

The Front End



March 2023



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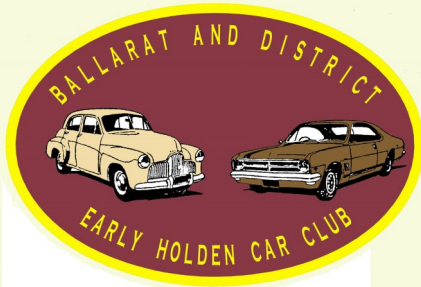
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Ballarat and District Early Holden Car Club

Incorporated 2000
www.bdehcc.com

Address Correspondence The Secretary

P.O. Box 184
Howitt St Post Office
Wendouree Victoria 3355
Email ptrwilomt@yahoo.com.au

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
New M/ship Application Fee \$15
Immediate Access Red Plates \$100

Application Form Page 22

COMMITTEE

President

Jeff Dickson 0411 837 506

Vice President

Alan Darrell 0491 134 081

Secretary

Peter Wilmot 0407 501 321

Treasurer

Sandra Campbell 0447 875 013

Run Coordinator

Rob Whitten 0448 160 951

Assistants

Paul Irvin 0419 524 607
Justin Mitchell 0403 944 488

Club Permits Officer

Scott Campbell 0419 106 264

Merchandising

Sharelle Dickson 0412 446 948

A.E.H.F. Delegate

Anne Turner 0429 449 290

Clubrooms Officer

Paul Irvin 0419 524 607

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Jim Hare 0418 300 225
Mitch Colbert 0402 264 659
Murray Rogers 0418 558 934

Barman

Rob Whitten 0448 160 951

General Committee

John Whitfield 0423 978 095
Greg Turner 0429 449 290
Greg King 0419 878 059
Bernie Sharp 0418 394 636
Peter Nikkleson 0418 501 656

New Membership Officer

Mark Davies 0457 303 750

Sergeant At Arms

Peter Wilmot 0407 501 321

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Doug Reid
Anne Turner
Randall Lourey
Paul Irvin
Peter Skrypko
Rob Whitten
Greg Turner
Andrew Wheeler
Sandra Campbell
Jim Hare

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2003/04 Scott Campbell
2004/05 Peter Waterson
2005/06 Paul Irvin & Jason Barby
2006/07 Greg Turner & John Preston
2007/08 Greg King
2008/09 Anne Turner & Rob Whitten
2009/10 Peter Skrypko
2010/11 Jim Hare
2011/12 Craig Loveridge
2012/13 Jeff Dickson
2013/14 Justin Mitchell
2014/15 Rob Whitten
2015/16 Peter Wilmot
2016/17 Bernie Sharp
2017/18 Daniel Dickson
2018/19 Doug Reid
2019/20 Pandemic
2020/21 Pandemic

Front End February 2023 Volume 23 Number 1

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

The Editor

Lisa Mitchell
Ballarat and District Early Holden Car Club
P.O. Box 184
Howitt St Post Office
Wendouree 3355
lisa@mbballarat.com.au
Ph: 0412 878 286

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Events Calendar

CLUB EVENTS MARCH 2023

- 7 Club Meeting
- 8 Little Red Dog Run
- 18 Club Run - Warrnambool Holden Day
- 21 Club Pub Night - Western Hotel
- 28 Committee Meeting
- 29 Red Dog Run

OTHER EVENTS MARCH 2023

- 10-12 Phillip Island Classic
- 12 Clunes Truck Show
- 12 Wangaratta All GM Day
- 12 Dandenong All Holden Day
- 19 Stawell Tractor Pull
- 19 Springthorpe Car Show
- 19 Bendigo All Holden Day
- 19 Maldon Swap Meet
- 26 Guilford Grumpies Car Show

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Events Calendar

CLUB EVENTS APRIL 2023

- 4 Club Meeting
- 5 Little Red Dog Run
- 18 Club Pub Night—Western Hotel
- 16 Clyb Run– Rupanyup
- 26 Red Dog Run

OTHER EVENTS APRIL 2023

- 1 Street Speed Mayhem
- 2 Gippsland Vehicle Collection Swap Meet
- 2 Chiltern Cancer Cruise
- 2 Brighton Classic Car Show
- 16 Kerang Show and Shine
- 22 Echuca Swap Meet



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 website rsm.com.au/ballarat and an icon 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: "For more information, contact Sandra Campbell today. RSM 12 Anderson Street West, Ballarat VIC 3350 T 03 5330 5800 E sandra.campbell@rsm.com.au". At the bottom center, the tagline "THE POWER OF BEING UNDERSTOOD" is followed by "AUDIT | TAX | CONSULTING".

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President's Report March 2023

G'day everyone what a month it's been.

This month has been huge with so many options in car shows and activities.

Our month started with the garage sale for Max's car parts and a working bee at Rob's home. Thanks to the club members who helped out . Thanks also to Paul and Hendo for taking the rest of Max's car parts to a swap meet and selling the left over parts.

The Vintage and Classic Car Club came out to my place for their 50th Anniversary and what a day it was, with over 100 car's parked up in my paddock. Some of our club members came out for a look and we had a ball with some of the activities they had going on . Some There are activities I would like to see at our club.
What a great day!

