



E.H. HOLDEN

Spring
2014

CAR CLUB OF W. A. **Members' Newsletter**



In this long overdue spring edition we get the low down on how club members rolled up their sleeves to help out a mate, a couple of good looking roosters answer hard hitting questions in member profiles, the mail bag makes a long overdue return, our resident tinkerer tells us about awesome red donks being built in Perth, Lost Perth photos get a run as well as some Instagram pics plus a shit load more!

E.H. Holden Car Club of Western Australia Inc

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INSIDE COVER

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Ray Forster

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1. Inside cover

A page with all the important stuff on it

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11. Suppliers page

A list of suppliers that do the right thing by the club and it's members, so please consider these guys when restoring your vehicle

12. Club Calendar

The page that needs to be ripped out and hung on the fridge or the dunny door!



Disclaimer.

The EH Holden Car Club of Western Australia or its members are NOT responsible for the truth or accuracy of any articles or advertisements appearing in this news letter

Pres's pen

Welcome to my first Presidents report since being elected to the 'to job' again. I am super keen and energised for the year ahead as I have a great team to support me. Before I go on I must thank the last committee for their efforts in what is a thankless task. To pull off the club's biggest event, the 50th birthday bash, without a hitch was fantastic! Thanks to Ray for taking the reins whilst I got 'my vibe' back and on behalf of the members I wish you all the best with your health.

Our membership covers most of this big state from Ascot to Argyle, Byford to Esperance, Kingsley to Kalgoorlie and Mandurah to Merredin, giving us a statistic of 25% of our members residing outside the CBD. So I think we need to see you guys a bit more and as the old saying goes, if Mohammed won't go to the mountain... It was nice to see a good turn out at the Targa West display day at Langley Park in August.

As of this month we have 60 paid up members of which 6 are female. Our youngest member is 28, our oldest member is 72 and the average age of our members is 52.5. It would be great to get that average down to the low 40's. It's not a hard ask but we may have to reinvent ourselves somewhat.

Currently we have three members on 24 years, one on 23, one 18 and a big group on 16! Congratulations and thanks for your continued support. Unfortunately due to budget cuts the gold watches have been discontinued! Since the AGM we had the fun bus up to WA's first inland town of York for the motor fest, unfortunately it was a wet day so not too many cars on display, but a great day was had by all with a few laughs and bad jokes on the way back! My thanks to Robert Bailey, our chauffeur, for the use of his bus and more importantly putting up with us. Next event was the CMCWA quiz night where we had 4 tables of great minds! Unfortunately the questions were so left of field that all but the professional quiz nighter struggled to get 50% of the questions right! But once again those that attended had a blast and our kids table scored the wooden spoons!

I realise that I sound like a broken record, but I'll say it again. It is the opinion of your committee that if you are a member that has a vehicle on concession 404 plates through our club we expect to see you and that vehicle at a minimum of 4 events. I don't want to have to take the big stick, but if you fail to comply action will be taken and that may mean a withdrawal of your membership.

So please do what you need to do to get your 404 cars to GM Owners Day on November 16th and the Christmas party in December!

This ruling affects me as well and I like the rest of the committee have no issues with doing the right thing by both the club and the 404 code.

We have our Fathers Day (September 6) fund raising sausage sizzle coming up at Repco Joondalup, who has been a generous sponsor. I would like to see members giving up a couple of hours to not only display their car but help burn a few snags. FYI money raised at such events go straight into purchasing things for our members, for example the club trailer and the big red tent to name a few.

Planning for our big weekend away at New Norcia is now complete I am really looking forward to it as I trust you are as well. I think it may be too late to attend but if interested please contact Robert Bailey to confirm as time is running out.

Lastly please support our generous sponsors where you can as without their support the 50th anniversary day wouldn't have got off the ground

Enjoy the read and see you all at the next event

Madam Prez! :)

President@ehcarclubwa.org.au



Ed says

Over the recent months, I've been chatting to a few different clubs and they all have one thing in common and that is that their membership numbers are on the decline. So we here in EH land, aren't 'Robinson Crusoe'

I liken this demise to what test cricket has been through and that is only the true believers, i.e. purists have maintained the desire to be part of a club.

