

E.H. HOLDEN

Dry July
2009

CAR CLUB OF W. A.

Members' Newsletter



THIS BUMPER ISSUES IS JAM PACKED WITH THE ALL STATE RUN, (REPORTS & PICS) A FINAL WORD ON DIABLO, INFO ON THE FIRST MILLION HOLDENS, then WE DELVE INTO THE MAIL BAG, before devouring THE USUAL GARBAGE THAT GOES INTO FILLING PAGES !!

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NOW
INCORPORATING
EJ HOLDEN
OWNERS



Pres's pen

Hi everyone. Well it certainly has been a busy few months since our last newsletter. The highlight has to be WA hosting the 15th EJ-EH All State Run in Busselton over the Easter break. What a superb experience and for those that made their way to the event, I thank you. No doubt word has spread on how good a weekend it was and there maybe a few members kicking themselves for missing out.

Special thanks must go to Sue Barrett, Neil and John Butler for their efforts in organising and running the event. Some within the club said that it couldn't be done and they sure proved that it could. Thanks must also go to those members that rolled their sleeves up to help out. No organisation can be successful without the help of volunteers.

Although it was a smaller turnout than previous years, due to the financial crisis and distance to Perth, I am sure that all those members that attended enjoyed the experience and will be saving up for Canberra in 2011. Well done to the winners and it's great to see the female contingent picking up some awards. All entrants will receive a DVD of the event compiled by Mick O'Neil from the Vic Car Club as part of your entrant's fee.

Now back to club business, I would like to extend a warm welcome to our new members and no doubt we will see you at some events?

The next order of business is the club AGM, which will be held on the 19th of July. I will be putting my hand up for President again as the rebuilding job is not yet done, but all positions will be vacant. I have asked some members to fill the critical roles which will result in a rearranging of the 'front bench'

John Nolan who is our current newsletter editor will be standing down at the AGM. He has done the newsletter for quite a number of years and now it is time for someone else to put up their hand and take it on. John will help you out to show you how to setup the newsletter for the next edition or you can totally revamp it if you wish. Many hands make light work it is not fair to leave it to the few people to try and run things.

I trust that no one will begrudge John putting his panel van on the cover. It will be one of the few cover girls that comes with a story.

Once the new social committee is on board they will be discussing the events for the remainder of the year, but there are a few good ones that are on the drawing board, and they are the Tincurrin Ward family farm stay, Cannington Show n' Shine and an afternoon with Mr Don Loffler. He is the author of "She's a Beauty, Still Holden Together" and "Me and my Holden". He will talk about his connection with old Holdens.

The Club will once again have general meetings on a bimonthly basis at the Como Hotel. Details will be in the newsletter and on the website. These meetings are open to all members.

Enjoy the read
Vera Nolan

President@ehcarclubwa.org.au



THE GOSS

Well I am sitting here in the Golden Fleece Hotel in Waikouatiti on the shortest day of the year enjoying a handle of Speights whilst freezing my arse off. Dunedin was brought to a standstill due to snow down to sea level! Looking at the patrons in the bar it's like Footrot Flats has come alive!

Onto things EH, the ASR has been and gone, and by all accounts it was a success. Feedback from those that ventured across from the east was very positive and they are still talking about being able to wash the car with a hose and that the resort sprinklers came on every night.

The only issue to arise from the event was the blatant refusal by the judges to recognise yours truly as the outstanding Male Karaoke singer on the night!

The response by WA members was somewhat pleasing, and I am happy to report that the ASR bug seems to have bitten, as a straw poll on presentation night indicated that a dozen will venture to Canberra in 2011.

The ASR also highlighted the club camaraderie as when there were a few members and visitors in need of help; it came from far and wide.

For those wondering why this news letter is late, I was foolishly waiting for not only my stimulus cheque, but some stories /accounts from members to fill the pages, but sadly, both were not the case. Therefore the views on the ASR expressed in this newsletter, once again come from me.

On the local club scene club member Johnny Brown went under the knife to prove that Mulesing doesn't hurt, we here at the desk understand that he has pulled through. Not sure whether pop singer Pink has sent a card yet?

Also it is reported that the tastefully modified Prem wagon of Ken Golding has gone to a new home. The sale went through 3 days before the ASR show and shine which meant that it wasn't parked up with its peers.

