

# The Front End

THE BALLARAT AND DISTRICT EARLY HOLDEN CAR CLUB



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*AUGUST 2019*

Ballarat



**HOLDEN**

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*\*excludes hats and beanies.*



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**Shaun Lourey**

*Carpenter*

0421 759 563

shaunlourey@gmail.com

# NOTICE

Please note that Club Memberships are due by the August Meeting.

Club Memberships fees are .

Single Membership - \$40.00

Family Membership - \$60.00

Monthly Posted Newsletters - \$15.00

New Membership Application Fee - \$15.00

Please advise Doug if you have changed address / phone numbers / email address so we can keep our records up to date.

If memberships are not paid by the August meeting, you are deemed unfinancial, and therefore if you have vehicles on Club Permit Registration, you can not drive them. You are driving an unregistered vehicle.

Also, the next two months is the last opportunity for you to meet the criteria, to maintain eligibility to retain your club permit registration.

NOTE: In order for a financial member to maintain eligibility to retain club permit registration on his / her vehicles, a club member must attend a minimum of two (2) club runs within a financial year.

# ANNUAL GENERAL MEETING

ANNUAL GENERAL MEETING  
AUGUST MONTHLY MEETING  
TUESDAY 6th AUGUST 2018

ALL POSITIONS  
DECLARED  
VACANT  
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TO BE ELECTED.  
NOMINATIONS FOR ALL  
POSITIONS ARE NOW  
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# ANNUAL GENERAL MEETING

## CLUB POSITIONS

**President**

**Vice President**

**Secretary**

**Treasurer**

**Run Coordinator**

**Club Permits Officer**

**Merchandise Officer**

**A.E.H.F. Delegate**

**Clubrooms Officer**

**Catering Officers—4 Positions**

**Barman**

**General Committee—6 Positions**

**Sergeant At Arms**



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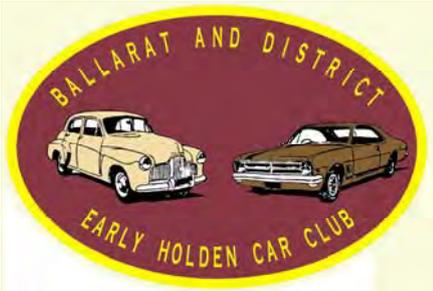


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**Ballarat and District  
Early Holden Car Club**  
Incorporated 2000

**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 \$40  
Family Membership \$60  
Monthly Posted Newsletters \$15  
New Membership Application Fee \$15

**COMMITTEE**

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

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

**Secretary**—Daniel Dickson  
0497 162 945

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

**Assistant Treasurer**—Rodney Twyerould  
0435103056

**Run Coordinator**—Steve Booker  
0477 056 974

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

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

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

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

**Catering Officers**  
Peter Skrypko 0418 508 750  
Jeff Dickson 0411 837 506  
Murray Rogers 0418 558 934

**Barman**—Rob Whitten  
0448 160 951

**General Committee**

Max Moore 0430 830 885  
Greg Turner 0429 449 290  
Greg King 0419 878 059  
Bernie Sharp 0418 394 636  
Megan Dickson  
Stacey Mookhoek

**Sergeant At Arms** - Peter Wilmot

**LIFE MEMBERS**

**Scott Campbell**  
**Doug Reid**  
**Anne Turner**  
**Randall Lourey**  
**Paul Irvin**  
**Peter Skrypko**  
**Rob Whitten**  
**Greg Turner**  
**Andrew Wheeler**

**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**  
**2014-15 Rob Whitten**  
**2015-16 Peter Wilmot**

**FRONT END \* AUGUST 2019 \* VOLUME 19, No. 06**

The Front End is the monthly  
newsletter of The Ballarat and  
District Early Holden Car Club.  
Correspondence, articles and  
items of Holden news and interest  
are invited and should be sent to

The Editor—Scott Campbell  
Ballarat and District Early Holden  
Car Club  
P.O.Box 184  
Howitt St Post Office  
Wendouree 3355  
Email: scdd@bigpond.net.au  
Ph: 53 349 440 0419 106264

**The Front End**

THE BALLARAT AND DISTRICT EARLY HOLDEN CAR CLUB



AUGUST 2019



**CONTENTS**

- 8-9 EVENTS CALENDAR
- 11 PRESIDENTS PEN
- 13-15 UPCOMING RUNS
- 16-21 RUN REPORTS
- 27 FOR SALE
- 28 FX FJ STATE TITLES ENTRY
- 29-30 GM DAY INFO
- 31 MEETING MINUTES

# EVENTS CALENDAR

## CLUB EVENTS FOR AUGUST

- 6 Club Meeting
- 13 2019 GM Day Meeting
- 18 Club Run—Bendigo All Holden Day
- 20 Club Pub Night—Queens Head Hotel
- 28 Red Dog Run

## OTHER EVENTS FOR AUGUST

- 3-4 Winton Festival of Speed
- 4 Dandenong Swap Meet
- 10 FE-FC Auction Night
- 11 Cobram Swap Meet
- 25 Aussie Classic Car Show—Yarra Glen
- 25 Hamilton Swap Meet

## SPECIFICATIONS

The heart of the new Holden Premier is the cleanest running engine Holden's ever built. It's equipped with a new pre-heat system. So the engine starts running cleaner sooner. Faster warm-ups also mean less engine wear. We're so confident in it, that routine service intervals have been extended to every 10,000 kms or six months.