Yes there will be members that 'need' to belong to a club due to club licence and cheaper insurances, but generally those members are in it for themselves, kind of like Clive Palmer is with Parliament.

With the rise of these 'weekend warrior' groups such as steel bumper, custom and coffee etc who are like the Twenty20 cricket game, bright colours, entertaining and over in 3 hours! The traditional car clubs need to reinvent themselves to challenge the glitz and glamour short timers or like the dinosaurs we will become extinct! And this is what your committee is trying to do, i.e. reinvigorate the club and bring the camaraderie and fun back into being a member. As we should all agree that we get bloody good value for our membership money!

What is bloody obvious to me is that too many of us sit back and think "I've paid my subs, so why not let the committee do all the work?" That's fine but don't get upset when the elected committee makes decisions based on the many and not the few. As at the end of the day they are elected to run the club to suit the majority.

We have a terrific group of individuals that will go above and beyond to make our club a place that owners of EJs and EHs will fight each other to join! So as the late grate JFK once said *"My Fellow EH members, Ask not what your club can do for you, ask what you can do to help the club!"*

This is still our cars big 50th birthday so please make every effort to bring them out of the shed and let 'the average Joe' see what a great Australian made car looks like. The GM owners Day is in late November so you have been given fair warning to get her looking pretty for her party!

ED



<https://www.facebook.com/groups/112708808754544/>



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,

I'm doing a 3speed syncro box conversion on my wife's EJ 138 grey motor sedan, and we are experiencing an issue with the gearbox mounts, they're not lining up correctly. Dellows did the housing and we had to use the FB-FC metal mounts on the housing and we are using the standard EJ rubber mounts and it's about 1 - 1.5cm out, my wife's in the EJ-EH club here in QLD but the only guy who's done it was on a EH with a red motor. Im trying to contact anyone in Australia as surely someone has been there and done it before .

Any help or contact would be greatly appreciated

thanks

Scott.

Hi Scott, I received a copy from our President regarding your enquiry. I seem to be the first to ask as I have a few EJs, but I have not done a conversion like yours personally. I will put a few questions to a few other people I know and see what answers I come up with. I guess if you are running a synchro box you have had to change to floor shift as I believe the linkages are on the opposite side if you have used a later box from HQ onwards.

Let me know

Kind Regards,

Adrian Reid

Thanks for your reply Adrian, we've sent emails to every club in Australia but only received your reply, the column we are using is custom made by Roger Hancock www.earlyholdenparts.com.au and we have guys in our QLD club who have done

this and the column works great, but they are EHs and are using red motors thus a different mounting point, so yes it would be greatly appreciated if you can put it out there cause there has to be someone in Australia who's done this before, The box is a HK-TG box and linkage is on the drivers side. heres some pics of the left and right side and as you can see its about a centimetre out each , i know i could just drill it to suit but i wanted it neater .



thanks again for you help

Scott.

PO Box 644, Cloverdale WA 6985

POST



I azarus

A Diamond in the Rough... Glenn's EH Rescue

For many of us the phrase "A diamond in the rough" is how we all love to describe our vehicles. This is certainly the case when Glenn Callaway's EH sedan was given a long overdue going over..

Back in February this year I received a phone call from John Nolan with a request "Do you know anyone who has a running red motor? Glenn's EH has just died. To which I replied "Yes I do know someone... ME.

The next question was "could we do the engine swap at my place", seeing as the motor was already here, and I have an engine hoist, the answer was a definite "Yes". I was then asked by John if maybe we could get fellow club member Barry Chamberlain to have a check over of the motor, seeing as he is semi-retired and looking for something to do, and if I could drop it off to him to inspect. Also see if we can get a few of the other club members to help out as well...

Sure it seems like a simple enough request, swap the motor and get Glenn back on the road ASAP. Well, I think all that assisted with the "engine swap" would have liked it to have gone that way.

Prior to the "Glenn Project" I had my wife (Julie) yells out to me (while I am outside in my shed), "Do you want a free red motor? It's on Gumtree". To which I replied "Not really", seeing as all my vehicles are either grey motors, V6 or V8... But then I had a change of heart, "Where is it?" "Just down the road in Mandurah, all you have to do is remove it from the car", "Well in that case why not, maybe if Glenn's car needs a motor one day I will have one for him" I laughed.

