



Column Shift

Official Newsletter for the FE-FC Holden Car Club of South Australia



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April - May 2007

CLUB GENERAL INFORMATION



Holden FE (1956-1958) - Holden FC (1958-1959)

CLUB OBJECTIVES

To bring together all owners of FE and FC Holdens who have a genuine interest in the preservation of these Classic models.

AIM

To promote the preservation, by restoration, legal modification and repair of 1956-1959 FE and FC model Holden Sedans, Station Sedans (Wagons), Utes and Panel Vans.

ACTIVITIES

1. The accumulation and sharing of technical information about original and modified FE and FC Holdens.
2. Organised social functions and events.
3. Biennial interstate "Nationals"
4. Spare parts information.
5. Access to Historic Vehicle Registration.

Welcome to all current and prospective FE-FC Holden owners, their families and friends to all our meetings and social events.

COMMITTEE

President	Greg Drinkwater	Ph: 8381 5121
Vice Pres	Martin Lewis	Ph: 8377 0893
Secretary	Kathleen Textor	Ph: 8381 5121
Treasurer	Robin Camens	Ph: 8556 1331

NATIONALS DELEGATES

Kathleen Textor	Ph: 8381 5121
Greg Drinkwater	Ph: 8381 5121

NEWSLETTER and WEB-SITE

Glenn Stankevicius Ph: 8524 2138
Email - glennst@bigpond.com

Contributors – Greg Drinkwater, Iain Burns, Bill Oliver, Alex Smits

PHOTOGRAPHERS

Bill and Lois Oliver Ph: 8322 4359

HISTORIC VEHICLE REPRESENTATIVES

Iain Burns	Ph: 8449 3069
Denis Williams	Ph: 8443 3800

MEETINGS

TOC Hall, Delaine Avenue Edwardstown
1st Tuesday of each Month (except January)
at 7:30PM

POSTAL ADDRESS

FE -FC Holden Car Club of South Australia
PO Box 444
Goodwood SA 5034

INTERNET DETAILS

National Website
www.fefcholden.com.au
National Forum
www.fefcholden.org.au/cgi-bin/yabb/YaBB.cgi
(Or follow the links from the National Site)

MEMBERSHIPS

Memberships fall due on the 30th April every year

President's Report/Nat's Update

Hi to all

Has everyone recovered from xmas new year? it has been a busy time we are well and truly into this year and with Easter only days away we are all reminded that in 12 short months we are hosting the Nats in Mount Gambier.

Reminders are always annoying but here we go, if you haven't booked your accommodation you will need to book now, it costs nothing to book you will be required to pay your deposit about September/October this year. Look on the website on the general board, under 2008 nats /accommodation for all the details.

Entry forms are being put together, entry cost looks like it will be lower than in previous years and we are still planning to have a free raffle for early entry as this will help us keep costs down, so I urge all those planning to attend, fill out your entry form as soon as you can.

Having a compulsory event such as a show n shine was going to be a hard thing to sell but to those that attended "thanks for making the effort" 22 FE's and FC's all lined up was quite a site. However those that can't organize to spend 3 hours with their fellow members once a year you missed a great show plenty of laughs, cars, great people and good food and drink. Thanks to those that helped with organizing it and to those who put together the prizes.

A special thanks to country members. Congratulations to the prize winners all 22 cars looked like winners the standard has really elevated since the early 90's.

Greg Drinkwater
Club President

eMail Addresses !

Most people these days have an email address or two, if you do and want to receive updates and notifications from the club please make sure one of the committee has these details.

Alternatively you can send an email to Martin or myself and we will add you to the list.

Martin - lewistraining@ozemail.com.au
Glenn - glennst@bigpond.com

If you have already supplied details and have NEVER got an email from the club, please supply your details again as there have been a number of "dud" addresses supplied.

Editor's Bit

Newsletter

I can't take all of the credit for getting the newsletter out to you guys ever couple of months, here's a picture of the envelope stuffing team. Jonas, Jaclyn and Jade help out most issues by stuffing the envelopes and adding the labels, so you might have to excuse the odd dirty fingerprint or label that's "not quite right"



AGM

Some of you may have attended the April meeting (most didn't :)) and witnessed the annual AGM. All committee positions remain the same, Iain and Denis are continuing in their Historic Rego capacity, I am staying on as the Newsletter Editor.

Unfortunately after many years of faithful service Lois Oliver will be hanging up her trusty camera and letting other people take on the role. It was agreed that it is a little too much to expect one person to attend every event, so it has been suggested that a number of people take up the role. If you attend any of the club events and take a few happy snaps, could you please bring in a few copies to donate to the Club Photo Albums.