Long standing treasurer Phil has reported that his wagon is well on track for a test run early next year. The Dato ute will then be parked up.

Great news from our State Govt is that the rego sticker is dead come January 2010 Apparently this will save \$2M a year and remove the ugly rectangle from the windscreen.

Word on the street is that the Rando family have picked up a tyre sponsorship, due to the poor quality of rubber on their EH's. Apparently it doesn't last as long, as the manufactures say.

Whilst flicking through the many car magazines at the news agents, a few members have been fortunate to have their car grace the pages.

This edition marks the 9th year of the newsletter in this format and my last as editor as I WILL NOT put my hand up for editor again. I would like to thank those few members that have sent in articles and info for the newsletter. It is much appreciated.

Editor@ehcarclubwa.org.au



MAIL BAG

The club gets heaps of mail and we have published just some. All mail received by the club is answered. The club does not necessarily endorse point of views expressed in these letters. If you would like to publish your letter or opinions in this newsletter please send in your mail.

Hi Vera!

Just wanted to write a few lines to thank the club SO VERY MUCH, for their part, in making my week-end ABSOLUTELY FABULOUS!

I'm a chick, with zero mechanical knowledge, with a deep seated love of the legendary EH Holden, who has been fortunate enough to be able to purchase what appeared an almost unsalvageable shell, and with the expertise of a guy with as much passion as myself to do 'my old girl' justice, who is a panel beater by trade, I have the car that I LOVE SO VERY MUCH, that culminated into me taking home Runner - Up Original Sedan!?!?

I am utterly BLOWN AWAY, and feel so very proud and privileged, not only for my peers to be able to see what I always thought was kind of special, but to have learnt so many cool stories from fellow EH lovers, as to how "their babies were born"!!

Mitch is an absolute diamond! What an exceptionally knowledgeable EH owner, and talented mechanic, but more importantly what a all-round great, salt of the earth Aussie bloke! Him replacing the master cylinder @ the show & shine meant that the week-end I had looked forward to for so long would come to fruition, and I am so very grateful for that.

I genuinely feel I have made some life long friends, and so look forward to being involved for a very long time.

YOU GUYS ALL ROCK!!!

Thanks so very much, see you soon.

Marissa x



Madam Pres

Four or more years ago, along with numerous other members, I put my hand up to say I'd support an All State Run if it was held in WA. Unfortunately it wasn't possible for me to attend the whole ASR; my son and I could only get to the Show n Shine on Easter Saturday.

One of the first things I noticed upon arrival was that virtually all of the other members who had said yes several years ago were not present. In their place were dozens of relatively new members, all as keen as mustard to be part of an inaugural event that we may never see in WA again. My hat goes off to them but I am left wondering why, with four years to plan, many of the longer term members couldn't demonstrate their support for the event - and promotion of our favourite Holden?

I guess the real issue I have is the disappointment I feel when people make a commitment then don't act on it. Far better not to make it in the first place.

We were very impressed by the Butler families' efforts to create a successful event. You achieved your objective, Well done and sincere thanks.

Roger Staley

Sent by BlackBerry from Zain Zambia

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POST



CAR -LENDAR

July

Sunday 19th

AGM - Concession 404

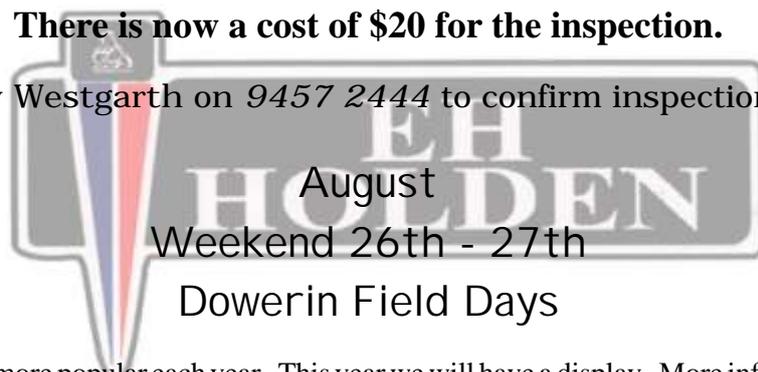
Vehicle inspections from 10:00, then there will be a free sausage sizzle and softies while having a chinwag from 12 noon. The AGM will commence at 2.00 pm and all positions are up for election.