### Specs. of standard model

Engine: '3300' 6-cylinder  
Bore: 3.625" (92.0mm) x Stroke: 3.250" (82.5mm)  
Cubic Capacity: 201.25 cu. ins. (3298cm<sup>3</sup>)  
Compression Ratio: 9.4:1  
Transmission: Tri-matic automatic. Column mounted.  
Rear Axle: Type — Banjo housing with live axles.  
Suspension: Front — Independent with coil springs  
Rear — 4 link design with axle mounted coil springs  
Brakes: Front — power assisted discs  
Rear — duo servo, drums  
Standard Tyres: E78L14  
Fuel Tank Capacity: 16.5 gals. (75.0 litres)  
Wheelbase: 111.0" (2819mm) Track: Front 59.5" (1511mm) Rear: 60.2" (1529mm)  
Overall length: 190.8" (4846mm)  
Overall width: 74.3" (1887mm)  
Overall height: 54.4" (1382mm)  
Turning Circle: Kerb to Kerb — 39.7' (12.1m)  
Ground Clearance: 6.0" (152mm)  
Estimated Kerb Weight: 3062 lbs (1389 kgs)

### Holden Safety Features

Safety features include:  
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split hydraulic circuits. Energy-absorbing sun visors. Electric windshield washers with 2-speed wipers. Wrap-around turn signal/back-up lamps. 2-speed heater/demister. Brake failure warning lamp. Parking brake warning lamp. Front seat head restraints. Seat belts for five occupants, including retractable dual sensitive belts for front seats. Flow-through ventilation — by 'ram' and fan-boosted air. Underslung isolated fuel tank and external fuel lines. Cargo guard — luggage compartment barrier. Power assisted front disc brakes.

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### Power Train Chart

|                              |                            |
|------------------------------|----------------------------|
| Engine                       | Standard Transmission      |
| Standard '3300' Six-cylinder | Tri-matic automatic        |
| Optional 4.2 litre V8        | Tri-matic automatic        |
| Optional 5.0 litre V8        | Turbo-Hydramatic automatic |

**Safety first. The GMH Safety Design Test Centre is the largest, most comprehensive, most advanced proving ground complex in Australia.**



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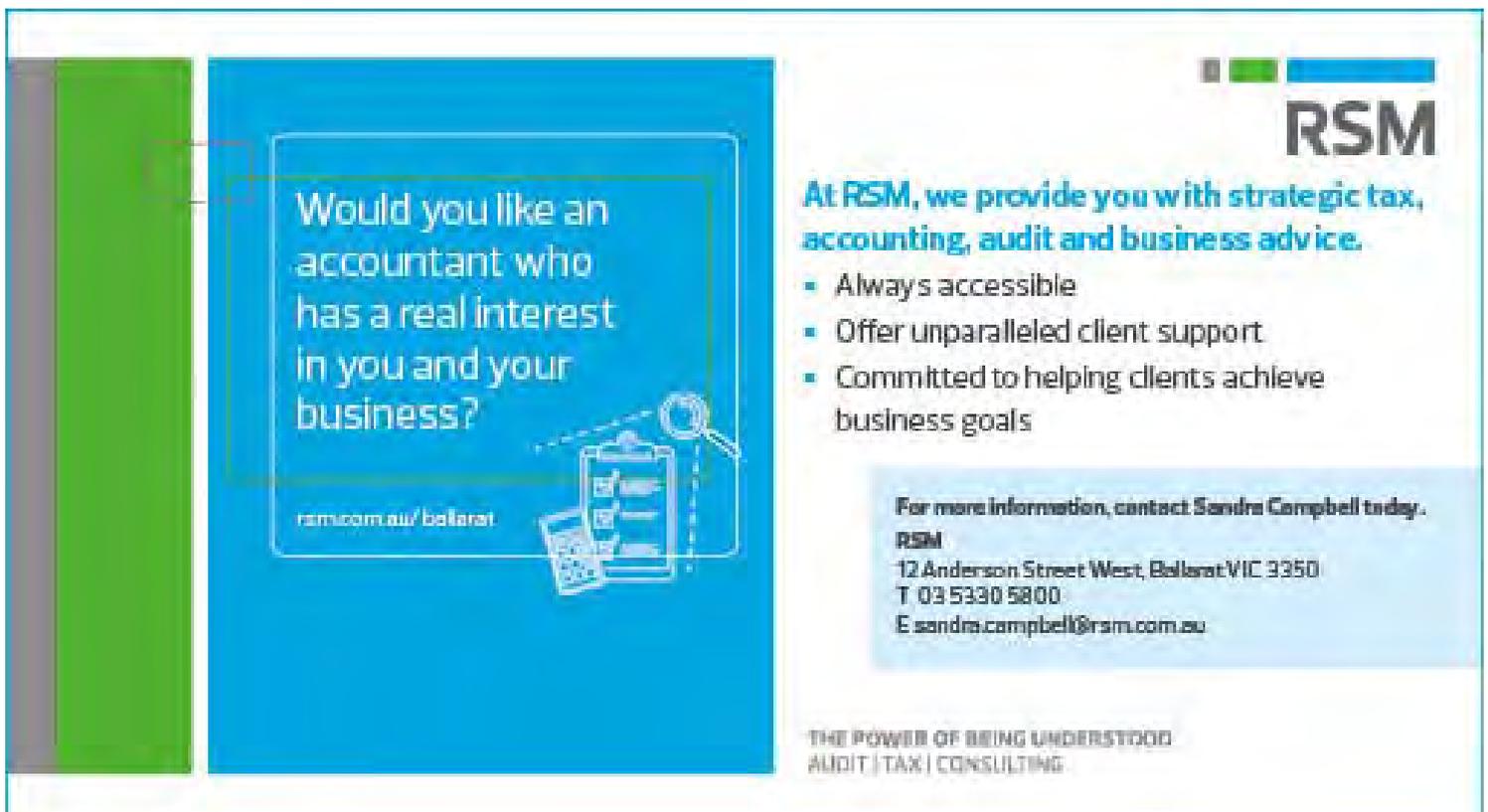
# EVENTS CALENDAR