So with a quick phone call, hook up my trailer and a drive down south, I was pleasantly surprised to see the motor was still intact and able to be started. The owner had a makeshift petrol supply (a 600ml coke bottle with a hose to the fuel pump inlet, and a wire direct to the coil from the battery) he gave it a quick jam of a screwdriver across the starter solenoid, and vroom she roared into life and then settled to an idle, loud but quite nice for not having a full exhaust system on it, only 1 foot of pipe out the manifold...

So within an hour the motor was in the trailer heading back to my place for a "Just in case".. Little did I know Glenn would be requiring it so soon, as I only had it a few weeks before I got "The call"...

John had received a phone call on Glenn's behalf informing him that the EH refused to start, and RAC had arranged a tow back to Glenn's place. After some phone calls by John he managed to get a mate of his to get Glenn's car towed on a tilt tray down to my place for "mate's rates".

Seeing as the donor motor was already out of a car, I was able to take it over to Barry's place for a "once over" before Glenn's EH arrived. Seeing as I haven't used any red motors for a few years I had a few spare gaskets and a water pump stashed away, so I dropped them off to Barry to use as needed.

Well Barry got right to work on stripping the motor down and checking it from top to bottom. After inspecting all the bearings and rings etc., Barry decided that the bearings would need to be replaced and the head was sent to be machined to make flat again. Luckily the cam and lifters, cam gears and the pistons and rings were still good, at some stage the motor showed signs of being rebuilt not too long before, so was a great start to the budget rebuild.

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After a few weekends at Barry's and parts being replaced as required, he also went into his stash of parts and donated a starter motor, a brand new oil pump and other items as well, then there is all his time and effort to get the motor ready for transplant... Thanks Barry

A few more phone calls between club members a weekend was locked in to pull out Glenn's motor, with (Then President) Ray Forster, Mark Cole, John Nolan and Glenn to over-see the removal of the tired old motor. Once out we realized that there was no chance of the car rusting any more, as there was oil and grease everywhere....

With a good going over with a heavy duty degreaser and high pressure sprayer (twice or was that three times?) the engine bay and under carriage looked the cleanest it has for a while.

Now I must point out that Glenn is unable to work on his own car for a few reasons, and those who have been in the club for a few years will know him as being a man of few words, but always doing his best to come to events, and keep an eye on our cars when we are off gas bagging.

Now not all of us are mechanically minded or have the workshops and sheds to fix our own cars when needed and this also applies to Glenn, so when the call for help working on Glenn's EH to get back on the road there was a great response from a select few club members.



Once the old motor was out, parts were removed and found the main cause the engine no longer ran was the starter motor, it had given its last crank down to slices of carbon brush left to transfer the power to the now heavily oiled starter (could have been a hydraulic pump).

Also at further inspection I noted the alternator had also worn brushes, (I happened to get a better alternator with the donor motor so that was a win) also the spark plug on no.6 cylinder was loose and unscrewed by hand, and showed signs of lots of oil blow by from the cylinder. And if that wasn't enough the spark plugs in 1 and 2 had been running hot and the other spark plugs were dirty as well, the distributor cap had a whole terminal that had burnt out on the top and another underneath, the rotor had a burnt edge,

points had a mountain sized lump and yet she still ran...

Tough to stop the mighty old red motor!!!

Once the required parts for the "new motor" were removed, sump, oil pickup etc.

Barry completed the engine rebuild and sealed everything up, ready for installation. He even had a custom red motor transport frame to hold it up in the trailer which was a great help.

As per usual the more you look the more little things we spotted that required attention. 1st was the motor, next was the radiator, it had seen better days. Now who to ask to fix the radiator?

Well Dave at Maddington Radiators took on the challenge after explaining the rebuild project for Glenn and really stepped up to plate with this one. Not only did he fully flush and clear out the 70% blocked core, checked and pressure tested and fixed leaks, he cleaned the auto transmission pipes, painted it gloss black and supplied a new thermostat and radiator cap all for as he described it "an hour of madness" ...

He has even given Glenn a 12 month warranty as well... I was absolutely chuffed to say the least. So please go and see Dave and get your radiators serviced, but don't expect any freebies like this one! Except for his great advice... Thanks again Dave...This time a reservoir tank is fitted to keep the coolant where it should be in the radiator not the engine bay or road...