The venue is the Veteran Car Club rooms situated 265 Hale Road, Wattle Grove. UBD page no.292 grid ref. A15.

Members with concessionally licenced vehicles are reminded that the examination will also be on this day. Now is the time to ensure that all vehicles are roadworthy and comply with all concessional licence requirements. All members who had work requirements from last year are reminded that all such items must have been addressed or the vehicle WILL NOT be passed. Members are also reminded that vehicle modifications other than factory fitted options must be removed and replaced with original equipment or the vehicle will not be passed. If a vehicle does not comply in these ways it must be put back on standard licence.

There is now a cost of \$20 for the inspection.

Call Ray Westgarth on 9457 2444 to confirm inspection time.



August

Weekend 26th - 27th

Dowerin Field Days

This event is becoming more popular each year. This year we will have a display. More information to follow.

September

TBA

What's in ya shed

Club member Brett Wahlert has invited the gang to drop by his shed for a sqiz at his toys and an obligatory BBQ.

October

Sunday 18th

Classic and Awesome Rides Show

The club has been invited to display our cars at the first every CARS. The venue is the Cannington Show grounds and the weather should be nice this time of year. This event will become an important one on our calendar

Weekend 24th - 25th
Ward Farm stay

This weekend away, like the Doncon farm stay has become a must do for many members. Leisurely drive via Narrogin Pub on Saturday, then good old country hospitality. Big fry up on Sunday before heading home



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RUN REPORT

Waroona – Australian Car Day

Traffic was bumper to bumper on all roads leading to Waroona on Easter Sunday as an estimated 12,000 people came for the Australian Car day.

It was a great day for car buffs, who were able to talk to the owners of the more than 500 classic cars on display.

It was a great day for the many family groups who enjoyed the warm autumn weather, the entertainment, the food and the wine.

Several members, including some eastern state ASR delegates, that didn't take part in the driving events at the ASR made the trip up to Waroona from Busselton, whilst a few WA members made the trip from Perth for the day.



Pictured is a 1967 Franklin caravan which has been painted to coordinate with the EH Holden tow car. But this retro rig wasn't just for show – owners John and Ria V had driven it right across Australia from Victoria to Western Australia to attend the ASR.

It is reported that the 'Sting Ray lads' had some mechanical issues with the ute and had to do some running repairs to get home.

National Heritage Day - Quindanning Pub

As with last year's run we teamed up with the Monaro Car Club for a cruise to Quindanning for a bite to eat. The northern metro members met at East Perth before cruising 53 miles as a group down the freeway to the southern meeting point at North Dandalup. A quick refuel for the thirsty ones amongst us then it was onto Quindanning some 45 miles away where we met up with the country members.

In total we had 11 vehicles outside the pub. Unfortunately the Monaro members decided to leave their old girls at home, which isn't really the purpose of the Heritage day.

Once inside we got down to chatting and mixing amongst the groups. It was great to see that John Brown made it across from Wickpin as did Bruce and Lesley Ward in a Monaro from Tincurrin. As expected the food was delicious.

The afternoon slipped away quickly and before you knew it we said our goodbyes and headed home. Many chose to go back via the inland road via Boddington then Albany Highway which made for a nice round trip of 250 miles.

From all accounts 1178 vehicles took part in the Heritage Day run throughout WA, 1000 of those went to Gin Gin for the Annual All British Car Day.

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COVER GIRL

In 1965 it rolled off the Perth production line with a chassis number of 18666P.

The previous owner had the van for some 20 years and word has it that it has been various colours, including white, yellow, red and finally grey. Added to this were the various engine and transmission combinations over the years.

When I got the vehicle in April 2005 it was in desperate need of attention. The first job was making it road worthy before heading off for panel and paint work. The mechanical work was given to the lads at Street Scene then to 'Shorty' who had done the original restoration, and was now given the task of rebuild number 2.

The colour choice and the paint type was easy as it had to be the original GMH Gundagai Grey – but with a modern aspect, therefore some blue was added in Acrylic. The dash was to remain the General's Dartford Grey whilst the engine bay which would soon be devoid of superfluous wires and holes, retained the Perth production line 'off black' colour.

