythesdale ,so no shower before I left home--sorry about that, but it was sunny when we met at the Club-rooms.

Nine cars headed off to the Daylesford Railway Market where we spent an hour or so having a look around. I think Coffee was the best seller.

We met back at the cars and I decided, Max could lead the way back to the Wallace Hotel, and we were glad he knew the way but I think I had a few doubts along the way.

We met up with other members at the Hotel and we had a lovely smaller room to ourselves. The Christmas Lunch was very nice and plenty of it.

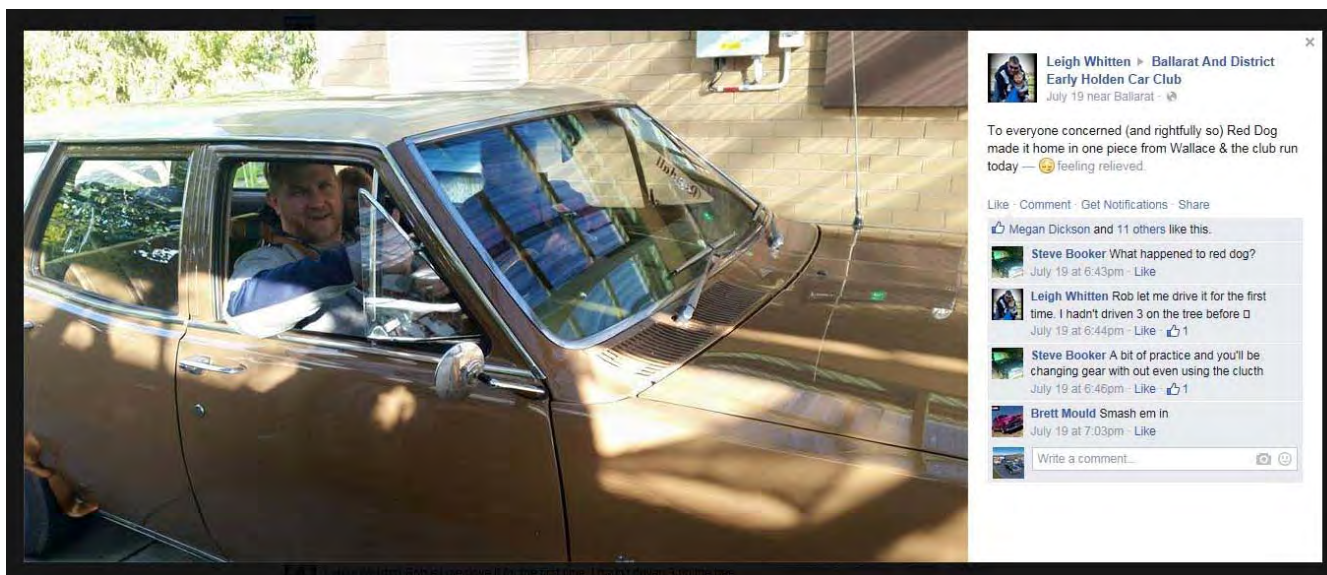
A few door prizes and a few small bags of lollies was enjoyed by the kids and some slightly older.

A very enjoyable day , the venue was good and the staff were friendly.

Thanks to Jeff for doing the groundwork with the Wallace Hotel.

Attendees- Max, Craig, Judy, Irvins, Mitchells, Baums, Hares, Dickson families, and Walters and I had Leigh and Roshelle and Jaxon as passengers , and we met Neil ,the Wilmot's and Campbell family at the hotel.

Rob W



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# RED DOG RUN - 29TH JULY

---

Doug, Theo, Neil, David, George, Rob and a youngster, Brian Ure, met for a coffee and the usual discussion- "where are we going today".

Neil would like to check up on a friend at Cardigan Village , so he was tour leader. We headed off with a nice little convoy up Sturt Street and down the Avenue of Honour. Neil found everything O K, so we headed down towards Lismore.

