

## *The CLUB DETAILS*

### About the Club:

The FX-FJ Car Club of Canberra meets at 8.00 pm on the First Thursday of each month. (except January)

Meetings are held at the rear of Shannon's Insurance Office—74 Newcastle St, Fyshwick ACT

Membership for financial year :  
July to June: \$35 family — \$30 single

**NOTE: YOU CAN NOW PAY FEES BY DIRECT DEPOSIT AS FOLLOWS:**

Account name: FX-FJ Car Club of Canberra

BSB: 112908

A/C # 040001964

Reference : Use Your Surname

**FX-FJ Car Club of Canberra**

**PO BOX 6135, KINGSTON ACT 2604**



**Website:**

**[www.fxfjcanberra.com](http://www.fxfjcanberra.com)**

**Email:**

**[fxfjcanberra@holden.org.au](mailto:fxfjcanberra@holden.org.au)**

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SEPTEMBER 2011

## **FX-FJ Car Club of Canberra CLUB MAGAZINE SEPTEMBER 2011**

(Established: February - 1977)



**Club members at the August run to  
Mount Stromlo on "Top of the world"**

SEPTEMBER 2011

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<b>ER</b>	<b>John Cadona</b>	<b>Ph: (02) 6299 5310 AH</b> <b>(02) 6280 5377 WK</b> <b>Mobile: 0419 297 125</b>

## POSITIONS

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This month we have been enjoying our trip around Europe, and now we are in Ireland. The weather has been not so much Summer as it is Autumn or Spring like, but I guess it is not winter so I like that about it.

By the time this goes to press I will be close to Tipperary, and as the song says - its a long way to Tipperary especially from Australia.

I am hoping that the members back home have enjoyed the events and meetings I have missed, and over here there are no Holdens to speak of and the police here in Ireland drive Fords - so ... I am wondering how they could possibly survive with all those Peugeot's, VW's and the like!

In Monte Carlo you just have to love the cars they drive - out to impress that is for sure and why not they can afford to show them off, even if they drive them 5 klms up the road to the casino!!

The European roads are very good and Australia could learn a few things by the ease and timeliness of these motorways!. There is a penalty of course - road tolls and they hit you hard and often. I guess that is how they keep the roads so good.

Well we are hoping to check out a whole range of cars, trains and the like in the last few weeks of this trip.

I will be back for the October meeting and in the meantime hope you all enjoy the September activities.

Jacky—President

Alias Alice the FJ



# Secretary's Report

## Minutes of Meeting – 4 August 2011

**Meeting Opened:** 8.00 pm

**Logies:** Chris Churchill, Jacky and Colin Tierney, Nicola and Julius Poly, Kerrin and Robin Hampstead, Kathy and Graham Pryce.

**Guests:** Justin Watson – who joined on the night, welcome Justin.

### President's Report:

Treasurer Colin McPherson presided over the meeting in the absence of the President and Vice-President. He referred to the President's written report in this month's magazine.

### Secretary's Report:

Received a letter from Mike Devereux, Chairman and Managing Director at Holden thanking Holden clubs for their commitment to the Holden brand and inviting our feedback to a survey coordinated by Tim Miller at Holden Heaven.

Received a letter from Rare Spares advising of improvements to the Loyalty Club program. Any member who signs up will be automatically approved. Secretary to respond with updated club details.

Letter received from Temora Aviation Museum inviting attendance at this year's flying display 'Warbirds Downunder 2011' on 19 November 2011.

Received numerous club magazines that were circulated to members.

### Treasurer's Report:

Members have paid their subscriptions.

Annual return was submitted and the Incorporations Extract Certificate has been received from the ACT Government.

### HF Report:

Nothing new to report.

### Club Registrar:

Sent.

### Council Report:

Council meetings moved from Irish Club to the Weston Club.

Development of new CACTMC constitution and by-laws discussed.

Liability and CRS eligibility discussed, our club is financial and all is in order.

CACTMC registrar has requested the annual mileage, No. of days used,

### Social Secretary's Report:

- ♦ Social Secretary absent but discussed were:
- ♦ Bowling night, good fun but won by the FE-HR Club.
- ♦ Three upcoming events: the Mystery Tour on the 14<sup>th</sup> of August, the Road Trip to Grandmas Little Bakery on the 18<sup>th</sup> of September, an invitation from the FE-HR club to join them at a Show and Shine day at Patrick White Lawns on the 16<sup>th</sup> of October.