## CLUB EVENTS FOR SEPTEMBER

|    |                                  |
|----|----------------------------------|
| 3  | Club Meeting                     |
| 10 | 2019 GM Day Meeting              |
| 15 | Club Run—Inglewood via Dunolly   |
| 17 | Club Pub Night—Queens Head Hotel |
| 24 | Committee Meeting                |
| 25 | Red Dog Run                      |

## OTHER EVENTS FOR SEPTEMBER

|       |  |
|-------|--|
| 8     | Shepparton Swap Meet<br>Guildford Show and Shine |
| 14-15 | Toranafest—Maitland NSW                          |
| 21    | Bannockburn Custom Car and Nike Show             |
| 27    | HK, HT, HG Nationals—Sunshine Coast              |



The advertisement features a blue background with a white text box containing the question: "Would you like an accountant who has a real interest in you and your business?". Below the text is the URL [rsm.com.au/ballarat](http://rsm.com.au/ballarat) and an illustration of a clipboard with a checklist and a magnifying glass. To the right, the RSM logo is displayed above the text: "At RSM, we provide you with strategic tax, accounting, audit and business advice." This is followed by a bulleted list of services: "Always accessible", "Offer unparalleled client support", and "Committed to helping clients achieve business goals". A light blue box at the bottom right contains contact information for Sandra Campbell, including her name, RSM logo, address (12 Anderson Street West, Ballarat VIC 3350), phone number (03 5330 5800), and email address (sandra.campbell@rsm.com.au). At the very bottom, the tagline "THE POWER OF BEING UNDERSTOOD" is followed by "AUDIT | TAX | CONSULTING".

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# PRESIDENT'S REPORT

---

Hello to all members and their families,

Firstly, thank you to all those who played some part in our Xmas in July club run. The feedback I received was that it was a wonderful day and thoroughly enjoyed by those who attended.

All club memberships are due by the conclusion of this month's meeting so please make the effort to see Doug or Anne to get paid up.

The past 12 months has been another great year for our club which has seen our membership stabilise, the wonderful 20<sup>th</sup> year celebration of our club, recognition of 10 year members, and the announcement of new club life member, Sandra Campbell. A transition in leadership of the GM Day committee is progressing, and with it comes some great new ideas, knowledge and energy to potentially give the show a fresh new feel. This has been evident by the presentations at general meetings by prospective recipients of the funds raised at this year's event. We are hopeful that we may also start to see some improvements to our clubrooms from our landlord, the City of Ballarat. Discussions have been progressing with some really positive signs so far and for that we are thankful. I plan to continue to see this project through. And sadly, in the past 12 months we unfortunately had to farewell club member Arlene Darell, wife of Alan.

It is with great anticipation that I attend this month's meeting which is also the AGM, as

a new era builds and prepares to take control of our club. Following our committee meeting last week, I am really confident that our club will be in great hands going forward, and that we can achieve an injection of new committee members and the ideas they bring. Thank you to all the outgoing committee members who served the club very well for the past year.