A couple "Pit Stops" along the way and Doug took the lead and took us around the back of Lismore and passed a magnificent old bluestone shearing shed and into Brown's Water Holes (Lismore).

We parked in the main street and we went to find somewhere for lunch and found our way into the Lismore Hotel. A wood heater made it very cosy and a few "drinks" and a \$14 meal made for a very enjoyable lunch. It was Steak and Chips or Steak and Mash and you didn't have to push any healthy salad or vegies out of the way,

but it was a lovely tender piece of steak. Another drink and more talk, and we went out into the cold and headed home, via Skipton and another stop for a good-bye chat.

Neil car ran well with it new Head Casket and Head repairs.

We didn't get LOST as we didn't really know where we were going, which is a good part of Red Dog Runs and great to see an FJ. 2 FEs an EH ,HD and 2 HGs cruising on country roads and the country so nice and green.

Hope Brian wasn't too put out having to put up with us OLD FARTS for the day!

Rob W.







**FUNDS RAISED:** Angela Tabone and Brett Marshall, parents of Madison Tabone, front, with nurse unit manager for the children's ward Clinton Griffiths and All GM Day chairman Justin Mitchell. **PICTURE:** ADAM TRAFFORD

## Old Holdens rev up children's ward

THE children's ward at Ballarat Base Hospital is set to receive new life-saving equipment thanks to some very old Holdens – and the odd Pontiac, Chev and Vauxhall, too.

The Ballarat and District Early Holden Car Club will buy a new vital signs monitor for the paediatric ward after raising \$10,000 from its All GM Day at the Ballarat Turf Club in October.

The club delivered the news on Wednesday that it would buy the \$8000 monitor, which will increase the number available to the ward to six.

"The hospital was keen for us to buy specific equipment rather than for it to go into the general coffers," All GM Day chairman and Ballarat

**GAVIN MCGRATH**

and District Early Holden Car Club member Justin Mitchell said.

"We supplied a portable monitor two years ago and, last year, some recliner chairs.

"We had a record number of cars at this year's (All GM Day) – about 550 cars in total – so that allowed us to raise a record amount of money."

Paediatric ward nurse unit manager Clinton Griffiths said the timing was ideal and that donations from community groups made a real difference.

"We're redeveloping the ward, so it a good time," he said.

"We had 22 patients needing a

monitor yesterday, and when you have just five, they are spread very thin.

"It's not just about the monetary value ... this kind of community support shows the goodwill from the community.

"We've also had support from Advanced Cabinetry and Bunnings recently. It is received with a great deal of gratitude because it changes our ward for the better."

Mr Griffiths said he was looking forward to showing the Early Holden Car Club a "wish-list" for the remainder of the \$2000 donation.

Meanwhile, seven-year-old patient Madison Tabone said it was good there would be a new monitor in the ward, but seemed far more interested in the old Holden that delivered the news.





Ballarat  HOLDEN

# 4TH ANNUAL ALL GM DAY

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## ONLY PRE ENTERED VEHICLES WILL BE JUDGED

Pre Entry closes on the 11th October - Entry fee \$10.00  
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# 4th ANNUAL ALL GM DAY

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Vehicle details: Make \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_  
Colour: \_\_\_\_\_ Body Style: \_\_\_\_\_ Reg: \_\_\_\_\_  
Stock or Modified? \_\_\_\_\_  
Is your Vehicle a 50's, 60's or 70's Survivor– Original Paint/Trim/Mechanical \_\_\_\_\_

Closing Date for Pre Entry 11th October 2015 - \$10.00

Entry Fee includes 2 Adult Entry—Additional Adults \$5.00

Cheques / Money Orders Payable to "Ballarat and District Early Holden Car Club"

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EMAIL COMPLETED ENTRY FORM TO [GMDAYBALLARAT@BIGPOND.COM](mailto:GMDAYBALLARAT@BIGPOND.COM)

Post completed Entry Form with entry fee to:

P.O.Box 184, Howitt St P.O., Wendouree, 3355

## CONDITIONS OF ENTRY

The Ballarat and District Early Holden Car Club and the Organizing Committee will not be held liable for any personal injury or damage to motor vehicles during the event.