Then we had the Daylesford Motorfest. These guys know how to put on a show, live music, plenty of stalls and the quality of car's was amazing. Our club put on a great display.

Last of all we had our first March run to Castlemaine then out to Rod Hadfield's museum. What a talented man he is and what a collection of car's. We all headed to the Botanical Gardens for lunch and enjoy each other's company.

I hope everyone enjoyed this month and looking forward to the month ahead. We definitely have the best club and members.
I love being out and about with you all.

Jeff

Club Run February 2023

Great time had by all at the Daylesford Motorfest on Sunday 19 February 2023. Great weather! Enjoy the photos.....



Club Run February 2023

Daylesford Motorfest 23

It was a nice sunny morning, we left the club rooms with 6 cars and headed to Daylesford for the Motorfest. On the way picked up Hendo in the FJ, and on the grounds caught up to Chris and Chris in their VL. Also found Jeff, Sharelle, Jessica and family.

Great day out ! Lots of cars , trade stalls and great food options but it was bit too sunny. As Tom reminded me the club Marque would have been great. Attendees: Scott & Tom- HX Pvan, Sandra-FX Convertible, Mark & Wayne- HZ Pvan, Paul & Joe-EH, Mandi & Ellie - Gemini, Hendo-FJ, Alan-HR, Jeff & Sharelle-HD Pvan and Chris & Chris-VL.

Red Dog Run

As usually the Red Dog run started at Lucas with a coffee and a chat. We headed to Murray's shed for a look at his cars and everything else. Thanks to Murray, Catherine and Jude we had a BBQ lunch.

Attendees - Murray, Catherine, Jude, Joe V, Ivan, Dave, Rob, Hendo, Paul, Norm, Rod, Joe C and Roy.

Thanks once again to Murray.

Castlemaine Cruise (visit to Rod Hadfield's)

It was looking good with a fine day for a cruise to Castlemaine, to visit Rod Hadfield Museum and a picnic lunch in the gardens. We set off at 9.30ish, with 33 adults and 10 children (with one extra picked up on the way). There was one break down and with coffee orders cancelled we headed straight to Rod Hadfield's.

All were impressed with the museum, spending a lot of time there. WE then headed to the Gardens for lunch. The smart people brought a picnic lunch while others got lunch at the Mill Market.

After lunch people started heading off at their leisure, while other's sat around and talked.

Great day had by all good to see large numbers support the run, thanks.

Big thank you to Murray for organising the run.

Attendees Dicksons X 11, HT, FC & UC ,Turners X 9 FX, FX, RAM & EK, Dave LX, Greg HR. Alan & Lee HR, Craig EJ., Chris VL, Peter & Liz EH, Peter & Joan, Clare VH, John VR, Joe VU, Darren, Jesseka XA-GT, Scott & Tom HG, Paul EH, Hendo VF, Jim HX, Joe & Roy BMW. Mark & Suzie VZ, Murray, Catherine & Jude WK.



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Club Events

LITTLE RED DOG RUN

WHAT Another Day Out

WHERE Meet at Lucas McDonalds

WHEN Wednesday 8 March 9.30am

Please let Paul Irvin know if you are attending
0419 524 607

SOCIAL WESTERN HOTEL

WHAT Meal and Drinks

WHERE Western Hotel 1221 Sturt St Ballarat

WHEN Tuesday 21 March 6.30pm

Please let Paul Irvin know if you are attending
0419 524 607

COFFEE N CRUISE (RED DOG RUN)

WHAT Another Day Out

WHERE Meet at Lucas McDonalds

WHEN Wednesday 29 March 9.30am

Please let Paul Irvin know if you are attending
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Club Events

LITTLE RED DOG RUN

WHAT Another Day Out

WHERE Meet at Lucas McDonalds

WHEN Wednesday 5 April 9.30am

Please let Paul Irvin know if you are attending
0419 524 607

SOCIAL WESTERN HOTEL

WHAT Meals and Drinks

WHERE Western Hotel 1221 Sturt St Ballarat

WHEN Tuesday 18 April 6.30pm

Please let Paul Irvin know if you are attending
0419 524 607

COFFEE N CRUISE (RED DOG RUN)