Another major sponsor to the project was George and John at Street Scene in Wangara, they also came to Glenn's assistance with supplying new engine oil, oil filter, paint for the motor and coolant. Also once the motor was running they worked their magic and got it purring like a kitten, or should that be roaring like a lion!!!! Thanks to them for all their work so far....

Anyway back to the installation, seeing as it is now less greasy it is looking like a great time to give it a bit of paint in the engine bay to tidy up where this now shiny red beast will be finding a new home.

Of course you clean one place you can't stop there, even at this stage my very patient wife and the kids have also given a hand to not only wash the outside and detail the inside of the car with a vacuum as well, A clean windscreen required new wiper blades , so we replaced them as well. Better than you get these days at the Holden service departments...

A new motor requires a clean gearbox, so guess what it, it also gets some attention as well. A new rear oil seal was fitted and a new oil filter and sump gasket too. I found some new gearbox oil in the shed just waiting to get into a gearbox, Here is a tip if you want to clean out your shed , start something like this project... ha ha.

With another weekend lined up with Larry Ilgen to assist we managed to get all the motor and gearbox back into the car safe and sound. Thanks Larry, of course there are lots of other items that need to go back onto the motor such as the carby, it is an 186S twin throat Stromberg. Mark Cole was also involved with the project and helped out with a new overhaul kit, and Ray stripped the carby and fitted the kit. A new air filter was fitted as well as extractor gasket. Thanks Mark and Ray.

A few other items such as new distributor cap and rotor, points were fitted as well. The wiring in the engine bay required a good tidy up, so that was also done. Seeing as there was a non-functioning oil gauge in the dash cluster it was swapped out for a volt gauge found in my shed to show the charge of the newly replaced alternator... it has been handy having parts that I have not found a use for, finding a new home, and clearing out my shed.. Those who have ventured to my place know all too well my organized chaos....

It is a bit of a regular question about what I have in my shed from family and friends, it might be easier to ask "what don't I have" and one of those I "did have" was a rare item how about a replacement "new" Superior 500" series steering wheel, the exact same style as Glenn's but in much better condition. Of course fitting the steering wheel revealed stripped bolts and the indicator mechanism was broken in 3 parts. Surprise surprise I had a brand new indicator mechanism that came with my Green EJ (Olive as she is known to us) the previous owner had bought it, but it was only a broken spring that needed replacing on my car. Glenn needed it more than I did, so on it went, and then the new steering wheel...

PO Box 644 Cloverdale W.A. 6985

POST



During the few weeks, (I say few more like 6 weeks) we found there were other items that I couldn't help but fix, like connecting the reverse lights up to the switch, and replacing the door switch for the interior light. Later I had been told Glenn was wondering why it was so bright now when he reversed out the garage at night... and he could see inside better when the doors were opened.

It's all the small things that add up to a lot.

Speaking of a lot, (besides my long story), is the need to stop the more powerful and refreshed motor. So Jason Hancock from Jason's Brake and Clutch in Midvale, donated a brake booster to assist the 4 wheel drum brakes, yes drums, with a 3.3 litre / 202 can be a handful at the best of times. Ray also came back for more punishment and rebuilt the booster with a new service kit. Thanks again Ray.

Another weekend and the brakes still were not up to scratch, I found a nice shiny red brake master cylinder in the shed so replaced that as well (the old one had corroded inside) more looking found seized slave cylinders and the like. So off with the wheels and a complete clean and drain of the fluid and re-greased all the cylinders, new brake fluid in and lines and cylinders bled then shoes adjusted.

By this time I managed to get the car running again to drive on the road to Jason's to have a new brake line made for the booster. After that we needed to adjust the brakes after settling in. Thanks Jason.

Now might have to buy a helmet for Glenn to make sure he doesn't smack his head on the windscreen it stops so much better now

Well once it left Jason's I was happy to hand the keys over for Glenn's car and clean my hands for the final time knowing I did as much as I could with the time I had it (only being able to work mainly on weekends) and trying not to rebuild someone else's car before mine, but hey it was like an adopted car for a while.

Not long after the brakes were done, the car was due for its proper tune up at Street Scene. George and John again came to the rescue with further work done on the motor and carby, tweaks here and there, tightening the bands in the gearbox as well, more new fluids in motor gearbox and differential.