I hereby release the Ballarat and District Early Holden Car Club and the Organizing Committee from any liability or claim for loss, injury or accident during the running of the 4th Annual GM Day. I also agree to accept all directions and decisions made by the organizing Committee.

Signature of Entrant: \_\_\_\_\_ Date: \_\_\_\_\_







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# HOLDEN'S SECRET SANDMAN

The one that got away!

Images: copyright and courtesy of GM CORP, Media Dynamics and www.mylsandman.com.au

When the brains at GM-H created the concept vehicle, The EWET sports utility, and sent it out on the show and motor show scene in 1972 they were probably test-marketing public reaction to something they had in mind – the package they called the Sandman. Whatever the case it is probably a safe bet they could not have predicted they were hitting the nail on the head, squarer than most car makers can only dream to do. It would all be over in much less than 10 years – here's how it ended, or almost ended...with the WB Sandman that Holden pulled at the last minute.

The Sandman was born late in the life of the HQ series, and when the HJ series followed shortly after, the Sandman's popularity sky rocketed. The Sandman package was brilliant: yet to incredibly simple; use the best elements of the GTS with some funky graphics which reflected the mood of the era. Applying it to mundane commercial vehicles which were hauling tradesmen's tools and farmers hay bales was a master stroke. With the benefit of hindsight it was a great idea waiting to happen because the car modifying and customising scene was big and getting bigger, but more significantly GM-H was specifically watching the booming panel van scene. The Sandman meant that anyone could join the scene without welding even one spanner or air brush; all with a factory warranty. This fascinating story was covered by JUST HOLDENS in the previous issue, number 21, which is still available by order.

That comprehensive feature told the story of the Sandman's evolution right through to the very end with the HZ series. That series also spelled the end for the traditional full-size Holden passenger car, replaced with the Commodore. That re-engineered Opel derivative was unsuitable for conversion into a commercial line of vans and panel vans and Holden continued with the pre-existing architecture updated to a new model called the WB which also carried on the Statesman line.

There was anticipation for the arrival of the WB series and panel van. Would there be a Sandman? No. Over the years there has been rumour and speculation about that period; was a Sandman planned? Why didn't Holden do a WB Sandman? Were there any styling prototypes? Did any WB Sandmans escape into circulation? Yes Holden were working on a WB Sandman and got very close to releasing.

## YES HOLDEN GOT WITHIN MONTHS OF RELEASING IT, ADVANCED DRAWINGS AND BLUEPRINTS WERE DONE AND DID EXIST

Advanced styling drawings and blueprints were done and did exist – now for the first time in a magazine JUST HOLDENS can reveal the truth and the facts...and actual Holden blueprints for the WB Sandman.

**SPECIAL THANKS...** Thanks to our close working relationship with Media Dynamics's Streetlight Publications, JUST HOLDENS brings you this amazing insight, facts, figures and blueprints! The following contains an adaptation and extracts from the book The Vans That Rocked, by Stuart Scott, motoring writer for The Sunday Mail from 1983 to 2011. We thank Media Dynamics for their permission. We also thank the fantastic online resource www.mysandman.com.au for their contribution of images and information.

The book is available from JUST HOLDENS retailing arm, CAR GOODIES (see end of story) Binned within the state library of South Australia, came a shelf of original large-scale, 1:10, yellowed with age blueprints, marked "Restricted Distribution", from Holden

Design Staff, dated August 28, 1976. It proves GM-H went a long way down the planning trail before the WB Sandman was axed. Looking back, former Holden design chief Leo Pruneau says: "We tried to do a WB Sandman but it was too late by that stage. The fad had kind of worn off by then."