May Club Run

The majority at the April meeting in Martin's absence suggested that the proposed trip to Kadina was a bit out of the way. So instead, if you choose to go, you will be going out to my place at Lewiston for lunch. This will also serve as the start for the FC Lounge project as I am donating the bum off of one of my wrecks. With a bit of luck we will have a go-kart running and willing participants can have a lap or two on our dirt track out the back. There is plenty of shade under our veranda, so all you have to bring is yourselves and a salad or desert to share, but let me know by RSVP which one. More details and a map are in the events section.

Cheers
Glenn

FEDERATION OF HISTORIC MOTORING REPORT

Meetings AUGUST and NOVEMBER 2006

At the recent meetings of the F.H.M.C. of S.A. the following points were discussed. For those new members who are unaware, our club and 109 or so others are affiliated with the Federation. The Federation acts on behalf on many issues including Historic Registration, Bay to Birdwood Classic, special club runs, and insurance. Please note that my report is my own interpretation of the information given by either attendance at meetings or minutes of meetings. I don't expect all the issues I have outlined to be always relevant to us, but it gives some feedback on what the F.H.M.C. of S.A. represents.

The following matters were brought up at the meetings:

- The AGM was held in August. The meeting was suspended for two weeks and held in September.
- Craig Baulderstone completes his term as president.
- Ian Bell has become the new President. He is a member of the Armstrong Siddeley Car Club.
- Steve Henderson (Chev. Vet and Vintage Car Club) was nominated to be Vice President.
- The Bay to Birdwood financial position is still not

known. The Concours is now based on "appearance rather than "technical detail". Ways of saving money on the event have been suggested. The cut off date will remain at 1956 which will still divide our club for longer. It has been said that returning the date back to 1950 would be ideal but it is not possible due to the ever decreasing numbers of veteran and vintage vehicles. The event will go back to being outside the Adelaide square mile to reduce costs. The number of veteran vehicles is still of a concern.

HISTORIC REGISTRATION UPDATE

Denis commented to me that the Registration Day or "Show and Shine" as we know it is a great idea. Yes it is, and I hope it continues. Many clubs hold similar events. It is much easier stamping and signing log books in one go. Thank you to all of the members that came on the day. It was a great success again.

Denis and I stamped 28 log books. 8 remained not stamped. There are a handful of people we have not seen or heard of for a while and I will contact them. If they have left the club or have not paid there fees (that are due soon for 2007) they must return the log book to the club.

Iain and Denis

GM Day 1st April 2007 - Tanunda



GM Day 1st April 2007 - Tanunda



A great day out, the weather was fantastic but the turnout of club members was a little down from the Club Show and Shine numbers (4 compared with 23).

Seeing as our Vice Prez had fled the country it was left up to Iain to lead the procession of car (not a typo) from the Entertainment Centre. I met up with Iain at the Gawler Racecourse and 15 minutes later we headed off to Tanunda. Robin followed us onto the oval about 15 minutes after we arrived.

The show has a very relaxed atmosphere with people parking their cars then unloading their shade and picnics. Once you have been around to look at the cars, it's probably time to grab some lunch, either from the vendors on the



oval or head down the main street of Tanunda and pick out a pub, take away or café.

Other stuff to do whilst in Tanunda, there are a few local wineries, a toy shop with a whole full row of collectible die-cast cars, bikes and trucks. An art studio and Antique shop are also within walking distance of the oval.

A great relaxing day out and a good way to support the club too (The FB/EK crowd outnumbered us by about 5 to 1!)

If you didn't go this year, I would encourage you to get along to next years event.

Glenn



March 2007 - Annual Club Show and Shine

23 cars turned out for the annual event – a good roll-up, and what a spectacle the line of cars made. Thanks all for making the effort.

AND THE WINNER IS:



Best Modified: Stinky's FE, pictured above.



1st placed Stock: Iain's Royal Marine and White FC



2nd placed stock: Ron's grey FC with Tilli kit



3rd placed stock: Nigel's grey/grey FC:



Encouragement award to Scott for his FE Ute



Award for the member who travelled the longest distance went to Glenn Adams from Mt Gambier, but mention must also be made of Wayne Gurney who drove from Millicent.

Congratulations to all winners.

March 2007 - Annual Club Show and Shine



Just a few pages for
FC Owners.