Whilst the panel work was taking place in a back yard shed, all bright work was stripped and sent to be re-chromed. Some much worn EJ premier seats that came with the vehicle were stripped, repaired and repainted before being re-trimmed in two tone vinyl. The crash pads were modified to suit the new instrument cluster and also re-trimmed in grey. The new instrument panel was milled from a block of billet aluminium and VDO Cockpit Royale gauges were added. The EH style gauge cluster was overlooked and twin HSV style binnacle pods were put in its place.

It was now time to consider a complete heart and drive line transplant. The van had a stout 186S with a Yella Terra head and twin SU carburettors paired with a Celica 5 speed gearbox and standard Banjo diff. All of which were now very tired.

I had seen V8 conversions before but didn't like how the modern EFI engines looked 'shoved in' and a Chev was out of the question, as these too had been done to death. I wanted to have a vehicle that GMH should have made way back then, so an early Holden V8 was the answer.

After a few months of getting 'advice' on whether a 253 or a 308 was better, Mitch O'Brien from the Club had an original bore 253 out of Allison's first car. The engine came as a block and several buckets of parts. I was also in the right place when another complete 253 with Trimatic came up. So both engines were sent off to build a warmish motor for the van.

As the once sedate 149 powered delivery van was now becoming a V8, modifications to the firewall and tunnel were required. Under the watchful eye of the build master, John Donis from Street Scene Automotives in Wangara, he set about cutting out the General's sheet metal.

The new tunnel was hand rolled from stronger steel and lifted a good 25mm to allow for the Trimatic. The firewall now gives a good 15mm clearance to the block. John D made new engine mounts, cross member, extractors, stainless exhaust, brake lines, fuel lines and many other things on the car. His brother Vic made the 80 litre fuel cell that now allows the PV to have a longer range than the standard 40 litre tank.

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A Holley 670 Street Performer on top of an Edelbrock manifold feeds the 98 RON to the motor which was painted in Holden 179 red. Spark is provided by a retro distributor and coil setup. A set of finned old school aluminium rocker covers found their way into my hands, but the decision to stay factory won the day.

The Trimatic was rebuilt and modified to give better performance and a 9" diff with 3.00:1 ratio, 28 spline axles was added to the rear end to give good cruising and indestructibility.

A front mounted rack and pinion steering based on a HR front end, Torana drop spindles, Commodore collapsible column married to an HQ head was installed. The steering wheel is billet. As with the engine, I received plenty of advice re the pros and cons of rear racks v front racks. It all comes down to turning circle.

The van now had more 'get up and go', so the issue of stopping was addressed by adding 290mm cross drilled and slotted disk brakes up front with boosted EH drums at the rear.

As the van needs to get out and cruise the Perth streets during summer, and attend the odd country car show, a reliable cooling system was in order. A custom 4 core, triple flow radiator (18 litre capacity) fitted with twin rear mounted thermo fans was ordered. Unlike most cars this radiator leans backwards in order to gain an extra 100mm of height, thus gaining more surface area, and therefore more cooling.

To keep in line with the Aussie made flavour, I went for some custom made 16 inch billet alloy rims from Dragway. The front is 16 x 7 whilst the back has 6 x 8, these were shod with some German rubber 205x45 Front and 245x45 rear.

The car was finished just in time for the EH Holden All State Run (Nationals) held this Easter at Busselton and took off Top Modified Commercial.

I consulted with a DPI certified engineer all through the build process and this makes life a lot easier when it comes to licence your modified vehicle.

Thanks must go to, John, Vic and George Donis, Marion Pitch (Shorty), Mitch O'Brien, Phill Hutton and of course my wife, Vera Nolan who has no idea how much has been spent.





Bob Hurrell



John Brown



John Nolan



Robert Koch (NSW)



Marissa Adams



Mick Williamson



Ray Haydon



Jason O'Leary (QLD)



Phill Hutton



Warren Fuller



Mitchell Rando



George Staunton (VIC)

WA & Major Trophy Winners - April 2009

ASR PEOPLE



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ASR REPORT

Thursday

The long awaited ASR in WA was finally here. And like in 2007, the Nolan's had entered two cars. This year it was the wife's Prem wagon and my panel van. The latter was being towed down to Busselton as it was finished only days earlier. Before we set off on the trip we stopped at 'the family mechanic' to inflate tyres, recheck oil and water plus check the trailer. It was here that we identified two mechanical faults with the Prem. The first was a small hole in the heater hose (caused by the fan hitting it) and the second was a worn inlet manifold gasket. So after a couple of hours fixing this we were on the road to meet up with Mitch and Alison O'Brien at Kelmscott.