WHAT Another Day Out

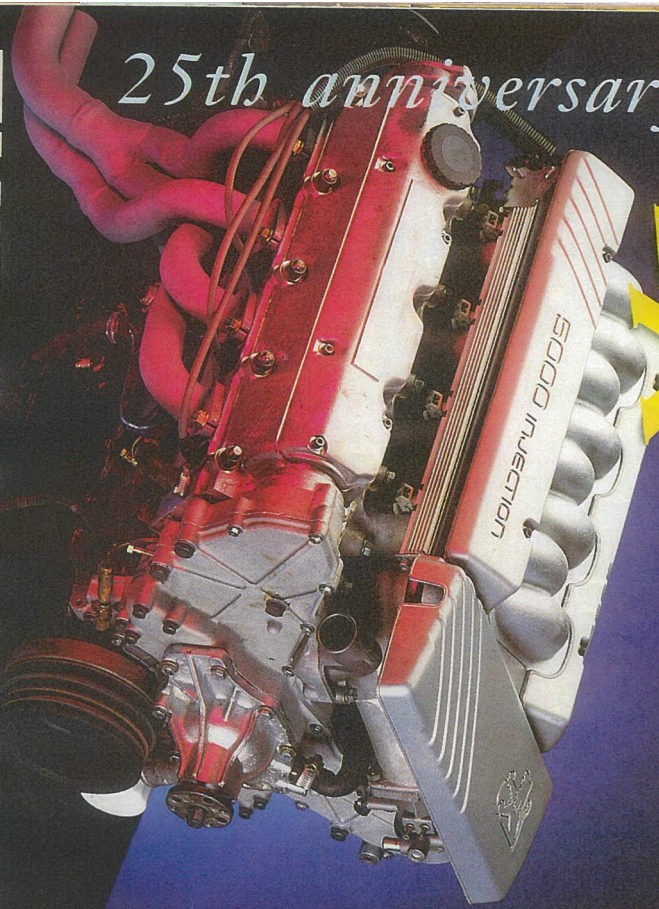
WHERE Meet at Lucas McDonalds

WHEN Wednesday 26 April 9.30am

Please let Paul Irvin know if you are attending
0419 524 607

V8*25th anniversary*

EXPOSED!



THE 24 VALVE 308 HOLDEN'S 308 BEEN HIDING

48

This is a world first. And this is an overhead cam 24-valve Holden 308, developed by a crack R&D team at Holden's Engine Company ... and killed off by a caridigan wearing beancounters. The most sophisticated Aussie eight ever built, it employed an innovative three valves per cylinder alloy head design and overhead camshaft configuration. "If we'd been given the chance to do the development work," says engineer Warwick Bryce, "I'd say around 270hp would've struck a nice balance between performance and refinement."

It could've been the greatest engine ever made in this country - and one of the world's truly superior V8s - but now it's just a great story. *Nobody* outside GM-H has seen this engine before. And you're reading about it here, first. Back in 1988, Holden wanted more customers for its V8. And that meant export, to customers like Pommy sports car maker TVR and, ultimately, Opel - GM's European arm. But the Euros wouldn't cop the pushrod 308's characted slices, preferring a powerplant of greater refinement, Germany's Imrisher (an outfit like Holden Special Vehicles) had already rejected a push rod 308 in an Opel Senator. In favour of a lighter double overhead cam V6 with similar performance. Europe's message was clear: make it.

On the local front, Alan Jones, head of V8 design engineer at Holden's Engine Company, could see the writing on the wall. Other companies' new, imported V8s with overhead everything had a marketing advantage. "It's obvious that pushrods work, they have done for years. But newer valvetrain technology offered by the competitors allowed the advertising agencies to whip up a storm over the '80s designed Holden valvetrain."

Engineers Warwick Bryce, Mike Webb and Leigh Maguire filled the remaining slots on the design team. Incidentally, these four have together spent more than an average human lifetime designing Holden engines. But they were allowed only to finish the basic design work, spend minimal time on the dyno and install one engine in a VN Commodore. And they had a time limit: one year.

The result is nothing short of outstanding. Back in 1989, the very first engine ran faultlessly in a test car for 12 months, covering 14,000km and punching out a healthy 250 horsepower. The alloy head is shockingly light

Story: JOHN CADOGAN
Photos: BIG LIGHT/GARTSIDE

On the 25th anniversary of Australia's own V8, we reveal the secret overhead cam, 270hp 308 Holden's engineers developed ... and the beancounters discarded

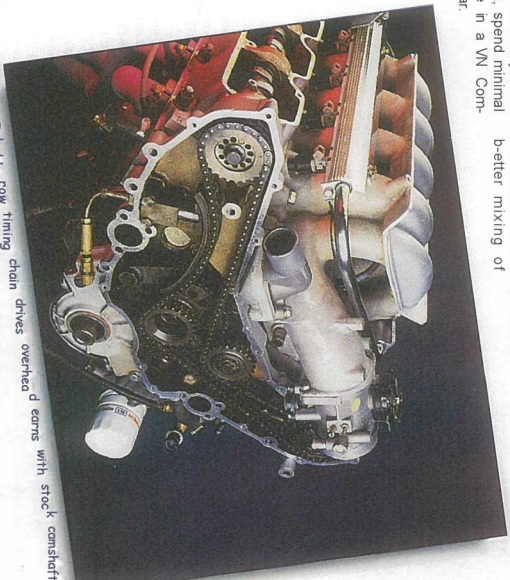
- you can pick it up with two fingers. (Try doing that with its cast-iron parrel!) And the complete engine is 26kg leaner than its production counterpart.

The engine's 24 valves - 16 inlets and eight exhausts - are actuated by a Holden designed roller rocker system. The camshafts, each with 12 lobes apiece, are driven via a special duplex chain by a dummy shaft that rotates inside the conventional block's camshaft bearings. Like the camshaft in a normal engine, the dummy shaft is driven by the crank and drives the engine's oil pump and distributor.

The new age 308's single overhead cam layout was selected for two reasons. Cost was one, and width was the other. At the assembly plant, they drop the Commodore body onto the engine/transmission assembly. The engine slips between the front chassis rails and engines wider than BBQum won't fit. Double overhead cams would've simply exceeded the production line's body drop limit.

Aluminum got the nod because of the weight saving potential. "But it also conducts heat better," says Warwick Bryce. "That means you can increase the compression ratio slightly. Because you don't need the water jacket as close to the ports or plugs you can have bigger ports. And you can move the plug closer to the centre of the combustion chamber, where it works better. The beauty of aluminum is that it gives you more design freedom."