And, as this is my **last** report as President, I extend my sincere thanks to all who have assisted me in this role over the past 6 years.....yes, 6 years! I thought I had only done 5 years and decided that was long enough but then I became aware that I have well and truly overstayed my welcome when advised I had been in the role for 6 years now. Having taken over in the unfortunate weeks after Randall's passing, I have had terrific support from all who have served on the committee, along with general members and for that I am forever thankful. I can only hope that my successor can continue to build a solid club and introduce new ideas and plans for the benefit of all members. I ask for your ongoing support to the new President and his committee please.

Thank you one and all, and good luck.

That's it from me.

Stay safe and enjoy what our club has to offer.

Cheers,

Jim.



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# UPCOMING RUNS

## CLUB RUN—Bendigo All Holden Day

WHAT: Cruise to Bendigo

WHERE: Bendigo Showgrounds

WHEN: Sunday 18th August

MEETING POINT: Leaving Clubrooms @ 8.00am—Meet at 7.45am

CONTACT PERSON: Steve Booker 0477056974

## SOCIAL—QUEENS HEAD HOTEL

WHAT: Meal and Drinks

WHERE: 146 Humffray Street North, Brown Hill

WHEN: Tuesday 20th 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: Day out

WHERE: Meet at McDonalds Lucas

WHEN: Departing—9:30 Wednesday 28th August

Please let Rob Whitten know on 0448 160 951



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# UPCOMING RUNS

## CLUB RUN—Inglewood

**WHAT:** Cruise to Inglewood via Dunolly

**WHY:** Gold, blue eucy, history and architecture, time to relax

**WHEN:** Sunday 15th September

**MEETING POINT:** Clubrooms @ 9.00am

**CONTACT PERSON:** Max Moore 0430 830 885

## SOCIAL—QUEENS HEAD HOTEL

**WHAT:** Meal and Drinks

**WHERE:** 146 Humffray Street North, Brown Hill

**WHEN:** Tuesday 27th September 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:** Day out

**WHERE:** Meet at McDonalds Lucas

**WHEN:** Departing—9:30 Wednesday 25th September

Please let Rob Whitten know on 0448 160 951

# RED DOG RUN - JULY

---

RED DOG RUN- 31st. JULY.

As usual we met at Macca's Lucas, for a Coffee and a chat ,and another Coffee.

Paul I, Barry the Morrie Man, Neil and Rod H had a Coffee but couldn't join us on the run that Mal had organized for us.

Mal lead us out to Buninyong to look at Chris and Franks BIG collection.

Military Vehicles.1940's Studebakers, a Diamond T and Kenworth trucks, all huge with massive cranes on the back, a Ford "Blitz" and 3 tanks. Not Water Tanks -20 ton Centurions and a monstrous armoured truck to tow or lift or recover these tanks, and a Ford Jeep made under license from Willys--Small.

Words can't describe the size of these vehicles, you have to see them to believe it.

We are playing with "Dinky Toys" by com-

parison.

A Beautiful collection of Harley Davison Motor Bikes and a 1963 Impala SS. An immaculate Brute of a car -imported with a great History- and a couple other 63's for future restoration.

Those that got out to Buninyong-Alan-HR, Greg T-EK S/Wagon, David T-FJ, Hendo-HJ Ute, Peter W-SLR Torana, Rob -HG S/ wagon and Paul F and Mal in Modern Utes.

Thanks to Mal for his efforts and Chris and Frank for welcoming us and Showing us their collection- still amazed by the size of these vehicles.

Next Red Dog Run will be Wednesday 28th. August. This will be Red Dog Run's 5th. Birthday. We'll meet for a Coffee, Chat and Cruise to somewhere as usual. Thanks to the Faithful for their support and all Welcomed if you can make it at any time.

Rob Whitten.



*Shown in Buninyong alongside their Centurion Tank are (L to R) Leigh Jukes, (radio operator/navigator), Herman Harberts (Gunner) and Ian Tregenza (Commander).*

# CENTURIAN TANK

In 1943, the Directorate of Tank Design, under Sir [Claude Gibb, C.B.E., F.R.S.](#), was asked to produce a new design for a heavy [cruiser tank](#) under the [General Staff](#) designation A41. After a series of fairly mediocre designs in the A series in the past, and bearing in mind the threat posed by the German [88 mm gun](#), the [War Office](#) demanded a major revision of the design requirements, specifically: increased durability and reliability, the ability to withstand a direct hit from the German 88 mm gun and providing greater protection against mines. Initially in September 1943 the A41 tank was to weigh no more than 40 long tons (45 short tons; 41 t); the limit for existing Mark I and Mark II transport trailers and for a [Bailey bridge](#) of 80 ft (24 m) span. The British [railway loading gauge](#) required that the width should not exceed 10 ft 8 in (3.25 m) and the optimum width was 10 ft 3 in (3.12 m), but, critically, for the new tank this restriction had been lifted by the War Office under pressure from the Department of Tank Design (British & American Tanks of WWII – Chamberlain & Ellis 1969). A high top speed was not important, while agility was to be equal to that of the [Comet](#). A high reverse speed was specified, as during the fighting in southern Italy, Allied tanks were trapped in narrow sunken roads by the German Army. The modified production gearbox had a two-speed reverse, with the higher reverse speed similar to second gear.