No surprises in

G.M.H.'s newly announced face-lifted FE, now called the FC, has no major alterations, is almost exactly as predicted

I HAVE just driven the new FC series Holden sedan, released throughout Australia several days ago, in a range of seven vehicles including sedans, station sedan, utilities and panel vans.

The FC is the same hardworking, docile, dependable Holden of old and has no interesting surprises. Rather, let us say that it is a natural development of the previous FE model, revamped in certain exterior features along the lines of Germany's GM product the Opel Kapitän.

As the G.M.H.'s general manager Earl Daum put it: "After 22 months we believed the time was right for appearance changes. However, we have taken this opportunity to introduce one or two mechanical changes as well."

The latter, although significant, are of a minor nature: the compression ratio has been raised to 7 to 1 (previously 6.8 to 1); the rocker shaft supports have been made stronger and a new camshaft has been fitted with altered contours. This last modification is claimed by G.M.H. to reduce valve bounce at high engine revolutions and stretch the time between tappet adjustments.

At the time of writing the manufacturers were unable to tell us for sure if this latter change had altered the torque curve — however a fairly comprehensive road test gave us the impression that the engine's pulling and low revolution slogging power characteristics were identical to those of the FE.

Certainly the FC is possessed of a mighty ability to diesel it up steep hills at low top-gear speeds and will pull away in high from eight or ten m.p.h. with nary a shudder or bump. The new car's handling is sweet enough, identical to that of the earlier model, in fact — and in matters of acceleration, braking and cruising speeds, little, if any, difference was discernible.

Externally, to the eye of the casual



The FC's handling qualities remain the same as earlier FE. However brakes have not come in for any changes. Main changes are in appearance.

viewer, the FC is more pleasing than its predecessor. To save cluttering up the nose, the motif on the front of the bonnet has been removed, but the name Holden in large letters directly above the grille does away with the need for additional ornamentation.

The number of horizontal and vertical bars in the radiator grille have been reduced and besides making the car look bolder, it also facilitates easier cleaning of the Holden's "face". Bottom bar of the grille is a full width affair with park-cum-winker lights at its extremities. The bumper bar remains unaltered.

Front styling looks as though it could have been influenced by the Nash of a couple of years ago, while

the park-cum-winker lights resemble those on the Opel Kapitän.

A chrome waist-line, commencing at the windscreen pillars and running aft until it drops down half way along the rear door in a thicker flash about eight inches long, then returning to normal size to continue its journey to the tail of the vehicle, provides the border for the two-tone colour scheme of the "Special" models. Again it is familiar to the latest model Kapitän. This chroming has the added advantage of making the FC appear more squat and forceful.

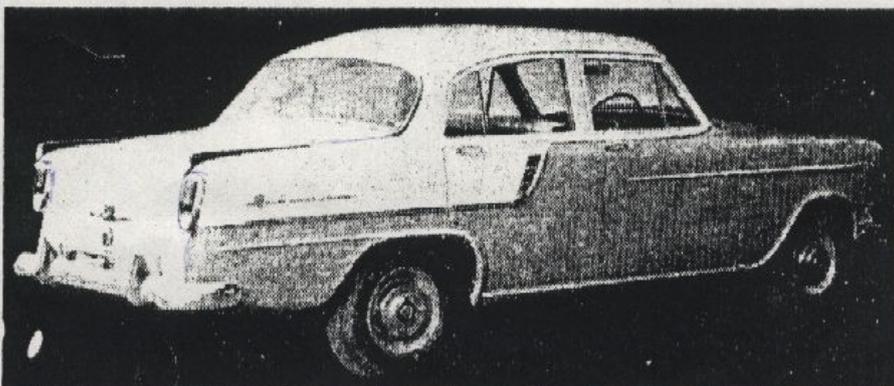
An abortive attempt has been made to give the FC tail fins, but these chrome trimmings just look like the after-thought they obviously are.

Internally the changes are slight. Extensive use has been made of matt-black paint to reduce reflection. The speedo now has a hood, as have the fuel gauge and warning lights. The four main control knobs are also set in separate black panels. The top half of the horn ring has been disposed of. Readers will remember that "Wheels" criticised the previous design in our road test of the FE.

Cabin trim has been changed slightly and the upholstery has been altered to include more pleating. The arm rests on the front doors no longer double as door-pulls. Other cockpit changes are quite minor, include slight alterations to floor covering, etc.

Thanks to the co-operation of G.M.H. we were able to give the FC

From the rear, tacked-on tail fins and two toning are about the only distinguishing features of the FC. Standard models don't have chrome waist line and two-toning.