Overhead cam engines have no push rods, and that means the inlet ports can be much straighter, and two inlet valves per cylinder improves breathing even further. The inlet ports form a single hole at the manifold face, but downstream of the fuel injector they split into two branches, one for each valve. And a special kind of injector squirts a separate stream of fuel into each branch of the port. Extra exhaust port work kept pace with improvements on the inlet side. "The inlet valves are two different sizes," says Mike Webb. "That increases the swirl inside the combustion chamber." More swirl means better mixing of



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Inside the cam cover - note the laps per cylinder

* The Holden V8 is the only 100 percent Australian designed engine. It powers more street machines than any other and in excess of 450,000 have been manufactured 25 years

* Fred James was the engineer in charge of the V8's design, right from the first feasibility studies in 1963 until his retirement in 1977. Today, in his late 70s, he's still involved with Holden V8 racing and handles homologation for Larry Perkins

* Small block Chevys, used before the local V8 was available, were hard to fit into our muscle cars. The Chevys' left hand cylinder bank [US driver's side] is offset forward to clear the steering. And the starter is on the right hand side. So Holden's V8 has the right hand cylinder bank [Aussie driver's side] forward and the starter on the left. The HK's nose had to be stretched three inches to make way for its Chev engine

* The Holden V8 was designed to fit inside an HR. But it wasn't

INSIDE THE GENERALS' HOSPITAL

ready to go until the HR. This makes the reg- authorities seem silly, not allowing V8s into HRs!

* The prototype Holden V8 crankshaft was a real stuff-up. After it was first 'tested' in the balancer in 1965, it took six weeks [and the then huge sum of \$4000] to repair the balancer.

* Steve Fazakas, the engine build-up foreman, says "It was a misunderstanding between me and a mechanic. I said 'Don't start the balancer until you put the counterweights on. [They simulate the weights of the con-rods and pistons] He ignored me - no counterweights. Then he walks into the workshop, hands dripping blood from being belted by the crank while trying to stop the machine." Warwick Byrce reckons it was caused by a mistake in the design calculations. Both stories agree that there was a crowd of high ranking engineers assembled for the big

moment. And, at the first sign of things getting out of shape, they up and disappeared!

* The first Holden V8 was overheating. Frank Pound, an engineer, spent ages measuring temperatures around the heads. He found the head gaskets had been installed backwards - they were later redesigned

* In 1974, the first L34 Torana raced at Bathurst. The engine failed. The roadgoing version was a great thing - in its day. It had big valves and good rods. But Holden's overhead cam engine design team reckon that the 134's performance can't match the injected engine, particularly at part throttle

* In 1975, the engineers tried to fit Bosch K-Jetronic injection to a Statesman. Peter Shepherd Smith was in charge of the project. They had problems making it go. Then, after spending the previous day at Holden's Lang Lang proving ground, Warwick Byrce saw the Statesman had moved. Assuming it was run-

the fuel/air mix and better combustion. Many multi-valve engines actually lose the swirl inside the combustion chamber, but unequal sized valves solved that problem. "We gave each of the inlets the same conservative cam profile but at some stage down the track, if required, we could put different timing on each lobe. Like for racing homologation."

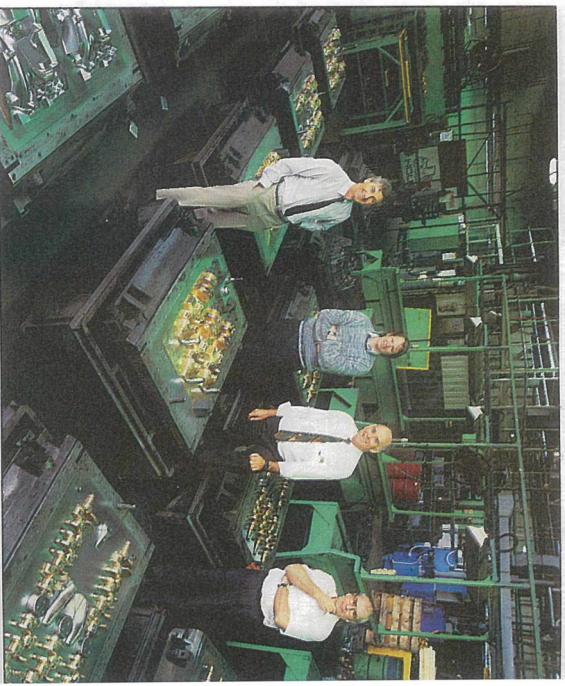
And the valves are the lightest ever in a Holden V8. "That means you can use lighter springs and caps and all that sort of stuff," says Byrce. "Obviously, you don't have a heavy pushed and lifter to control, so it's a much lighter valvetrain. That means you can use lighter springs." Each head (and each

ring he asked Peter "how the car fired up?" The bloke threw a complete wobbly. Warwick hadn't known it had burst into flames the day before! It was later shipped to Bosch in Germany for sorting, where it sat idle for four years before they scrapped it

* The prototype of the modern injected V8 had an inlet manifold cobbled up out of 180 degree habits of 134-inch exhaust pipe. It had about 40 leaks and had to be re-welded. Located and glued up. The production version is a single piece aluminium casting

* Warwick Byrce, driving the first prototype injected V8, came ashore, he was looking for an andeore, he stopped at a parts place and enquired. The bloke said he couldn't advise without seeing what it was for. They went out and had a look. "That's amazing," he said to Warwick [an engineer with 20 years' experience at Holden]. "You're an ordinary guy with an injected V8. I know a lot of engineers at Holden and even they haven't been able to get one going yet!"