The department produced a larger hull by adapting the long-travel five-wheel [Christie suspension](#) used on the Comet with the addition of a sixth wheel, and extending the spacing between the second and third wheels. The Christie suspension, with vertical spring coils between side armour plates, was replaced by a [Horstmann suspension](#) with three horizontally sprung, externally mounted two-wheel [bogies](#) on each side. The Horstmann design did not offer the same ride quality as the Christie system, but took up less room and was easier to maintain. In case of damage by [mines](#), individual suspension and wheel units could be replaced relatively easily. The hull was redesigned with welded, sloped armour and featured a partially cast turret with the highly regarded [17 pounder](#) (76.2 mm/3 inch) as the main gun and a 20 mm [Polsten](#) cannon in an independent mounting to its left. With a Rover-built [Rolls-Royce Meteor](#) engine, as used on the Comet and [Cromwell](#), the new design would have excellent performance.

But even before the Outline Specification of the A41 was released in October 1943, these limits were removed and the weight was increased from 40 tons to 45 long tons (50 short tons; 46 t), because of the need for heavier armour and a wider turret (too wide for the tank to be transported by rail) with a more powerful gun. The new version carried armour equal to the heaviest [infantry tanks](#), while improved suspension and engines provided cross-country performance superior to even the early [cruiser tanks](#). The War Office decided it would be wiser to build new trailers, rather than hamper what appeared to be a superb design. Historian David Fletcher states, "But was Centurion, after all, a Universal Tank? The answer has to be a qualified negative." The design mock-up, built by [AEC Ltd](#), was viewed in May 1944. Subsequently, twenty pilot models were ordered with various armament combinations: ten with a 17-pdr and a 20 mm Polsten gun (of which half had a [Besa machine gun](#) in the turret rear and half an escape door), five with a 17-pdr, a forward Besa and an escape door, and five with a QF 77 mm gun and a driver-operated hull machine gun.

Prototypes of the original 40-ton design, the Centurion Mark I, had 76 mm of armour in the front [glacis](#), which was thinner than that on the then current infantry tanks (the [Churchill](#)), which had 101 mm or 152 mm on the Churchill Mk VII and VIII being produced at the time. However, the glacis plate was highly sloped, and so the effective thickness of the armour was very high—a design feature shared by other effective designs, such as the German [Panther tank](#) and Soviet [T-34](#). The turret was well armoured at 152 mm. The tank was also highly mobile, and easily outperformed the Comet in most tests. The uparmoured Centurion Mark II soon arrived; it had a new 118 mm-thick glacis and the side and rear armour had been increased from 38 mm to 51 mm. Only a handful of Mk I Centurions had been produced when the Mk II replaced it on the production lines. Full production began in November 1945 with an order for 800 on production lines at [Leyland Motors, Lancashire](#) the [Royal Ordnance Factories ROF Leeds](#) and [Royal Arsenal](#), and [Vickers at Elswick](#). The tank entered service in December 1946 with the [5th Royal Tank Regiment](#).

Soon after the Centurion's introduction, Royal Ordnance finished work on the 84 mm calibre [Ordnance QF 20 pounder](#) tank gun. By this point, the usefulness of the 20 mm Polsten had been called into question, it being unnecessarily large for use against troops, so it was replaced with a [Besa machine gun](#) in a completely cast turret. The new Centurion Mark III also featured a fully automatic stabilisation system for the gun, allowing it to fire accurately while on the move, dramatically improving battlefield performance. Production of the Mk 3 began in 1948. The Mk 3 was so much more powerful than the Mk 1 and Mk 2, that the earlier designs were removed from service as soon as new Mk 3s arrived, and the older tanks were then either converted into the Centurion [armoured recovery vehicle](#) (ARV) Mark 1 for use by the [Royal Electrical and Mechanical Engineers](#) or upgraded to Mk 3 standards. Improvements introduced with the Mk 3 included a more powerful version of the engine and a new gun sight and gun stabiliser.

The 20 pounder gun was used until the Royal Ordnance Factories introduced the [105 mm L7 gun](#) in 1959. All later variants of the Centurion, from Mark 5/2 on, used the L7.