At the bottom of one blueprint, the designer wrote in 1978: "Notes: Same as HZ Sandman except where otherwise shown. 1: Tail lamp; 2: Snowflake-like wheels; 3: Ion in centre; 4: Tailgate decal and side; 5: Lower black part." Then "A paint-out added" joined the original list on May 3, 1979.

So just 11 months before the WB van-series was launched, Holden's designers were still working on the Sandman which was not to be. Even by late 1979, with the WB range just four months away, Van Action magazine was telling readers: "A Sandman van will continue to be available." Not so. Instead, at the unveiling of the WB range in 1980, Holden admitted the number of van versions "has been rationalised to improve its competitiveness in





"IT'S A SENSATIONAL CAR TO DRIVE I CAN'T BELIEVE HOW GOOD IT STILL IS...AND HAS WON ITS CLASS AT EVERY MONARO NATIONALS WE HAVE ATTENDED."



# LAST OF THE GREAT GTS COUPES

By the mid-1970s the end was nigh for the GTS coupe – but what a way to say goodbye!

Story by Eric Norton. Photos by Chris Thorogood Photography [www.tspd.com.au](http://www.tspd.com.au)

**M**onaro blasted onto planet Earth in 1968 – instantly a legend and Aussie's would never be the same. But the world had changed by the mid-1970s and the days of muscle coupes were numbered. Holden rebranded with the HQ series – coupes which were a marriage of HQ body and the HJ chassis, it did

and not does polarise some opinions, but one thing is certain – it is a worthy successor of the mighty GTS badge – especially when optioned with the best GM44 offered and dubbed in Aussie 'Yellow'. Frank Parker agrees – he's owned the jaw-dropper for almost forty years, and told *JUST HOLDENS* his story. "We bought it as a demonstrator vehicle on the 15th of September 1976 from

Cavanagh Motors Austral (Victoria, near Ballarat). It had been the personal car of the dealership owner, Michael Cavanagh." He was obviously a man of taste and loaded it up with a magnificent list of genuine options, from top (factory sunroof) to bottom (Purpac Honeycomb wheelie) – and everything in between such as 5-spoke sunroof, air, power door and much more (see last page).

"Frank had seen the stunner in town for some time but had his sights set on a brand-new L34 Torana. When the GTS appeared for sale at the local paper he took it for a drive and thought, 'This is fantastic! I was twenty-eight. Before me I was pretty excited because it was a heavily optioned car. I reckon this was the only HQ Coupe that Cavanagh Motors ever sold. There was only a handful of HQ

coupes made, I think. It's sad eight or nine hundred or something like that, including the US. It was the end of the two-door era. I bought it because it looked good, I always liked cars but this was going to be my everyday car. We used to show German Shepherds and we'd put them in the back with our two kids and off we'd go to a dog show! It was okay alright, don't worry about that. We thought about selling

it off and buying something more practical but we hung on to it and hung on to it. I just couldn't part with it. Denise, my wife, always refers to it as 'The Misto'."

## THROUGH THE YEARS

In the 1980s and 90s these types of cars fell out of favour. "People used to laugh at me. My daughter used to hate it when I drove them to school,

they hated the sound of it. I drove it into my garage about 1990 and it sat there until about 2000. It just sat in the garage, doing nothing. Several people made offers on it but I didn't want to sell it. I'm glad now, absolutely, without doubt."

But in the 1980s there were still enough people who loved these cars. Frank says, "It was stolen twice! Once in Melbourne and once in Austral. It

was recovered both times with minimal damage. It was a miracle we got it back."

## KING OF THE ROAD

Being a country car the coupe has turned the clock. "The odometer reads about two hundred and ninety thousand kilometres. I can't believe how good it still is. It's just a sensational car to drive. We just cruise



**You wanted more HQ GTS MONAROS. Here they are! Two doors and four, Holden and Chevrolet powered – and did we mention they're immaculate!**

IMAGES: Photos by Chris Thorogood. Other images copyright GM CORP.