Once Street Scene had finished with the EH. Glenn was contacted by George to say his car was ready for pickup when he was ready. So before George had realized it, Glenn was on a bus and on his doorstep to collect his pride and joy. Now remember how I said Glenn is a man of few words, well George tells me he has known Glenn for over 10 years and he has never heard him talk so much with praise for all involved in getting him back on the road again... I am glad he is able to talk about it so much after no doubt being speechless about all the work done, we might not have heard a word from him ever again!!! ha ha.

Now you might think, must not be much left to do, you would be wrong... Pedders Suspension in Joondalup were given the task to replace the front shock absorbers (John Nolan had some spare), and a full going over, with new tie rods ball joints and wheel alignment done....

Another supplier came to the rescue was Covs, with new brake slave cylinders all round, they finally gave in to the new brake line pressure. And again Street Scene to the rescue and fitted them. So finally Glenn's EH has the GO and the WHOA

A huge thanks to all the people involved in this "project" I was proud to see people in the club coming to another members rescue, in time of need... sorry Glenn for taking as long as it did, but I think the wait was well worth it !!!

Story by Adrian Reid

PO Box 644 Cloverdale W.A. 6985

POST



LOST PERTH

The latest FaceBook craze is the resurrection of lost photos of Perth. The page is flooded with old photos and here are a few that relate to our fair city and the EJ and EH



PO Box 644 Cloverdale W.A. 6985

POST

Barry's cnr

A few years ago I wrote an article for the newsletter about the engine for my car built by Tony of Noztec Crankshafts, at U1/35 Tate Street Bentley.

The 179 HP block engine was the original fitted when the car made its way down the production line, however for the last 4 years it has been 234 cubes and has accumulated additional 10,000 miles on the speedo.

I am pleased to report that my engine has been trouble free, (except for me always trying to get more out of the triple carbs) and has not been taken apart, or had any problems in that time.

Not long ago I was over at Noztec and noticed two Holden Red motors he is working on. The first one looked like the original motor out of an EH, it was mostly finished and fitted with a 3.3 blue motor (mains machined down) crankshaft to make the 179 into a 202.

The other motor is a 3.3 block (202) race motor with specially made pistons, Honda conrods, a steel girdle under all the bolts that hold the 7 main bearing caps in place

The top of the engine block is scalloped out round the sides of the cylinder bores to allow for the much increased valve openings, result of using a 700 thou lift camshaft.

The normal hydraulic valve lifters are replaced with chev roller lifters, the front and rear main bearings get extra oil from a tee piece fitted to the oil outlet for the oil pressure gauge, the 2 new oil lines connect to fittings that have been drilled and tapped in near the front and rear camshaft bearings which gets the oil to the main bearings, back and front.

So, some interesting motors being built by a highly recommended local WA engine builder.

Barry



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ASR pitch

With little over 8 months to go till the next All State Run held for the first time in the 'sun shine state' on the Gold Coast i thought I would give an account of why attending such events is a good thing.

My first ASR was in my home town of Bendigo back in 2005, where I entered my modified blue sedan. Another newby from WA was Bob Hurrell also with his stock sedan.

Club member Neil Butler is a regular at this event and it was at a club AGM in 2002 where he encouraged us to attend one.

So full of enthusiasm I packed up the car and shipped it to Melbourne, then drove up the Calder to the Bendigo to find myself surrounded by more EJ and EH Holdens in all shades of the rainbow than i have ever seen, cruising around this great inland city.

With each ASR the number and quality of cars increases. But please don't think you need to have a concours quality car to enter the event, it's all about the social aspect and chatting to like minded people and if you are in the build process then gaining ideas from all on display.