Design work for the Mk 7 was completed in 1953, with production beginning soon afterwards. One disadvantage of earlier versions was the limited range, initially just 65 miles (105 km) on hard roads, hence external auxiliary tanks and then a "monowheel" trailer were used. But the Mk7 had a third fuel tank inside the hull, giving a range of 101 miles (163 km). And it was found possible to put the Centurion on some European rail routes with their larger loading gauges.<sup>[26]</sup>

The Centurion was used as the basis for a range of specialist equipment, including combat engineering variants with a 165 mm demolition gun [Armoured Vehicle Royal Engineers](#) (AVRE). It is one of the longest-serving designs of all time, serving as a battle tank for the [British](#) and [Australian](#) armies from the [Korean War](#) (1950–1953) to the [Vietnam War](#) (1961–1972), and as an AVRE during the [Gulf War](#) in January–February 1991.



# BOWSER BEAN



## CAFE

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# CLUBROOMS WORKING BEE

---

Working Bee—Saturday 6 July

Thanks to the help of the following members ,Rob W, Graham H, Justin M, Neil G, Neil L, Scott & Tom C, David T, Wayne M, Max M, James L, Jeff D ,

Lots of jobs were completed .

1/Shifted Posters around to fit Kevin I spare parts print & Allen D collage up on walls .

2/Fitted GM & FJ / FX Trophy's on beam as well .

3/Fixed & Changed things around Bar area .

4/Tidy up Library .

5/Fitted Gas cages for Gas bottles & also refilled.

Paul



# CLUB RUN - CHRISTMAS IN JULY

---

CHRISTMAS in JULY --  
SUNDAY 14th.JULY 2019.

We would have struggled to find a worse day of weather. Cold, wet and windy.

Numbers slowly built up at the Clubrooms and we left about 10 o'clock and headed out to the Mill Market, with a few cars going to Bowser Bean to get a Coffee. We met a few more members at the market and a long queue was formed for Coffee. We looked around and reminisced over things we had and what price they asked for them now. I think Justin was the big buyer.

We left at 11:30 in more rain and headed to Meredith, via Dunnstown, Mt Egerton and Morrisons, which would have been a great cruise on a fine day.

We arrived at Hearn's -Meredith Hotel to be welcome by our hosts, Rick and Cate. It was nice and warm inside, Rick had his Christmas hat on and they had put decorations out on the tables. Eventually I was able to herd people from the Bar into the Dining Room where we were served a magnificent roast and Christmas Pudding or Pav and Berries for desert.

A few lucky number draws were held and Max won one of them again. We sat and talked for a while in the warmth before we headed off home.

Attendees: Sharelle and Jeff -Daniel and Stacey and Lincoln on his first club run- Jess and

Glen and family, Alan, Mel, Lisa and Justin, Felicity and Ivan, Joan and Peter W, Liz and Peter S, Catherine and Murray, Judy, Paul I, Peter N, Amanda and Rod Hammel, Kerry and Paul Schaper, Susan and Craig Todman, Max, Craig L, John Whitfield, Graeme H, Sarah, David, Cody and Ashley, Doug, Sandra, Scott Jessica and Thomas, Rob.

Members were in an assortment of cars, FX Convertible with L Plates and only one wiper blade now, HRs, HQs, various models, Brougham, HJ Ute, Commodores, also of various ages and smart people in modern cars with Heaters and Demisters.

Paul and Rob picked perfect days(NOT) to take their EH and FC on their first Club Run. There was rain in the 50's and 60's.

Thanks to all those that made the effort on a S-----y Day . It was a Great day and to Rick and Cate we give you a 12 out of 10 and every one I've spoken to, said what a great meal and friendly Hosts, good Beer and Wine and how happy we would be to go there again.

I'm sure we will.

Rob Whitten.



GM DAY - MAJOR SPONSOR

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**The All Gm Day Committee and the Ballarat & District Early Holden Car Club would like to welcome Bowser Bean Café as the Major Sponsor of the 2019 All Gm Day.**

# GM DAY - SPONSORS 2019

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# SPONSORS

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# HOLDEN



# PREMIER

All illustrations and specifications contained in this catalogue are based on the latest product information available at time of publication approval. The right is reserved to make changes at any time, without notice, in prices, colours, materials, equipment, specifications and models and to discontinue models. Some of the equipment shown or described throughout this catalogue is available at extra cost. Check with your Holden Dealer for complete information.





## IT'S THE WAY YOU LOOK AT LIFE

Everything about new Holden Premier sets it apart, the way it looks, the way it feels, the way it rides, the way it handles.

Distinctive styling from its handsome grille and dual headlights to its classic rear deck.

Inside the spacious interior, deep cushion foam bucket seats curve and contour to your body. In front a re-designed instrument panel with electric clock, power boosted ventilation vents, and large easy-to-read dials all recessed in a handsome fascia with the finish of burl walnut. Plus a powerful, push-button radio.

In your hands a new soft grip steering wheel that complements the luxury around you. At your fingertips a new column control stalk for windscreen wipers, washers, dip switch, turn indicators and headlamp flashing. And a second fingertip control for Premier's smooth Tri-matic transmission. There's a luxurious high rise seat separator and storage compartment between you and your front passenger.