### General Business:

- ♦ Treasurer advised that the bank balance is decreasing and is seeking suggestions on fund raising activities. A number of ideas were discussed, to be continued.
- ♦ Holden Survey, members reviewed the survey questions and agreed answers, the secretary to respond.
- ♦ Historic Truck Run from Sydney to Yass. Tony Pryce advised members of this event scheduled for 27 August. He will be going to watch the convoy and welcomes other members to meet at Sutton Village at 11am, to then drive to Gunning to view the convoy pass through. Secretary to send out email to all members with details, Tony to coordinate.

**Meeting Closed:** 8.40 pm

## 3 BIG CAR EVENTS ON ONE WEEKEND 24 & 25 September 2011 Queanbeyan Showground NSW

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and

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2 car shows, 1 location

**Saturday 24**

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allgmday@hotmail.com

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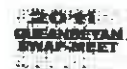
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Gate entry **only \$3.00** per person



# HISTORIC TRUCK RUN THROUGH GUNNING

The 28TH August saw a few members drive  
out to Gunning to see the historic  
trucks pass through



Holden Handyman

Holden running costs vary considerably with age and annual mileage, but a lot can be done in the cause of economy.

## WHAT DOES IT REALLY COST TO OWN A HOLDEN?

How much do you think your Holden costs to operate? Chances are that your estimate is wrong so here are the facts in hard, cold figures.

THIS business of costing out the running of a car—any car—can be exceedingly deceptive. It is by no means uncommon to hear someone say, "My car costs just a little over a pound a week to run." This is nonsense. The real cost is usually five times that amount for a car like a Holden.

On the other hand, there are certain older model cars which if bought cheaply in sound condition, can be run for two or three pounds a week.

In this article we are concerned only with the Holden. Most owners have very vague ideas of how much they spend, and the age and condition of the Holden considerably affects the cost. We have laid out a costing chart. Many of the columns are "fixed." That is to say, the sum shown there is true whether the vehicle is brand new or 10 years old. Other items vary with the mileage, condition and age of car.

In each case, we have assumed that the Holden involved is two years old and is worth about £1000. You can, of course, make the necessary adjustments to suit your case and work out your own costing. A special line is left under each column to pencil in your figures should you wish to do so.

With any Holden, there are several important factors which influence the cost per mile of owning the car. The more miles you do, the less it costs per mile. As you can see, a typical weekend driver who averages 5000 miles a year spends 9.5 pence on each mile he drives. A more active motorist, totting up 12,000 miles a year, finds it costs him 5.7 pence per mile. A businessman or traveller doing 24,000 miles a year has his motoring comparatively cheap. He spends just under five pence a mile.

To determine how much you spend a mile, it is necessary to first calculate the average mileage you do. Then work out a figure for each column, based on the "typical" figure we publish with the following comments.

**ANNUAL MILEAGE:** Here it is best to be guided by fact. How many miles have you actually done in the last six months? Probably this will be typical of

your normal motoring and serves as a far better guide than trying to calculate something on a weekly basis.

**REGISTRATION:** This is a fixed charge varying only slightly if your Holden happens to be a station wagon or light commercial instead of a sedan. You'll note too that we are working to the nearest pound in our costing throughout this article.