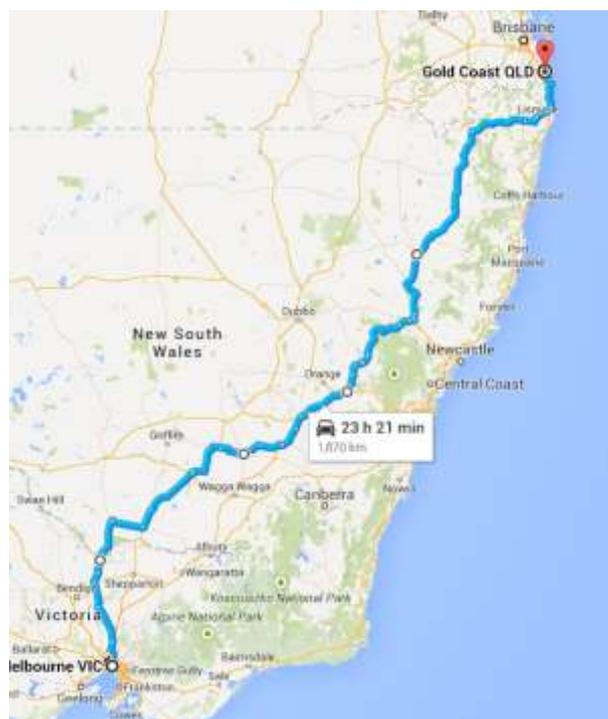
To me the highlight of the event is the cruise to get there. For Canberra the majority of us cruised together from Melbourne up the Hume Hwy via the dog on the tucker box. Mt Gambier we met up in Adelaide had a group dinner then next day headed off in convoy down to the Limestone Coast.

Plan is for this one is that we ship the cars to Melbourne then cruise together as a group with a couple of overnight stops on the way, like Bathurst so we can chuck a few laps, then Armidale via Tamworth to check out the Golden Guitar, then onto the Gold Coast via Tenterfield. That gives us 3 great days driving our old girls through some of the best country in OZ!

Each event attracts more WA contestants (last one had 11 with 8 cars) and those of us that go make sure we leave a lasting impression on the other states by being a fun bunch of people to be around.

If this has been in the back of your mind then I suggest you register your interest with Vera (she is one of the ASR delegates, Neil is the other) and book some accommodation on the Gold coast. All of the suggested places will give you a full refund if you decide not to go so better grab a spot now. If the cost of attending is an issue then the club is allowing those ASR entrants to use the BBQ trailer for fundraising.

I will be endeavouring to get some great transport deals from CEVA for both 1 way and return transport of our cars to either Melbourne or Brisbane.



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spot light on

NAME: Adrian Reid

COMMITTEE POSITION: Note Taker

OCCUPATION: Service Technician

SPOUSE: Julie

KIDS: Yes 3 silly us ?

CURRENT VEHICLES: Where do I start
, Newly Acquired EJ Panel Van, EJ
Wagon (Garden Art) 3 Ej's Special
Sedans, 1 stock, grey and
Hydramatic, 1 350 Chevy TH400, and
1 V6 TH700...

MEMBER SINCE: 2012

SPORTING TEAM: anything with wheels and a motor

PROJECTS ON THE GO: All of the above

DREAM CAR: One that runs and is finished

WHAT PISSES YOU OFF: Not enough room in my shed !!!!!

DESCRIBE YOURSELF IN THREE WORDS: Obsessive Compulsive Hoarder.



NAME: Robert Bailey

COMMITTEE POSITION: Vice

President & Events Coordinator

OCCUPATION: School Bus Contractor

SPOUSE: Rosanne Bailey

KIDS: Lee, Jayden and Keaton

CURRENT VEHICLES: EJ Special
Sedan (AKA Teddy), WM Statesman
and one orange school bus!

MEMBER SINCE: 2011

SPORTING TEAM: AFL Fremantle
Dockers

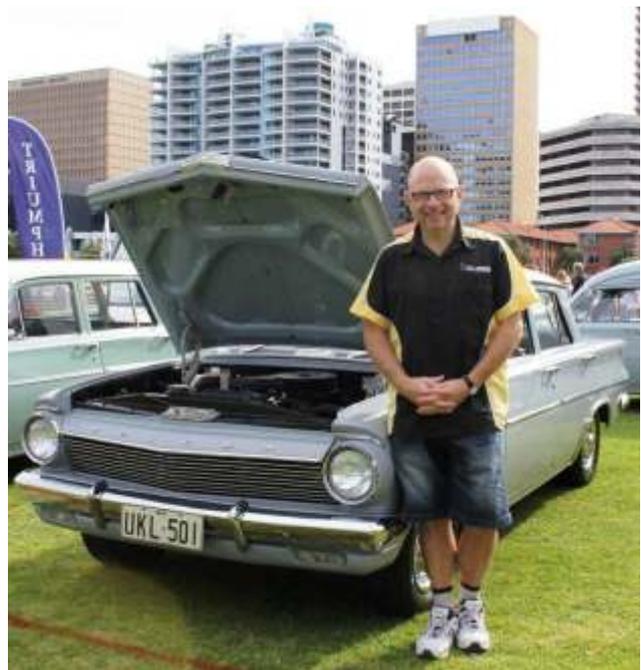
PROJECTS ON THE GO: Planning a
driving trip east.