Yes, we've made changes, but not for the sake of change, only for the sake of improvement.

New engine and shock absorber mountings make themselves known through a quieter, smoother ride. New emission controls mean the engine runs cleaner. They're important changes, but underneath it all it's pure Premier.

With full coil suspension that soaks up the bumps, while you ride in comfort. With a separate front chassis design that damps out vibrations and road noise to keep the peace between you and the

road. The steering ratio's been increased. For lighter, easier handling with no loss in road feel. Holden Premier has power front disc brakes that help you stop as smoothly as you go. Rubber impact strips in the bumpers and body side protection strips protect against other people's carelessness.

Premier. It's a car that puts you first in every way.

### OPTIONS

Consider these luxury options: 4.2 litre or 5.0 litre V8. T-bar auto floor shift and central console. Electrically operated windows. Full air conditioning. Vinyl roof. Electrically heated rear window. Tinted laminated windscreen.

### ACCESSORIES

A wide range of Dealer-fitted accessories are available, too. Like a radio/stereo tape player. Tow bar. Weather shield. For complete information, check your Dealer.

1. **Optional air conditioning.**
2. **Optional T-bar automatic. Includes full-length console.**



Optional luxurious cloth trim.



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**Rob McMaster**  
G.J. Gardner Homes Franchisee

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“ Like most car enthusiasts I’m a member of a car club. And, by also being a member of the Rare Spares Loyalty Club and shopping at a Rare Spares store, or online, I earn points for my car club. My club can then redeem these points for fantastic rewards such as invitations to Project Partner nights, exclusive promotions and access to sponsored events.

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— John Bowe, V8 Supercar Legend  
& Rare Spares Ambassador

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# VEHICLES FOR SALE

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**HG Belmont Wagon  
253 Auto (Non Factory)  
No Rust , New Interior, Garaged since 2013  
Club Reg—14911-H (Non Transferable)**

**\$22500**

**Contact Peter Skrypko on 0418508750 or Murray Rogers on 0418558934**



**42nd Victorian State Titles Entry Form**  
**19-20 October 2019**  
**RACV Goldfields Resort**  
**1500 Midland Highway**  
**Creswick Victoria**



**ENTRANT DETAILS**

Name:.....  
 Address:..... Postcode:..... State:.....  
 Home Phone:..... Mobile Phone:..... Work Phone:.....  
 AEHF Club:..... Email Address:.....

**VEHICLE DETAILS:**

Model:..... Year:.....  
 Body Style:..... Colour:.....  
 Rego:..... Previous AEHF Class (if Known):.....

**ENTRY FEE (Must Accompany Form)**

| <u>ITEM</u>  | <u>Cost</u> | <u>Number</u> | <u>Total</u> |
|--|-------------|---------------|--------------|
| Judged Entry (No polo shirt)                       | \$40.00     | .....         | .....        |
| Judged Entry (Incl. polo shirt & goodie bag)       | \$60.00     | .....         | .....        |
| Display Vehicle (un-judged & no goodie bag)        | \$15.00     | .....         | .....        |
| State Titles Polo shirt (additional)               | \$40.00     | .....         | .....        |
| Saturday Social Night 3 Course Dinner (per person) | \$55.00     | .....         | .....        |
| <b>Total Payable</b>                               |             |               | .....        |

**Shirt sizes**

S.....M.....L.....XL.....XXL.....3XL.....4XL.....5XL.....

**Entries must be received by 6 September 2019 to receive a Goodie Bag**

**Conditions of Entry:**

- Judged Entry is restricted to financial members of AEHF affiliated clubs.
- The 42nd Victorian FX-FJ State Titles will be run in accordance with the AEHF Constitution and Rule Book.
- The judges' decision is final and no correspondence will be entered into.
- The FX-FJ Holden Club of Australia Melbourne Chapter Inc, The State Titles Committee and the AEHF will not be held liable for any personal injury or damage to motor vehicles during the event.
- Payment can be made Commonwealth bank via EFT to the: Victoria State Titles Account BSB 063531 Account 10478869 Please use entrance surname as Deposit Reference  
 Cheques should be payable to Australian Early Holden Federation Victorian Titles and sent with entry form to 5 Aviator Place Brookfield 3338. Completed and signed forms can be emailed to [npaproth@sgfleet.com](mailto:npaproth@sgfleet.com)
- I hereby release the Australian Early Holden Federation, its Directors, The FX-FJ Holden Club of Australia Melbourne Chapter Inc, its members and the State Titles Committee from any liability or claim or loss, injury or accident during the running of the 42nd Victorian FX-FJ State Titles. I also agree to accept all directions made by the organising committee.

Signed:..... Date:.....