HOLDEN'S LATEST



Bolder, simplified radiator grille and new set-up for winking lights enhance the FC's looks. Nameplate replaces motif on the bonnet.

car an extensive work-out on roads in the vicinity of their new proving ground at Lang Lang (Victoria). We are of the opinion, pending a full scale road test, of course, that the new Holden is a worthy continuance of the combination of features which made the previous model so popular. Since our test of the car was done some time before the official release date, the actual selling price of the FC was still unknown, but assuming

that it will be a little, if at all, dearer than the FE, it will probably still be the best pound for £ value in Australia.

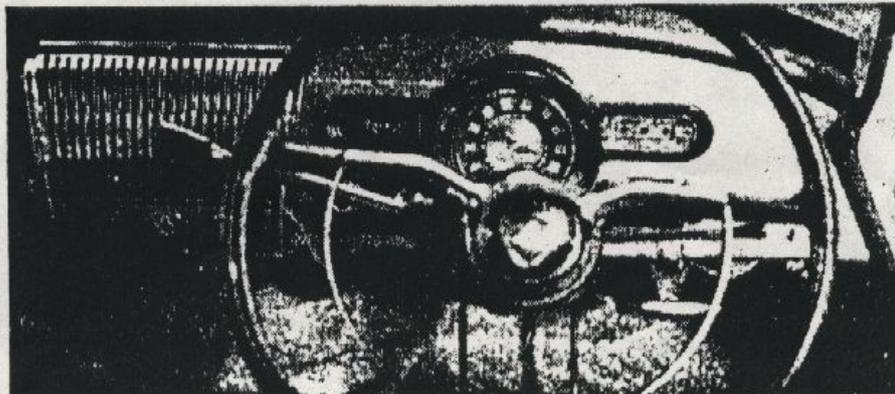
Surprises

We are surprised — not pleasantly, however — that G.M.H. have not seen fit to give the new model a larger

tank to improve the cruising range which, as it stands, is inadequate. Of similar surprise value is that the braking system has not come in for any of the developments it could do with.

It would seem that the FC is regarded by the factory as being the eventual development of a well-proven style and that major modifications are being held for a completely new car which many people believe will be the next major change. This, however, is a good 12 months away, possibly even longer.

To reduce glare, instruments are now hooded by matt black cowls. Horn ring has been chopped off at the top — a definite improvement.



In reply to our question in this regard, a company spokesman stated flatly that it is *not* the firm's intention to produce either a small or a large Holden and that any rumours to the contrary "can be considered nonsense".

He did not, on the other hand, deny suggestions that a G.M.H. truck may be coming up.

Naturally, it is normal G.M.H. policy to be non-committal regarding company plans so we can but wait and see what the future holds. ●

UPCOMING CLUB RUNS

May Club Run

Road trip to Glenn and Nadia's place in Lewiston. Members can make their own way there, Arrive at Stankevicius' residence: 1:00PM or for those who want to join a convoy:

Meet: Entertainment Centre car park,
Corner of Port Rd & Adam St, Hindmarsh
Time: 11:30AM for Midday departure
Bring: Drinks and a dessert or salad to share
(tell us which one when you RSVP)

Glenn's Address:
71 Pederick Road, Lewiston
(phone 0408 891 843 if you get lost)
There should be a separate map flyer with this newsletter.

**MAKE SURE YOU RSVP IF YOU ARE
COMING PLEASE
Glenn—0408 891 843 or
8524 2138 after hours**

TRADING

One of our club member's has opened his own abrasive blasting business, see his card below for details.



ADELAIDE FAST BLAST
STEVE SHEPHARD
Unit 8, 88 Exeter Terrace, DUDLEY PARK SA 5008
PO Box 2634, REGENCY PARK BC SA 5010
Mobile: 0411 068 140
Fax: (08) 8342 9359
Abrasive Blasting and
All Types of Painting

Motor Trimming

If you need any motor trimming done I have started up my own business "on the side". Repairs, custom and standard trimming. There are a couple of members I have done work for already and many others besides.
Cheers Glenn - 0408 891 843

New Business

Brett and Ken have just opened a business called Blade Grafix. We are specialising in signs, designs, custom cut graphics, window tinting, pin stripping and Audio installs. So if your club needs some stickers made up for a special event or you want to make up a sign for your car stating what mods you have done on it. Please give us a call and we would be more than happy to help you out. Our number is 0413 252 077.