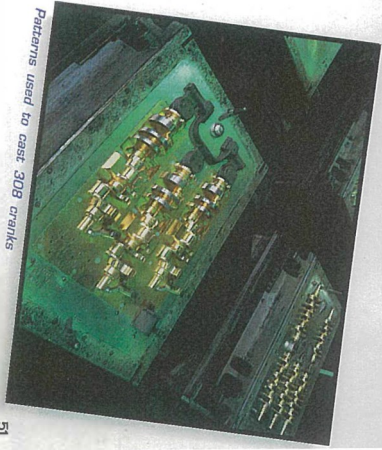
When you drove this thing, straight away it was 'Hey, what's different about this motor?' It was so smooth



Mike Webb, Warwick Byrce, Alan James, Leigh Maguire (left to right)

able to physically cast the thing. Understandably, the job takes months. Unlike many overhead cam designs, the oil isn't pumped through a hollow cam. Oil from the block pressure-feeds a main oil gallery in each head. This supplies the cam journals and the hydraulic lash adjusters (which are like normal hydraulic lifters, only they sit in a pocket in the head and don't move). Oil pumped by the lash adjusters feeds the roller rockers and cam lobes.

"There were plenty of firsts with this project," says design team leader Alan James. "It was the first time, for example, we'd ever cast something in aluminium that big or that complex in the experimental workshops. We were prepared to do all sorts of welding and impregnation work just to plug up any leaks, but there was no need."



Patterns used to cast 308 cranks



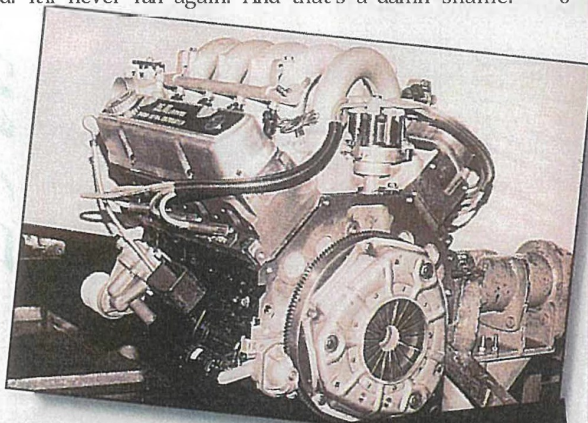
the dyno said 'It is, the bloody thing's running!'. It was so *smooth*."

"We only ran it on the dyno once," says Bryce. "We didn't do any power and development work. But we got 250hp and 301 lb-ft; the standard injected engine produces 221 hp and 2B3lb-ft. We used very conservative valve timing. You have to remember that we didn't aim it at extreme levels of performance. We could have ... but we were after a moderate performance increase and a significant level of refinement. Eventually, 270hp wouldn't have been unreasonable.

"When you drove this thing, straight away it was like 'Hey, what's different about this motor?' There were no rattles or clatters as the revs went up, it was *smooth* ... it just changed the whole character of the engine."

Things were looking good - until the grim reaper consulted his abacus. The official verdict? Too expensive to re-equip the production plant. Then they added the cost to refine the overhead cam prototype and 'productionise' it. The Engine Company was building 7000 VBs per year and the beancounters decided the cost couldn't be recovered.

Add overhead cams to Holden Special Vehicles' new 5.7 litre stroker, and what do you get? The finest Holden VB ever. Stillborn. It's never been put into production ... and it never will be. It could be the last engineering exercise for our Aussie VB. One lone engine sits, almost forgotten, in a corner of Holden's Engine Company's plant at Fishermens Bend. It'll never run again. And that's a damn shame. 0



Top: Experimental injected engine. Above: Wooden pattern used to cast Re 3aa heads

GREAT EIGHT DATES

1963

Holden begins engine design feasibility study to decide configuration, capacity, uses and applications for the new engine. Fred James, Holden's chief engine engineer, is in favour of producing Chev V8s locally. But the engine is a locally designed VB with some American features, not an exact copy of a Chevy

1964

Engineers decide the engine should be around 250ci, with the potential to increase that to 300 in the future. A VB is chosen because it would be smaller, lighter, smoother and more powerful than a six

1965

Detail design work on Holden's VB engine starts.