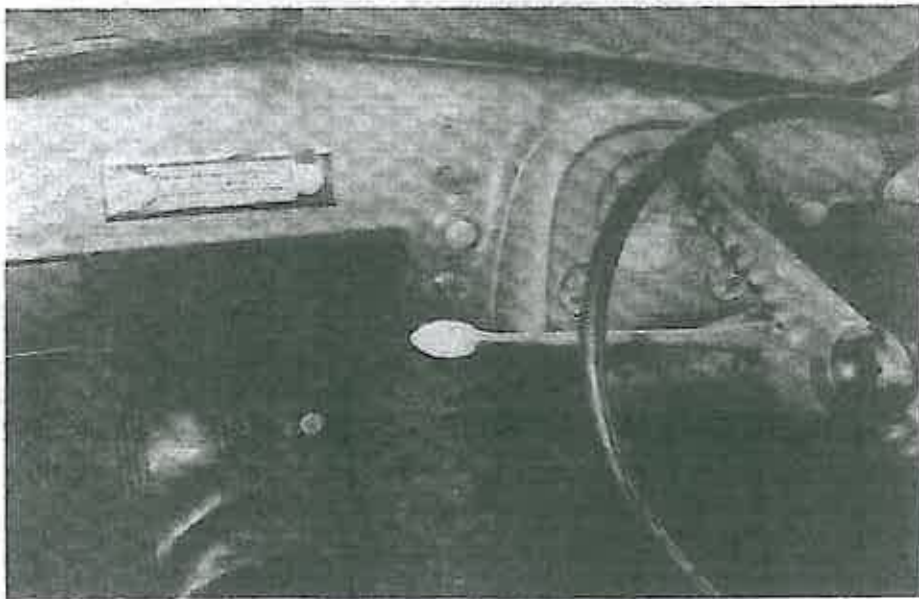
**COMPREHENSIVE INSURANCE:** This varies with the value of the car, the company you deal with and the extent of any no-claim bonuses you may have earned. Possibly your insurance figure is well below the typical one listed and a check with the policy will give you the exact figure. Some owners save money by taking out a third party property risk only. In this case they are insured against damage to other people's cars or property but have no protection against damage sustained by their own vehicle.

**DEPRECIATION:** This column will really set you thinking. The blunt truth is that few cars, if any, are worth as much money on the open market as their owners imagine. Naturally, the depreciation varies with individual cases. A superb example of a 1960 Holden is obviously worth a lot more than a poor one. But if you want to know what your car is worth today, so as to accurately assess its rate of depreciation, we suggest you phone a car auction and give them an accurate description of the condition.

Remember, too, that depreciation falls off as the years pass. A car's value really takes a beating the first year and the figure gets less fearsome each succeeding year. In our columns, we have ascertained an overall figure for a five year depreciation, then listed one fifth of this figure as the annual rate.

**PETROL:** Again we find a considerable difference from one car to another. The way in which it is driven, the mechanical condition and the traffic conditions can cause the mileage to vary from less than 20 mpg to more than 30 mpg. We have assumed that a man doing 6000 miles a year will concentrate mostly on local and suburban driving. In this case we have worked on a petrol mileage of 25 mpg.





## WHAT DOES IT REALLY COST TO OWN A HOLDEN?

The 12,000 a year man probably does a good *what* of touring and open road work, so his figure should be closer to 27mpg. The motorist who averages 24,000 miles a year obviously does a lot of country work unless he is a cab driver, so we have worked on a basis of 29 mpg.

Petrol varies in price in different parts of the country, but we have assumed an average cost of 3/10 a gallon throughout.

**OIL:** GM-H recommends you change the engine oil at 2000 mile intervals. The sump holds six pints and we have assumed it was not necessary to add any oil between changes.

**TYRES:** Here again, we have a sticky one. Road, load and driving conditions influence the tyre life considerably. For example, under touring conditions at reasonable speeds, with little braking or acceleration, it would not be unusual to get 50,000 miles from a set of Holden tyres. But use the same car in heavy city traffic and you may be lucky to get 12,000 miles.

Anyway, we worked on an average of 29,000 miles per set of tyres. You can save money here by using retreads. Generally speaking, it is wiser to have your original tyres retreaded and not risk stock retreads.

**MAINTENANCE CHARGES:** With some care it would take an electronic computer working overtime to accurately work out the real maintenance the repair charges. We have assumed that the car is sound and you follow the maker's recommendations throughout. You'll find this will cost about 30/- per thousand miles.

**BATTERY:** Abuse will wreck a battery in six months. Alternatively you may be careful (and lucky) and get three years' useful life. Naturally battery prices vary considerably. We have assumed a good quality battery giving a life of two years.

**DECOKES, MINOR REPAIRS, ETC:** As you see, we have "allowed" an expenditure of between £15 and £40 a year, depending on the mileage of the car

*If you keep the interior of your Holden clean and tidy as well as the outside, then the resale value will definitely be higher — a factor affecting the price per mile figure.*

has many miles on the clock, a higher figure than this may be indicated.

**POLISH, WASHES, ETC:** If you don't wash or polish the car, don't put anything in this column, but add a further £25 to the depreciation figure!

**COST PER MILE:** You simply multiply the cost per year (in pounds) by 240 to bring it to pence, then divide by the annual mileage. The final figure is the cost per mile.