DREAM CAR: Mercedes E63 W212.

WHAT PISSES YOU OFF:

Pedestrians/cyclists walking/riding on the right-hand side of the footpath.

DESCRIBE YOURSELF IN THREE WORDS: Content with routine!



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instagram

Instagram is an online mobile photo-sharing and social networking service that enables its users to take pictures and share them on a variety of social networking platforms, such as Facebook,



service bulletin

CIRCULAR



PRINCES HIGHWAY, DANDENONG
VICTORIA AUSTRALIA

REGISTERED OFFICE: SALMON ST.
PORT MELBOURNE

RETAIN THIS

Bulletin IN YOUR FILE
Copyright—All Rights Reserved

TO ALL NASCO DISTRIBUTORS & DEALERS.

G-1251.
5th September, 1963.

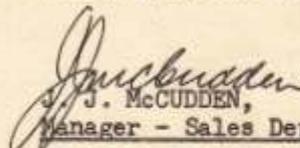
REWORKING OF 'EH' FRONT FENDERS

NASCO can still supply 'EJ' Holden Front Fenders Part Nos. 7415214 and 7415215 ex our Warehouse, but when existing stocks are exhausted, these parts will be superseded by the 'EH' Front Fenders Part Nos. 7421770 and 7421771 respectively.

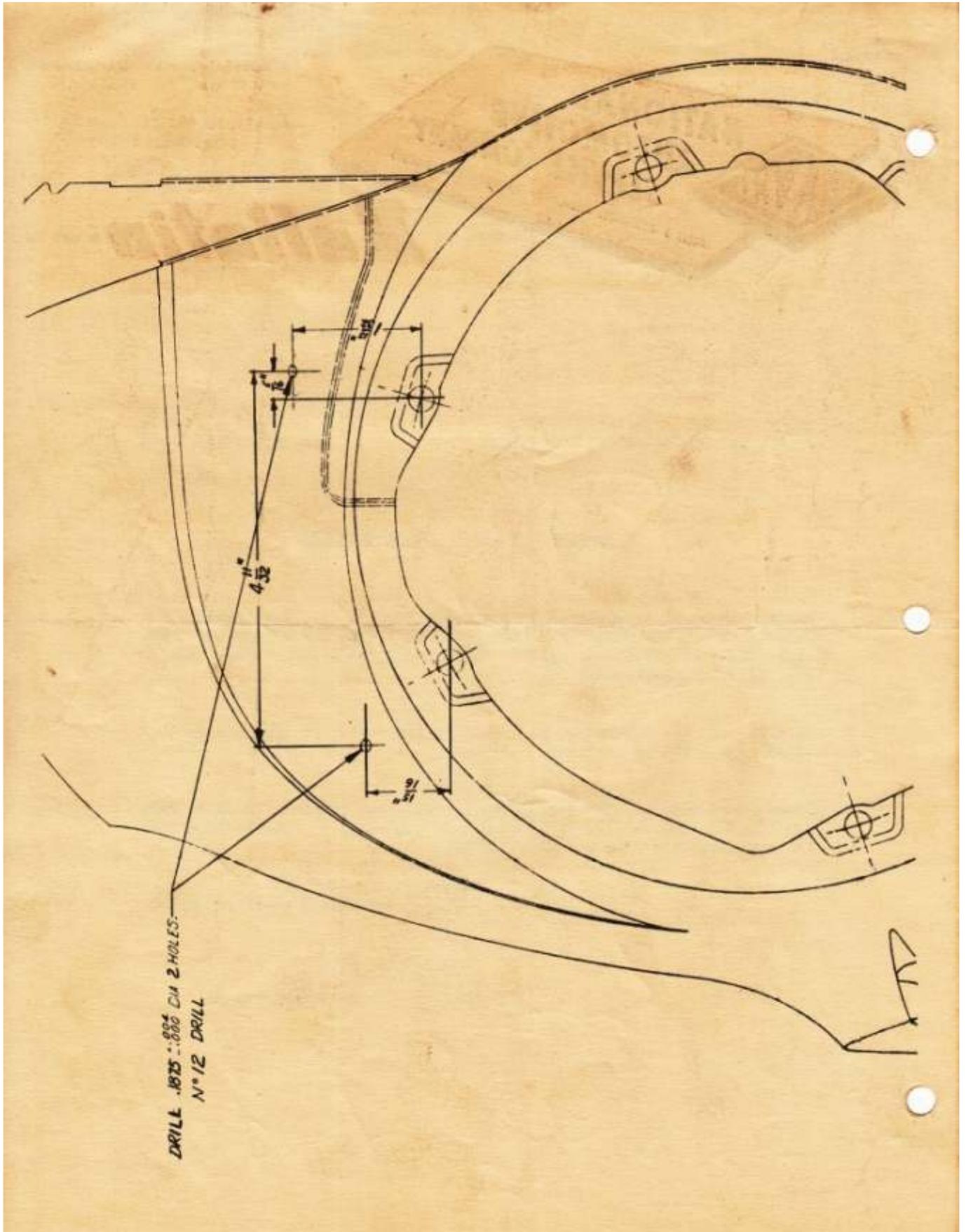
Details of the reworking necessary to fit the 'EH' Fenders to 'EJ' models are provided overleaf.