Our decision to take the South Western highway proved to be beneficial one as a Harvey Beef truck rolled over near Lake Clifton and traffic was backed up for 20km.

We arrived at ASR HQ mid afternoon, checked in, unpacked, unloaded the PV, grabbed a beer then made our way to registration. The goodie bag contained all sorts of things. A general comment from some was that they were disappointed not to get a shirt in the State colours of black and gold.

I didn't take long for all the kids to meet up and start exploring the resort on hire bikes, whereas the adults ripped the top off a few well earned stubbies whilst perusing the car park checking out EHs.

That night was the welcome BBQ and thank God for Mario Constatini, who happens to be a chef by trade. He had the 'volunteer chefs' flipping snags and steaks like professionals. The amount of food on offer meant that no one went hungry.

The Prez got up and gave a welcome speech and with formalities over we got down to socialising.

Friday

Today was scrutineering in the morning at a local mechanics then a mystery run throughout the surrounding district in the arvo. The scrutineering gave the blokes a chance to drool over and under the cars. The limo only just made it onto the ramp for the once over inspection. The standout of the morning was the Green Machine and all agreed that we were looking at the Grand Champion for 2009.

Whilst some were off touring, the rest took advantage to do some minor repairs and grab the garden hose to clean the cars ready for the show 'n shine the next day. For some of us the cleaning took several hours.

That night there was a BYO cocktail party at the local tennis club. Naturally the kid tribe has swelled and they found the rackets and proceeded to run amok on the courts.



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Saturday

I awoke to some drizzle and the sight of Peter S and his mate snuggled under crocheted blankets in the front of his ute, apparently they spent most of the night unsuccessfully fishing for sting rays. Thankfully the drizzle lasted only an hour. The show 'n shine was at Signal Park, located on the main street adjacent to the beach. WA had the largest contingent of cars and therefore three rows were allocated to us. Bob H, Mark C and I headed down early in order to set up the display.

As with all of our displays, parking in a straight line, with steering wheel straight seems to be a real issue. After much manoeuvring and reparking they all looked a treat.

It was pleasing to see that 4 members (Roger S and Son, Ray F and Gordon D) made the effort to come down for the day to display their cars. There were also some members that dropped by for a look.

By 9:30 the word had spread that the EHs were in town as the public started to come in. The Green Machine attracted plenty of attention as did EHG3. The WA club set up a marquee on the perimeter and was well attended by visitors throughout the day. A few new members were also signed up.

To add to the display, Mitch O'B gave a live demo on how to change a master cylinder; this was well received by the public and the owner.

By 3:30 we were all keen to pack up, have a group photo, then headed back to ASR HQ for a quick beer and a tub before heading out to dinner and Karaoke. The food was once again outstanding and there was enough for seconds.

Once dinner was done it was time for the Karaoke with the kids leading the way. The impromptu DJ (code for JD) encouraged yours truly to get up and sing. I tried to explain to him that my song choice may not be everyone's cup of tea. In the end I was proved right.

Sunday

Driving events at Collie Motorplex today, this meant a 125 KM drive through scenic dairy country and Marri forests. This was until we encountered a farmer moving his cows from one paddock to another. And what does a cow do when crossing the road? Why cover it with fresh, warm dung of course. So there were a handful of us with cow shit now covering the undercarriage. After a quick wash down and a refuel (the v8 sucks a little more juice than the 149) it was on the road again to Collie.

Once there we parked up and were given a safety briefing before the fun started. Before we dispersed there was clarification for the 'stockies' amongst us, as they wanted to know whether they can do burnouts or not.

The events at Collie were garage parking, drop a spud, go to whoa and slalom. Near on everyone had a go at each event and it soon become evident that the ASR regulars had done this before. A couple of WA club members however decided that a full strip burnout was in order and this effort pleased the crowd.

The kids were kept amused with plenty of things to do as you hardly knew they were there. Lunch was gourmet roll and once again it was very good. The day has slipped away and it was soon time to pack up and head back to Busselton.