Here are some interesting things, though. If you don't drive the Holden at all, you are still stuck with appreciable overheads. If you do a mere 3000 a year the cost per mile will be as high as 1/6. No matter how many miles you drive, you won't get the cost down much below 1d a mile.

**CONCLUSION:** Sometimes driving is enjoyable and sometimes it is a chore. You can't measure enjoyment in terms of money, of course, but the foregoing will act as an interesting and perhaps a revealing guide.

As for saving money, there are many angles.

In the first place, depreciation is the biggest single item of expense. Constant care will keep the value of the car at a higher level than average. Proper maintenance not only knocks down the possibility of expensive repairs but keeps the car in good mechanical trim—and this will be reflected in the final resale value of the car.

By constantly washing the car and keeping it in the shade when possible, the original showroom gloss can be preserved for at least five years. During this time it will be necessary to polish the car at intervals and "cut back" the paint at yearly intervals.

A car's paintwork deteriorates fast when it is dull, since it loses much of its ability to reflect away the damaging sun's rays. That is why washing and polishing is so important. If you neglect to do this, the condition of the paint after three years may easily knock £50 off the value.

If you have bought the car new, it should not be

YOUR CAR	24,000 MILES PER YEAR	12,000 MILES PER YEAR	6,000 MILES PER YEAR	LATE MODEL HOLDEN
£17	£17	£17	£17	REGISTRATION PLUS 3rd PARTY
	30	30	30	COMPREHENSIVE INSURANCE COVER
	150	125	100	DEPRECIATION
	29 mpg	27 mpg	25 mpg	PETROL COST
	158	86	48	
	6	3	2	OIL
	48	24	12	TYRES
	36	18	9	MAINTENANCE
	5	5	5	BATTERY
	40	25	15	DECOKES AND REPAIRS
	4	3	2	CAR POLISH WASHES ETC.
	£494	£336	£238	TOTAL
	4.95d	6.7d	9.5d	COST PER MILE

waxed or polished for at least eight weeks, to give the duco ample time to set hard. When you wash it, use a weak detergent solution.

The chromework should be protected from the start, either by a generous coat of wax, or with one of the proprietary chrome preservatives.

Many a car is hard to sell because although the outside appearance is exemplary, the inside is a shambles.

Dust and dirt will quickly ruin the upholstery. In the first case, an abrasive action is again the culprit. In the second case, there may be a chemical reaction or the dirt may be absorbed into the material and prove impossible to remove.

It is also important not to use any cleanser in the car unless recommended by your dealer. The Holden shop manual gives a comprehensive account of solvents and other preparations suitable for cleaning the trim and carpets. It is obviously far better to follow their advice than to experiment on your own.

Assuming that you follow the manufacturer's advice and have the maintenance jobs done at regular intervals, it is sound policy to keep a complete account of all work, oil changes and grease jobs that have been done. This would prove valuable when selling or trading the car.

This article is on how to save money—but don't (and we mean DON'T) economise on all changes and jobs. This could prove a most expensive economy.

Fast cornering can use more rubber than 10 miles of normal motoring. Violent use of the throttle and brake pedal can use 1000 times more tread than a similar distance covered at a constant speed. A Holden will wear out its tyres 50 percent faster at 70 mph than at a steady 50 mph.

Finally, if your front wheels are one degree out of alignment, the rate of wear will increase seven times but if they are two degrees out, the rate will be 50 times as great.

This being so, the cost of a yearly alignment check is well worth while.

With careful driving, sensible use of repairs and routine checks on tyre pressures, can save you up to £20 a year.

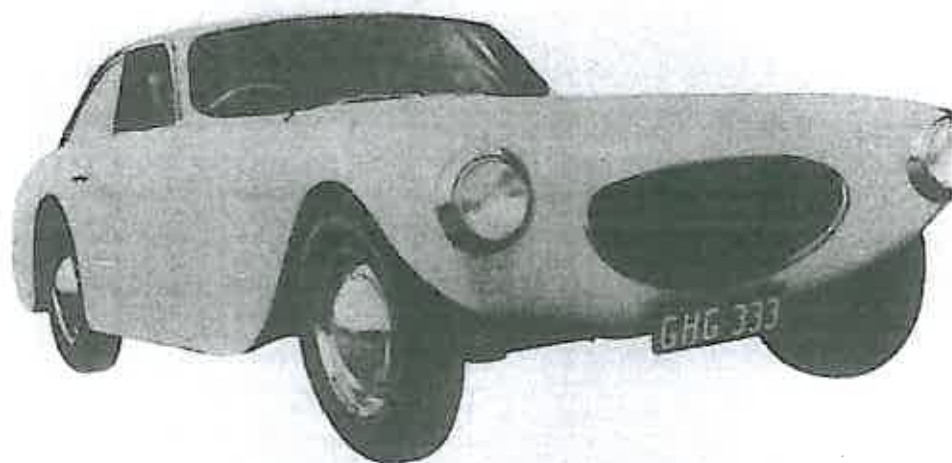
Similarly, if you look after the battery, make sure it is correctly charged, you will save quite a few