# ALL GM DAY

TRADE STALLS  
KIDS ACTIVITIES  
FOOD AND DRINK



**CHARITY CAR SHOW AND SHINE**  
**SUNDAY 27TH OCTOBER 2019**  
BALLARAT TURF CLUB, MINERS REST

PROCEEDS DONATED TO BALLARAT CHARITIES

**ADULTS \$5 CHILDREN FREE**



Bedford, Buick, Cadillac, Chevrolet, Holden, Oldsmobile, Pontiac, Vauxhall  
Displays of all GM Vehicles Past and Present

### GATES OPEN

8.00am for Display Vehicles  
Public Gates Open from 10.00am

### ONLY PRE ENTERED VEHICLES WILL BE JUDGED

Pre Entry closes on the 14th October - Entry fee \$10.00  
Entry fee on the day—\$10.00 which is Display Only  
(No Judging—No exceptions)

**OVER 600**  
CARS IN 2018

FOR MORE INFORMATION:  
CONTACT SCOTT - 0419 106 264 (GMDAYBALLARAT@BIGPOND.COM)  
WWW.FACEBOOK.COM/GROUPS/ANNUAL.ALL.GM.DAY

ELECTRONIC ENTRY FORM  
[www.allgmday.com.au](http://www.allgmday.com.au)

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# 8th ANNUAL ALL GM DAY

**Owners Name:** \_\_\_\_\_  
**Postal Address:** \_\_\_\_\_  
**Town:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Postcode:** \_\_\_\_\_  
**Email Address** \_\_\_\_\_  
**Phone:** \_\_\_\_\_ **Club:** \_\_\_\_\_  
**Vehicle details-Year:** \_\_\_\_\_ **Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Badge:** \_\_\_\_\_  
**Colour:** \_\_\_\_\_ **Body Style:** \_\_\_\_\_ **Reg:** \_\_\_\_\_  
**Stock or Modified?** \_\_\_\_\_  
**Is your Vehicle a 50's, 60's or 70's Survivor– Original Paint/Trim/Mechanical** \_\_\_\_\_

**Method of Payment Bank: Internet Transfer / Direct Deposit / Cheque-Money Order / Cash**

**Closing Date for Pre Entry 14th October 2019 - \$10.00**  
**Entry Fee includes 2 Adult Entry—Additional Adults \$5.00**  
**Cheques / Money Orders Payable to “Ballarat and District Early Holden Car Club”**  
**Direct Deposit Details: Ballarat & District Early Holden Car Club**  
**BSB-633 108 Acct No.-139525596**  
**EMAIL COMPLETED ENTRY FORM TO GMDAYBALLARAT@BIGPOND.COM**  
**OR REGISTER ONLINE AT [www.allgmday.com.au](http://www.allgmday.com.au)**  
**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 8th Annual GM Day. I also agree to accept all directions and decisions made by the organizing Committee.

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



# GENERAL MEETING - MINUTES

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**General Meeting**      3/7/19

**Apologies**, David t, Mal L, Neil G, Allan D, Neil L, Paul S, Wayne M, Pete S, Scott C

**Minutes of previous**, Read by Daniel D, Moved by Pete N, Second by Rod T

**Correspondence**, See in news letter

**Presidents report**, Read by Jim H

**Treasurers report**, Read by Doug R, moved by Max M, second by Bernie S

**Merch**, Deals on existing merch see Sharelle after the meeting

**Club rooms**, we passed our food certification check

**Run coordinator**, See newsletter for details

**Red dog run**, See in news letter

**Bar**, Still there still selling

**GM Day**, we have a meeting on the 10<sup>th</sup> of the 7<sup>th</sup>, our check hand over tour went well, full financial report will be in the next AGM meeting

## BUY SWAP SELL

**Buy**, V8 radiator HQ-Z

**Sell**, Doug is selling an Astra

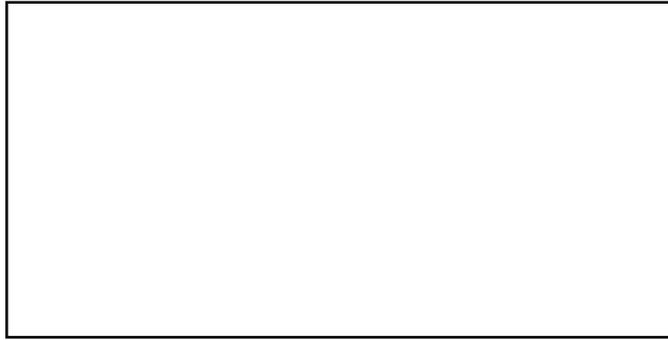
**Sergeant in arms**, Pete w did his usual rounds

**Barrel draw**, Rod T

**Raffle**, 1<sup>st</sup> prize Jason 2<sup>nd</sup> Dave T

**Meeting closed at 8:40**





The Front End  
Official Newsletter of  
The Ballarat & District Early Holden Car Club  
P.O.Box 184, Howitt Street P.O.  
Wendouree, Vic. 3355



# The Rear End