A full size wooden engine blank confirms its fit inside the HR Holden. Prototype heads and blocks are cast in the USA

1966

Engineers decide on final capacities of 237 cubes for the small VB and 292 cubes for the performer. Sales & Marketing decides these must be increased to 253 and 308 to beat the available Ford V8s on the showroom floor

First experimental Holden VB js fired up

1969

First 253 is available for sale in an HT. It produces 185hp at 4400rpm and 262lb-ft at 2400rpm

A few months later the 308 is introduced, putting out 240hp at 4800rpm and 315lb-ft at 3000rpm

1974

First 308s race at Bathurst, without success. The favoured Holden Dealer Team L34 of Brock/Sampson melts a piston and retires

1975

Brock and Sampson return to Bathurst, this time in a privately entered Torana. They romp home for the 30B's first Bathurst victory

1983

The 253 is dropped from production after Holden's engineers decide the EFI 3.3 litre six will outperform the 253, and deliver better fuel consumption

1984

Holden decides to drop the VB after the VK Commodore. *Street Machine* and *Wheels* magazines launch the famous V8s Til '98 campaign. As a direct result of our lobbying, Holden's head honcho, Chuck Chapman, decides to continue building the VB

1985

The 'old' 5044cc 308 is de-stroked 0.5mm, reducing the capacity to 4987cc to meet new Group A racing rules

Holden gives approval to build two fuel injected VB prototypes

1986

The first Holden EFI VB produces 221 hp at 4400rpm.

Group A race engine is developed by Holden and Brock's HOT, eventually producing 440hp. Then things go sour, there's a battle between Brock and Holden regarding engine ownership ... and Holden eventually wins. Road going VL Group A develops 240 horses

1988

Overhead cam prototype designed and built

1989

Overhead cam 30B fires up. After one year, the project is canned

1993

Larry Perkins' Commodore 308 [the only leading Holden powered Commodore] wins Bathurst. It is the 308's 12th Bathurst victory in 20 years of racing

1994

HSV releases the VR215i Commodore, the first Holden VB displacing 5.7 litres. It produces 288hp and 349lb-ft. Fred James had designed the first 308 crankcase with exactly this kind of thing in mind, 30-odd years ago!

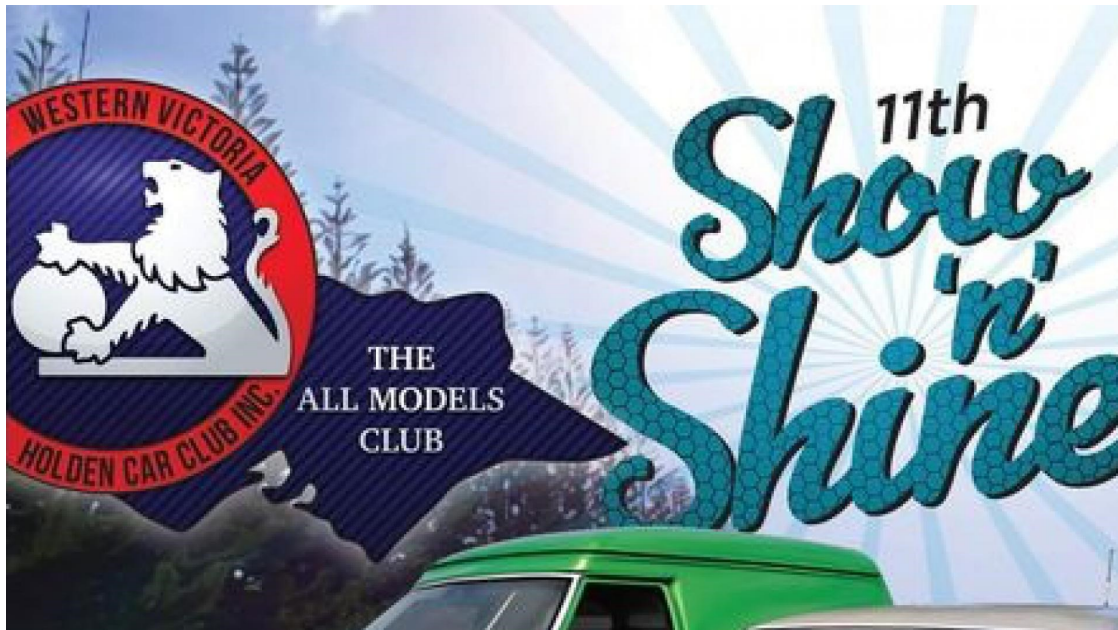
The Dicksons hosted the Veterans and Vintage Ballarat Car Club



What do you call a row of Holdens?



Club Run March 2023



CLUB RUN

WHAT Warrnambool Holden Day

WHERE Meet at Smythesdale
Opposite the Courthouse Hotel

WHEN Saturday 18 March 2023 at 7.30am

Please let Paul Irvin know if you are attending
0419 524 607

Upcoming Events



The Echuca & District
Historic Vehicle Club Inc.

**ECHUCA SWAP MEET ROTARY
PARK, ROSE STREET ECHUCA**

Saturday, 22nd April, 2023

Automotive Parts & Collectables welcome
Show & Shine open section as well as ladies
only section, prizes will be awarded.