pounds. Probably the quickest way to ruin a battery is to allow it to stand in a discharged or even a semi-discharged condition.

On the subject of fuel, change the spark plugs at a maximum of 12,000-mile intervals. They will function up to 50,000 miles—but not efficiently. Drive with a light throttle and avoid using the choke more than you have to. It's pretty routine advice, but it is worth up to 20 percent of your fuel bill! #





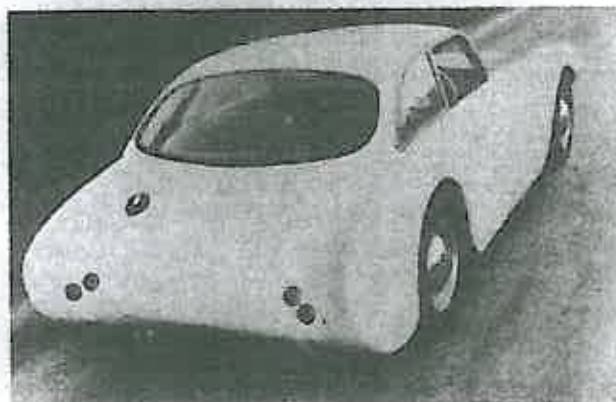


Australian Special—

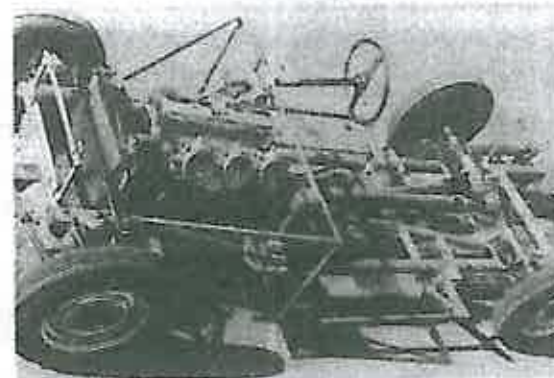
## THE TONTALA

G. M.'s Holden provides basis

for a sports car from the Antipodes



From the rear, Tontala's fibreglass body appears a little too tight wide to the entire eye-opening, but large rear wind is a practical



Tubular steel frame is light and rigid, and Holden light-truck springs sit on the rear suspension. Note universal-jointed steering column.

ALTHOUGH THESE PAGES have seen hybrid specials from practically all over the world, this is the first one from Australia. But first, a word about the sport down there. Without a doubt the English are the most enthusiastic and knowledgeable group of enthusiasts about motoring and motorsport to be found anywhere, even though their spectator enthusiast group cannot equal the number found in Italy. But Australia is not far behind their mother country when it comes to enthusiasm for the sport. They have their annual Motor Show, the Rodex Trial, innumerable road races, hill climbs, etc., and there is even talk of an International Grand Prix—someday.

Shortly after the war the Australian government took steps to induce (if not compel) the manufacture of complete cars in their country. General Motors was first in this race, and using their already established G. M. Holden Co. as a starting point (an assembly plant before the war), a new car was designed and plans for its manufacture by Holden were formulated.

The prototype Holden car was designed and built in Detroit, and though often confused, was an entirely separate and different engineering organization from Chevrolet's "small car" project which was publicized in 1946—and later dropped. As designed and finally put into full production, the Australian built Holden was an overwhelming success. For eight years there has been a long waiting list and plant expansion has not yet solved the delivery problem.

An extensively redesigned Holden is just going into production but the specifications of the original model, on which this Tontala special is based, show a keen appreciation of the needs of a people who require a very rugged car with ample roominess, good economy and long life. Over 275,000 units have been built and sold, to date.