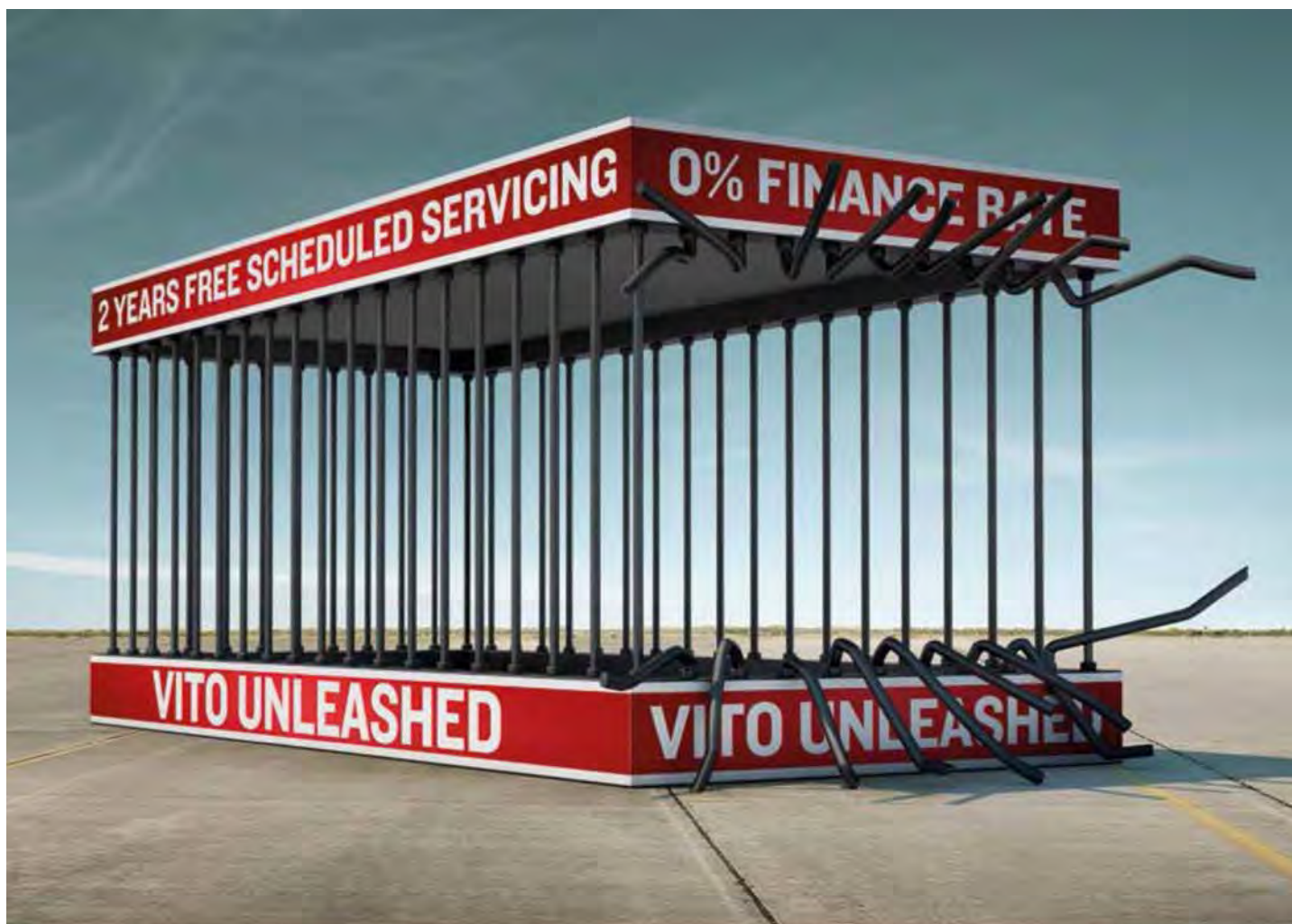
**T**he HQ series of Holdens has become a cult classic with a fanatical following as strong as any of the other long-time favourites. This second generation of Monaros also has a particular band of fanatics, and HQ GTS coupes are certainly one of the most popular Monaros of all time. Maybe because of the incredibly beautiful styling? No doubt. But don't get us wrong! The truth is, that all HQ Monaros are magnificent – two doors or four. And there is something innate in the HQ's body lines, and boot and bonnet shape which work perfectly with the rally panel stripes which adorn them – these cars are just magnificent. Of course the 350 Chevy engine versions are much more desirable and fetch higher prices. But even so, there is definitely something very special about the examples fitted with