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\$500.00 Donated to a local charity

CHILTERN CANCER CRUISE - CAR AND BIKE SHOW

Proudly supporting:  All money raised goes to:
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**SUNDAY, APRIL 2, 2023
9.00AM - 2.00PM**



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And in 2023 an Easter 



**Sunday 2 April 2023
Firbank Grammar
51 Outer Crescent
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- Opens 10am until 2.30pm
- 100 Classic Cars on Display
- Fun for the whole family
- Food & Beverages available
- Adults Entry: \$5
- Children 5-10: \$2
- Children under 5: Free



A Rotary Club of Brighton Charity Fundraiser

Car Entry Form enquiries to Rob Plachbeck 0411 729 589
Car Entry: <https://www.tryhacking.com/CATEY>
Website: www.brightonclassiccarshow.org.au
All other enquiries to Wayne Styles 0417 332 411



APRIL
KERANG
2023

Kerang & District Agricultural Society Inc.
Kerang Progress Association
Kerang and District Vintage Motor Club Inc.
Contact: MARK ARIANS
0401 908 000
Email: arianmark@gmail.com

Show & Shine
at the Kerang Showgrounds / Racecourse
Alexandra Park Kerang



SUNDAY APRIL 16 • 9AM-3PM
Cars, motorbikes, trucks, hot rods and pedal cars welcome.

Holdens
from every year!



SWAP SITES AVAILABLE

Gippsland Vehicle Collection

SWAP MEET

DATE 2nd April 2023

 1a Sale Road - Maffra, Vic

Gates Open for Buyers and Sellers
7.00 a.m.

Featuring  **Garag-enalia**
Mancave 

 other Motoring related treasures

Cost - \$10.00 site fee (including driver)

\$5.00 buyers

Camping Available Saturday Night - By appointment

Full Onsite catering

Information and Bookings call

**Nick on 0484 082 292 or
Sue on 0455 556 542**



www.gippslandvehiclecollection.org.au

Who are these likely lads?

Enjoying the Sandman...

And some modelling.....



Out and About

Send me the photos you have taken when you have been out and about for inclusion in the Newsletter....

All photos of Holdens and our events welcome!

Email your photos to:

Lisa Mitchell



Neil Leckie has provided context to the photos in the February 2023 newsletter, the three photographs were taken on Wednesday 4 January 2023 on Wendouree Parade just north of 'Pipers by the Lake'.

It was the Legacy Day where the club members take their Holdens to 'Pipers' and take some of the Legacy kids and their 'Legatees' for a 'Lap of the Lake'. This year we had six members take their Holdens to 'Pipers' and take the Legacy people for a 'Lap'. Last year the heavens opened just as the kids were due to go for their ride. They found out things like 'how do the windows go up and down' or 'I can't see, how do I get rid of the moisture on the window?' Answer, 'With your hand!'

This year the weather was perfect. At the end of the activity the photographer was organised to photograph the cars when they left – in production order. Unfortunately, he didn't take a photo of the six at them one time.

Below is a composite photo of Graeme Henderson leading in his FJ followed by Paul Irvin in his FE Special. Then came the Twins ('Twins, only their mother could tell them apart') Theo Goossen's Green FE Standard and Neil Leckie's Blue FE Standard. Last were the 'later' Holdens, Allen Darrell in the HR Premier and John Whitfield in the HR Ute.

The kids 'Loved it!' The drivers did too!

Thanks Neil!

Membership Form



**Ballarat and District
Early Holden Car Club**
PO Box 184
Howitt St PO,
Wendouree, VIC 3355

MEMBERSHIP APPLICATION / RENEWAL FORM

Personal Details:

Name:	
Address:	
Mobile:	
Email:	
Family m/ship names:	

Vehicle Details:

Model	Body Style	Year	Colour	Rego	Current State	Immediate Club Rego Required?

Current state: (A) completed (B) Near Completed (C) Street vehicle (D) Project

Notes: Minimum vehicle age to qualify for club permit (red plate) scheme is 25 years.

New members requiring immediate access to the red-plate scheme will be charged a one-off fee of \$100 to waive the normal pre-qualification requirements (attendance at 3 meetings and 3 club runs within the first 6 months of membership).

A current Vic roadworthy certificate is required for red-plate applications (to be supplied later)

Fees:

Type	Cost	Tick as applicable
Single Membership	\$40	
Family Membership	\$60	
Immediate Red Plates	\$100	
Application Fee	\$15	
Total		

Note: Application fee includes name badge, key-tag, sticker, monthly newsletters, and access to free club ap.

Payment Options:

1. In person - attendance at first meeting
2. **D/Deposit: Ballarat Early Holden Club (Bendigo Bank) BSB:633 000 A/C:110 408 309**
Please include your name as a reference

Email completed forms to New Membership Officer: mark.davies.met@gmail.com

Sign: I hereby apply to become a member of the Ballarat and District Early Holden Car Club Incorporated and agree to comply with the rulings of the club.

Signature _____

Permit Scheme Application (Page 1)



Ballarat & District Early Holden Car Club Club Permit Scheme Checklist

- Applicants are required to supply originals of the documentation as listed below when applying for Club Permit Scheme (CPS) approval.
- A RWC is required for all Vehicles entering the scheme.
- Applicants must have been a member for at last six calendar months
- Applicants must be a financial member.
- Applicants must have attended at least two Club General Meetings prior to application
- Applicants must have attended at least two club runs prior to application

CHECKLIST

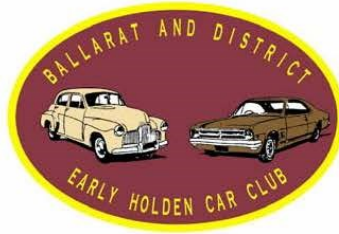
- ___ - Original VicRoads Club Permit Application Form
- ___ - Original of VicRoads Vehicle Eligibility and Standards Declaration Form
- ___ - Original Road Worthy Certificate
- ___ - A signed and completed copy of this Checklist and Declaration
- ___ - Proof of current financial Membership (Membership Card)
- ___ - Proof of ownership of the vehicle
- ___ - Photographs of vehicle
 - ___ Front View
 - ___ Drivers Side View
 - ___ Engine Bay
 - ___ Engine Number
 - ___ Drivers Position
 - ___ Rear View
 - ___ Chassis Number