As the cars left, many took advantage of the 8th mile track to have a grudge match drag race. Some were a tad one sided due to V8 vs. red 6 even if a head start was given.

The trip back to town saw a few mechanical, fuel and the law incidents, the former being the Prez doing the generator and the latter being the lads in the Green Machine. It seemed there was a slight miscalculation on the MPG and lucky for them MOB was on hand to save the day for them, while a local returning from Waroona stopped off and offered help for the Prez.

So for some of us were a wee bit late getting ready for the Grand Finale at the Hotel, this would be the first time that we would experience their catering. The bar had been set very high by the others.

Seating was informal but the kids had two tables to themselves and they were fed first which meant that they were out of our hair.

There was huge interest in collecting the placemats and quite a bit of horse trading was done by some to secure the set of three. Dinner was then served and this caused some confusion with the staff as there were no placemats to put the plates on.

One of the things on the night that didn't run well was the silent trophy presentations. The winners were put up on the big screen without any commentary. For round two Neil got up and announced the winners as well.

It was good to see that WA members did all right on the night with 10 out of 44 trophies on offer. Four gongs for Top original Sedan, Top Original Commercial, Top modified Commercial and Top Original Interior. (See list on following page for all trophy winners)

With the presentations done everyone was itching to let their hair down on the dance floor, but sadly this was not to be as there was no band or DJ organised.

This just meant that the bar got a flogging and several parties were had back at rooms.

Monday

'All over bar the shouting' as they say, time to pack up, load trailers, have some breakfast and say cheerio to the delegates and hit the road. We will do this all again in Canberra in 2011.

As the Prez was tied up with the ASR close out meeting we had a late departure, not a wise move for those that know what it is like heading back to the Big Smoke after a long weekend. Things weren't too bad until we hit the traffic jam 7km south of Pinjarra. The Prez's Prem making plenty of noise from the bugged generator and starting to huff and puff with the temp light threatening to come on, we pulled over just as steam and coolant made an appearance.

Lucky for us we were within 10m of a farm driveway and fortunately the owners were home. They allowed us to leave the Prem overnight as it would not have made it to Pinjarra. An interesting fact is that in 1964, WA had a population of 775,000 in 2009 the population is 2,200,000. Cooling systems on cars have gotten a lot better.

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POST



FIRST MILLION

Some Modifications

1948: The first car, a 21hp 6 cylindered sedan, had a wheelbase of 8ft 7in. It was upholstered with either light grey or red leather with vertical pleats to the top of the seat.

1950: A horizontal bolster was incorporated in the top of the seat trim, both in light grey cloth and red leather.

1951: The door locking button was relocated from the back to the front inside of back doors.

1952: The light grey cloth upholstered was discontinued.

1953: Munroe-Wylie tubular shock absorbers (giving air-cushion ride) were fitted in February. October saw a "bulls-eye" tail light replacing the rectangular concurrent with the introduction of the face lifted FJ model.

1954: The cigarette lighter was moved from over the glovebox and placed over the ashtray. From engine No. 136885 there were modifications to the brake master cylinder; the sleeve assembly baffle was omitted and superseded by a louver baffle as the integral part of the reservoir.

1955: This year saw the introduction of G.M.H Delco shock absorbers. From August, Holden carburettor had the horizontal pump discharge channel fitted with ¼ x 32 screw in lieu of the drive plug. The upper control arm inner pivot pins were revised from 30-40 ft lbs to 70-80 ft lbs in July. The front propeller shaft housing was changed from a steel pressing to an aluminium alloy casing from engine No. 189017

1956: A completely redesigned car, the FE introduced in July

1957: Station sedan introduced. 413,000 Holdens produced to end of year.

1958 - May: Revised FC models with more open grille and 7:1 compression ratio. Tenth Anniversary in November.

1959: Model FC series. Now with small fins on rear fenders. Badge on bonnet replaced with Holden nameplate.

1960: Completely redesigned FB series.

1961 - May: Facelift to make automatic available for EK with open ventilator, embossed instrument panel and finer mesh grille and electric wipers.

1962: New low look EJ models. Similar to G.M.'s American compact cars. 25th October Millionth Holden produced.

1963: EH Models with 179ci or 149ci motor, new grille and tail lights.