our own home-grown Holden V8 – Aussie engines in Aussie cars. And let's be honest, when you put any bent 'right into any HQ GTS body you've got one very desirable muscle car.

JUST HOLDENS issue 20 celebrated the HQ GTS 4-door and we received an overwhelming response to bring you more! One car in particular in that special anniversary magazine really got our phones ringing: Greg's white GTS 4-door 308. We used one photo of it in that story but here within we've done a full feature story on his magnificent machine. So, for all devotees of a great classic, the HQ GTS, here's another feast!

**HOLDEN MONARO GTS**  
2 DOOR + 4 DOOR





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Sat - Poker Run / Lunch,  
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A social gathering for like-minded car enthusiasts. Bring along your car of any make, model, age or originality, catch up, grab a coffee and enjoy the diverse range of vehicles.

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*The first meeting of our second season – we look forward to catching up with everyone!!*

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# GENERAL MEETING - MINUTES

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Minutes of the march meeting 7/7/2015

**Meeting opened:** 7:44

**Present-** 50 members and guests

**Apologies-** Alan D, Scott D, Anne and David Turner, Rebecca A, Pete So, Wayne M, Rob M, Graham H.

**Guests/ new members**— Rob h with a lx Torana.

Minutes of previous meeting read by Megan Dickson- moved by Theo, 2nd by, Wayne

**Business arising-** held over to general business

**Presidents report-** read by Jim H

Correspondence in/out newsletters

Treasurers report read by Doug R- moved by max, 2nd by rod

**General business-**

We want suggestions for presentation night

Merchandise: printed t-shirts should be ready by the next meeting, polo shirts order form will be going around.

Club Rooms: fridge in progress

Club Permits scheme/ registration: N/A

State titles :N/A

GM day: website up and running, merchandise is coming and there is a GM day meeting next Tuesday

Run Coordinators report: see newsletter

Bar Report: still there

Technical problems-

Buy/swap/sell/wanted- 4sale, ecotec king, Jayco swan \$19000, FJ wheels 1 of item 14 inch F, 13 inch R, Brett mould.

Wanted, heater switch for a HR Wayne mean,

Sergeant in arms did his usual rounds

Tonight's raffle winner Brett M

Meeting closed at 8:22



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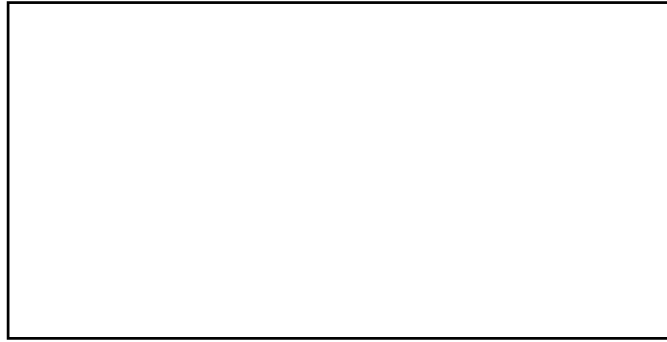
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# The Rear End