Please take note of these proposed changes, but continue to order Part Nos. 7415214 and 7415215 until such time you receive notification that the supersessions have become effective.

Yours very truly,
NATIONAL AUTOMOTIVE SERVICE COMPANY,


J. McCUDDEN,
Manager - Sales Department.

service bulletin



Suppliers

The following suppliers have been recommended by club members.
The EH Holden Car Club of WA Inc says Caveat Emptor!

Pedders
Suspension Centre
3/8 Packard St, Joondalup
Phone
9300 1961

**RARE
PARTS**
45 Welshpool Road,
PH: 08.9470.1117
Fax: 08.9470.4448

** Mention the club **



**RARE
SPARES**
9446 8788
www.rarespares.net.au

COLONY CAFÉ
53 the Crescent, Midland
Open 7 days
9250 4465
Ask for Lisa!

VINCI CHROME
87 Holder Way, Malaga
Phone
9248 4200

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CAR -LENDAR



September
Saturday 6th
Fathers Day fund raiser BBQ

This is our once a year major fund raiser BBQ, where we ask for 2 hours of your time from 09:30 to help, prepare, cook and sell some snaggers! We should be done and dusted by 2pm

We will be at Repco Joondalup on Winton road, with our cars parked on the verge and the trailer set up in th car park. Please make an effort to come along and help your club

Saturday 14th
Bindoon Car show



The Bindoon Vintage Car Show is a rare chance to see automobile evolution on display in the beautiful surroundings of one of Western Australia's more picturesque villages. It's a place to revisit history, to see some remarkable vehicles and to judge whether or not the cars of yesterday still hold up.

Meeting at Midland Brick Selection Centre and Yard, 102 Great Northern Hwy, Middle Swan at 08:00 for an 08:30 departure for a leisurely 40 min drive to Bindoon.

Saturday 20th - Sunday 21st
New Norcia Weekend



Following on from our successful trip to Pemberton in 2013, the Club is planning a night away to New Norcia on Saturday, 20th September 2014.

As this is wild flower season we need to get in early to secure accommodation at the New Norcia Hotel.

Estimated cost for one night's accommodation inclusive of a cooked buffet breakfast will be \$130 per couple. Can all members please check your diary and confirm your attendance for this club event before Sunday, 15th June so rooms can be booked.

A club fun raising raffle will also be held.

October
Saturday 25th
Harvey Dickson's 13th Annual Rodeo and Vehicle Display

This is not a club event, but long time member Richard Barron is involved with this event and he has extended an invitation for club members to come along.

By all accounts it's a great Day!

for ore info contact Richard via email at rbarron@bigpond.net.au



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