EH All State Run 2009 Trophy Winners

Trophy	Sponsor	E. No.	Name	State
Grand Champion	Fennessy's Holden	55	Robert Koch	NSW
Overall Champion	Rare Spares WA	11	Jason O'Leary	Qld
GM Holden Award	GM Holden Ltd	3	George Staunton	Vic
Top Original Sedan	JOLT Engineering Pty Ltd	4	Bob Hurrell	WA
Top Modified Sedan	Colt Industries Pty Ltd	11	Jason O'Leary	Qld
Top Original Wagon	The Samovar Café	3	George Staunton	Vic
Top Modified Wagon	EH Car Club of NSW	9	Gordon Cornish	NSW
Top Original Commercial	Empire Margaret River	40	John Brown	WA
Top Modified Commercial	EJ-EH Holden Owners of Southern NSW	65	John Nolan	WA
Top Engine Bay V6 - V8	Michael & Helene Scott, Tasmania	11	Jason O'Leary	Qld
Top Engine Bay 6cyl	EJ-EH Holden Owners of Southern NSW	22	Cristy Turley	Vic
Top Interior Original	Rare Spares WA	4	Bob Hurrell	WA
Top Interior Custom	Cole, Cole & Associates CPA Accountants	55	Robert Koch	NSW
Longest Distance Travelled	Pro Busselton	18	Phill Hutton	WA
People's Choice Award	EH Holden Club of SA	55	Robert Koch	NSW
Runner Up Original Sedan	EH Holden Car Club of WA	38	Marissa Adams	WA
Runner Up Modified Sedan	Barry Chamberlin	22	Cristy Turley	Vic
Runner Up Modified Commercial	Blu & Jacqui Reader	58	Ray Hayden	WA
Runner Up Engine Bay V6 - V8	EJ-EH Holden Owners of Southern NSW	55	Robert Koch	NSW
Runner Up Engine Bay 6cyl	Street Scene	9	Howard Carter	NSW
Runner Up Interior Original	EH Holden Car Club of Victoria	3	George Staunton	Vic
Runner Up Interior Custom	EH Holden Car Club of Victoria	11	Jason O'Leary	Qld
Top Male Driver	Rotary Tools (Aust) Pty Ltd	23	Howard Carter	NSW
Top Female Driver	EH Limo Group	11	Jennine O'Leary	Qld
Male Precision Driving	Pro Busselton	14	Peter Lenthall	SA
Female Precision Driving	EJ EH Holden Club of QLD	11	Jennine O'Leary	Qld
Male Drop-a-Spud	Pro Busselton	51	Mick Williamson	WA
Female Drop-a-Spud	Bob Hurrell	11	Jennine O'Leary	Qld
Male Go-to-Whoa	EH Holden Car Club of Victoria	53	Mitchell Rando	WA
Female Go-to-Whoa	Colt Industries Pty Ltd	7	Debra Schubert	Vic
Male Slalom	EJ EH Holden Club of QLD	23	Howard Carter	NSW
Female Slalom	EJ EH Holden Club of QLD	11	Jennine O'Leary	Qld
Runner Up Male Driver	EJ-EH Holden Club of ACT	14	Peter Lenthall	SA
Runner Up Female Driver	VCOMP	65	Joanne Dewar	Vic
Runner Up Male Precision Driving	EJ EH Holden Club of QLD	23	Howard Carter	NSW
Runner Up Female Precision Driving	JOLT Engineering Pty Ltd	14	Lyn Lenthall	SA
Runner Up Male Drop-a-Spud	Link Brokerage	23	Howard Carter	NSW
Runner Up Female Drop-a-Spud	Bob Hurrell	14	Lyn Lenthall	SA
Runner Up Male Go-to-Whoa	Busselton Dunsborough Mail	23	Howard Carter	NSW
Runner Up Female Go-to-Whoa	Rare Spares WA	64	Joanne Dewar	Vic
Runner Up Male Slalom	SW Development Commission	26	Kevin Ward	SA
Runner Up Female Slalom	Busselton Water	64	Joanne Dewar	Vic
Encouragement Award	Shannons	45	Warren Fuller	WA
Hard Luck	Danielle Galati Memorial (Who past away just after Bendigo ASR 2005)	8	Mick Warne	Vic