Is the vehicle modified beyond VSI8 and/or VSI33? ___ YES ___ NO

If YES to above provide:

- ___ - Original VASS Approval Certificate

Permit Scheme Application (Page 2)



Ballarat & District Early Holden Car Club Club Permit Scheme Declaration

Make _____ Model _____

Vehicle Year _____ Build Date _____

Engine# _____ Chassis # _____

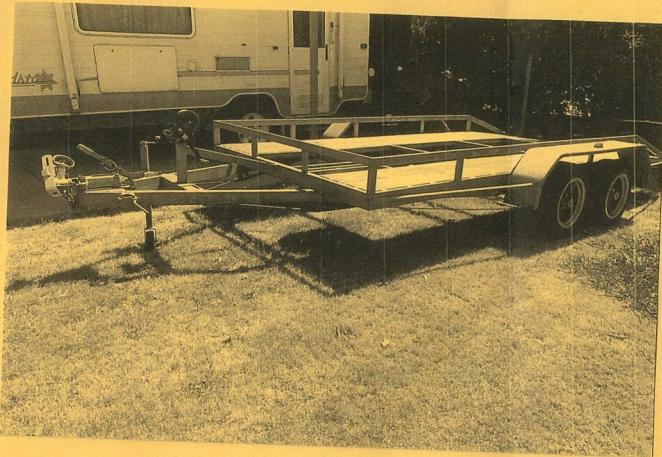
List any modifications from standard:

I _____ (Print Name) the undersigned, being a financial member of the Ballarat and District Early Holden Car Club, hereby declare that I:

- 1) Have detailed a true account of this vehicle being considered for the Club Permit Scheme
- 2) Will only use or permit to be used, the unregistered vehicle described above, and issued with a valid permit for its restricted use, in accordance with the requirements as specified by VicRoads.
- 3) Will remain a financial member of the club at all times this vehicle is on Club Permit and will maintain the vehicle in a safe and roadworthy condition.
- 4) Will notify the Ballarat and District Early Holden Car Club of the Permit Number and the expiry date as soon as the permit is obtained from VicRoads.
- 5) Will notify forthwith the BDEHCC in the event of (a) disposal by sale or otherwise of the above vehicle, (b) the vehicle becoming fully registered, (c) the permit being surrendered to VicRoads for whatever reason.

Signed _____ Date _____

For Sale



2012 Car Trailer

- **Mag Wheels**
- **Duck tailback**
- **Winch**

\$9,500.00

**Graeme Henderson
0419 342 519**

General Meeting Minutes February 2023

Meeting opened at 7.37pm.

Members present: 46.

Apologies: Jim Hare, Wayne Plaatzer, Daniel and Stacey, Andy Lee, Turners, Millards, Andrew French.

Guests and new members: Peter Bingley, John Turner.

Minutes of previous meeting read by Peter. Moved Theo, seconded Greg King. Carried.

Treasurer's report read by Sandra. Profit and Loss and Balance Sheet provided. Moved Justin, seconded Anne. Carried.

Membership Officer's report: Mark reported that all is going along fine. 3 new members, and 5 have made inquiries regarding membership details.

Correspondence: In - nil. Out - nil.

Run Co-ordinator: Jeff advised of runs planned for February including Max Moore garage sale at Rob Whitten's home at Smythesdale Saturday 11th., Club Run to Daylesford Motorfest Sunday 19th., Pub night Tuesday 21st., Red Dog Run Wednesday 22nd, and Murray has kindly offered a barbecue lunch at his shed in Brown Hill.

Scott distributed a flyer advertising the Daylesford Motorfest. Additionally the Veteran and Vintage Car Club will be holding it's 50th. anniversary event at Jeff and Sharelle's property in Mt. Egerton on Sunday 19th.

Bar report: The bar is currently being capably managed by Murray and Paul. The refrigerator has been re-gassed so the drinks are nice and cold.

Club Room report: Paul advised that Peter is happy to continue looking after the mowing duties, and John Whitfield has attended to the cleaning for the month.

Merchandise: Sharelle reports that all is good. CPS: Scott reported no changes.

AEHF: Anne will report progress at next meeting.

Mark Boswerger reported on recent Mill Market car show.

Scott reported on recent FX/FJ Nationals held at Cooma, NSW.

The Jane Johnstone award was presented to Sandra, and Mark was the recipient of the Top Club Person award. Congratulations Sandra and Mark.

Buy, Swap and Sell: Buy - nil. Swap - nil, Sell - car trailer offered for sale by Hendo.

Peter offered a LH Torana brake booster gratis, accepted by Peter Nikkelson.
Technical issues: nil.

Raffle winner: Dave Trengove. Runner up, Tom Campbell.
Sergeant At Arms: Peter did his mischievous best and collected \$30.60.

Meeting declared closed by President Jeff at 8.20pm.

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



The Rear End