The Holden-based Tontala shown here is a prototype sports coupe with a special tubular frame and a fiberglass body. Designed by

Tony Thieler, it is available on special order only.

All the mechanical components are Holden, and the wheelbase is the same at 103 inches. The weight is given as just under 1800 lbs. with 50/50 weight distribution, fore and aft. Aside from adjustable shock absorbers and a speeded-up steering (21½ turns) there are no "handling" modifications. The engine is another matter, and, though a standard Holden powerplant would give a brilliant performance, several stages of tune are available.

The prototype car's engine gives an output of 90 bhp at 5500. A special camshaft, a reworked head with higher compression and three S. U. carburetors constitute stage 1 tuning. For stage II, a special cylinder head with dual overhead camshafts has been developed for which 150 bhp is claimed. As it stands, with the 90 bhp stage I engine, the acceleration to 60 mph requires less than 12 seconds and the top speed is about 110 mph. Although there are only 3 speeds forward, the ratios are close and first gear allows 35 mph, second 66 mph without exceeding 5500 rpm. Gear control is by a floor level which unfortunately has resulted in a non-standard shift pattern.

Our Australian colleague, "Sports Cars and Specials," who supplied the accompanying photos, reports as follows: "The steering is light and accurate all the time with no under or over steer on corners. Requiring about two and half turns from lock to lock, the car can be aimed at corners and stays in traffic with ease, assisted by the clear view of both the front mudguards."

"The Tontala gives a firm ride, like a sports car should, but it is by no means uncomfortable or harsh."

"In spite of the modified camshaft, the car will drop down to about 10 to 15 mph in top and pull away smoothly and quickly. On the other hand it gives a mighty push in the back when the driver stamps on the loud pedal at high speed."

Parked beside a 1958 Holden sedan, the Tontala has a much lower silhouette, but most components of two cars are identical.



Triple S.U. carburetors and modified cam help boost output of Holden engine to about 90 bhp.



## The venue for our club road trip in September



*Where everyone feels at home!*

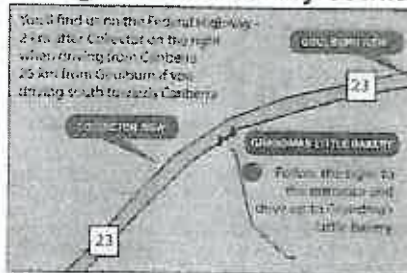
Grandma's Little Bakery at Fedra Olive Grove

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## FX/FJ SOCIAL PAGE

Hi all , in August we had a great run to Mt Stromlo and the National Museum, thanks to those members that made it along.

Our next outing is to Grandma's Little Bakery in Collector, hope to see you all there.

If any one has any ideas fro the upcoming Xmas Party please let Chris know asap —cheers

### UPCOMING Official EVENTS

#### This MONTH — SEPTEMBER

**Sunday 18th**— Road trip to Grandmas Little Bakery—Federal Hwy Collector for morning tea — Meet BP service station Federal Hwy Watson at 8.30am for 8.45am start

#### NEXT MONTH— OCTOBER

**Sunday 16th**—FE-HR clubs show and shine day at Patrick White Park (next to National Library) @ 9.00am

#### NOVEMBER

**Saturday 5th** - Cooma Motorfest Cooma NSW

**Sunday 13th**—Marques in the Park Car Display—John Knight Memorial Park Lake Ginninderra Belconnen

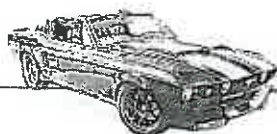
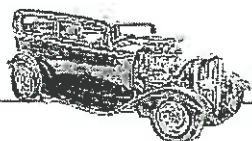
FXFJs never die!  
Chris







## Council of ACT Motor Clubs Spring Time Event



# Marques in the Park

**John Knight Park**  
**November 13th 2011**

On display  
Vintage, Veteran, Historic,  
Classics, Hotrods, Customs,  
Choppers, Harleys,  
Street Machines



[www.actmotorclubs.org.au](http://www.actmotorclubs.org.au)

## August club run to Mt Stromlo & National Museum



A good roll up of members (Chris (Gay & Eloise), Ian, Colin, Tony, Andrew & Michael ) went on the August "mystery run" to Mt Stromlo observatory and then onto the National Museum. The morning started with fantastic weather, members gathered at the top of Mt Stromlo where they were greeted with coffee & sausage and egg sandwiches organised by Chris. We then travelled to the National Museum of Australia to see the new display of the prototype "FX" . A perfect morning finished with a coffee in the cafe.





# FX/FJ CAR CLUB CANBERRA—Current Members List

Annetts	Paul & Elaine	4473 6202		lakers@internode.on.net
Barker	Danny & Donna	6458 6616		
Ballard	Jason		0401 249 442	
Bilanenko	Basil	6251 0604	0408 774 107	basil.bilanenko@bigpond.com
Cadona	John	6299 5310	0419 297 125	fbs@webone.com.au
Churchill	Chris	6259 1950	0417 080460	hotcc@bigpond.com
Clark	Chris			
Constantine	Ian	6287 2219	0419 829 852	icon@internode.on.net
Deverson	Ted	6238 3294		
Doyle	John & Barbara	6100 6340	0407 254 195	jibidoyle@gmail.com
Edlington	Andrew & Ellen	6299 6925	0411 401 675	aedlington@aapt.com.au
Goboly	Julius & Nicola	6291 7540	0407 486 759	nicola.goboly@environment.gov.au
Goodman	Kelvin & Lyn	6452 3167		
Green	Laurie & Diane		0407486942	
Greirson	David	6241 3373		
Gumley	Ken	6295 9753	0419 447 626	
Hampstead	Robin & Kerrin	6297 2738		gramarye@skymesh.com.au
Hunt	Neale & Geraldine	4829 5217	0439 682 478	
Jennings	Jim	6231 5752		
Johnson	Mick & Vicki	6981 4818	0417 295 413	michael.johnson@tafensw.edu.au
Kennedy	Paul	6296 7704	0419 203 540	paul@ibs-act.com.au
King	Jason		0402 706 425	jason@fxfjholden.com
Krevatin	Livio	6297 4194		
Laing	Dennis	6254 3954		
McNee	Alex & Bev	6257 9303	0418 604 686	alex.mcnee@tafensw.edu.au
McPherson	Colin & Leonie	6286 2868	0418 114 221	
Oliver	Phil	62975763		qew@netspace.net.au
Power	Dan & Dianne			
Pryce	Graham		0412 024 057	gpryce@hn.ozemail.com.au
Pryce	Tony		0404 827 512	tony.pryce@ahletts.com.au
Rath	Michael	6255 0362	0411 356 804	mrath@homemail.com.au
Roberts	Merv & Christine	4473 8063		
Rogers	Craig	6241 9692		cjrogers@grapevine.com.au
Ross	Scott	6297 8801	0408 867 300	bunniesforever@bigpond.com
Shingles	Scott	6299 5310	0419 411 827	
Shingles	Richard & Margaret	6452 3154		
Tierney	Jacky & Colin		0412 738 911	jacky.tierney@environment.gov.au
Whiting	Steve & Sue		0405 458 145	ssw Holden@netspeed.com.au
Underwood	Alan	6299 7738	0458 456 453	

SEPTEMBER 2011



## CALENDAR 2011



(All Events listed in club calendar below are official club runs, including all club meetings not listed for the purpose of concessional registration car run approvals)

### SEPTEMBER 2011

**Sunday 4th**—Muscle Car Masters Eastern Creek

**Sunday 18th** — Road trip to Grandmas Little Bakery—  
**Federal Hwy Collector—Meet BP service station Federal Hwy Watson at 8.30am for 8.45am start**

**24th-25th**— Car show & QBN Swap Meet, Queanbeyan Showground—Saturday 24 is a combined show n' shine of Holden & Ford Sunday 25th is the American Car Nationals.

### OCTOBER 2011

**Sunday 16th**—FE-HR clubs show and shine day at Patrick White Park (next to National Library) @ 9.00am

**22nd & 23rd**— FX-FJ Victoria State Titles Glen Waverley

**21st-23rd October**—RACV Motorclassica in Melbourne

**30th**—Canberra Swap Meet—Exhibition Park

### NOVEMBER 2011

**Saturday 5th** - Cooma Motorfest Cooma NSW

**Sunday 13th**—Marques in the Park Car Display—John Knight Memorial Park Lake Ginninderra Belconnen

### DECEMBER 2012

**28th—31st**— FX-FJ National Bathurst NSW

SEPTEMBER 2011