UPCOMING EVENTS

APRIL

Sat 14th & Sun 15th Drift Australia Championships,
<http://www.mallala.com>

Sun 22nd SOUTH COAST MOTORFEST
10am - 4pm, Encounter Bay Oval Victor Harbor. Sunday Show & Shine. Entries phone Extreme Horsepower 0434 984 805

MAY

Sat 12th Steel City Drag Raceway, Whyalla. S.A.
End of Season Shoot Out \$1000 for the win.
Tracy Murray 08 8645 5 073 / 0409 839 066

Sun 20th CAVALCADE OF CARS
Wallaroo, Moonta and Kadina. Mary Jervies 08 8823 2563

Sat 26th 2007 POWERFEST NO.2 AIR
Phone Extreme Horsepower 0434 984 805
www.ehorsepower.ueuo.com

JUNE

Sat 9th & Sun 10th Mega Toy Swapmeet 2007, Adelaide Showgrounds.
Andreas 0419 506 070 / 08 8381 2025 (ah), Rob 08 8388 7323.

Sun 10th Kadina Swapmeet & Show and Shine.
Kadina Showgrounds - cnr. Agery & Moonta Rd. Siteholders 6am. Public 7am For Swap Meet Show n shine vehicles staged by 9.30am. Contact AH & F Society Inc PO Box 313 Kadina 5554 or mrm@yp-connet.net or 08 88211274 a/h For Show & Shine lynnettegold@dodo.com.au or 08 88253482

SEPTEMBER

Sun 16th GAWLER AUTO SWAP MEET
Gawler Trotting Track. Gates open at 06-30 Sellers \$10 .. buyers \$5 Indoor sites \$20 To book indoor sites phone Trevor Bellchambers 08 8522 1864 No need to book for outdoor sites. Camping avail. on the Saturday night. For more information www.perry.net.au/gawler.htm

OCTOBER

Sat 13th SPRINT AUTO PARTS GAZZANATIONALS
Adelaide International Raceway, For more details please contact Gary & Deby Myers on 0428 692033 / 0408 692033
www.garymyers.com.au

Sat 27th - Sun 28th EXTREME STREET "N" CUSTOM SHOW. Inquiries 0434 827 419

2008

Easter Long Weekend, FE/FC Holden Nationals, Mt Gambier

Other sources for events
<http://www.bevenyoung.com.au/car.htm#sa> (The best one!)
<http://www.shannons.com.au/events/>
<http://www.pinky.com.au/>
<http://www.mallala.com/>

Ignition timing and distributor

Our Grey Motor vehicles were designed to run on "Standard Fuel" of up to 79 octane for vehicles up to the EJ. It wasn't until November 1962 that the octane of standard fuel was increased to 85. The original factory settings for ignition timing being 7 degrees BTDC on the 48/215 to FC models and 2 degrees BTDC for FB to EJ will not give the best performance when running on Super (96 octane) or unleaded (91 octane) or a blend of both.

Advancing ignition BY UP TO another 7 degrees will improve engine power and economy for an engine in good condition and not having a high carbon build up. Due to a number of variables between engines one may have to make a number of adjustments to find the optimum for that engine.

Making the above adjustments assumes also that the centrifugal and vacuum advance units are in good working condition. The distributor is often one of the most neglected parts of the engine. To check that it is working correctly, with the cap removed and holding the rotor turn it gently in a anti-clockwise direction. You should feel a resisting spring force and when returning clockwise there should be a minimum of freeplay without springiness in both directions. If not so it would indicate possible spring failure and/or mechanism wear which can result in insufficient advance or over advance given engine speed. Do not neglect the few drops of oil to the distributor (under the rotor). Although the manual says every 10,000 to 15,000 miles I would suggest at each 2,000 with a smear of grease to the cam surface at the same time. Don't forget the grease cup on models up to EK to lubricate the main bearings of the distributor. It should be filled with a medium grease and given approx 1 turn every 2,000 miles.

A lack of lubrication is mainly the reason for sloppy and worn distributor bearings.

The vacuum unit should be checked for a punctured diaphragm. I find the mouth vacuum method the easiest. If you cannot develop a vacuum, it is punctured and probably won't work to advance the ignition under partial throttle. these units are virtually impossible to obtain new.

NOTE: This information is intended to supplement the various workshop manuals.

By Alan Trass
from the Southern Sydney Early Holden Car Club
<http://www.geocities.com/ssehcc>

Here's a simple accessory that can easily be duplicated. The Ignition Switch Light was a globe, globe holder and lead that is simply connected to the light switch to come on with the dash lights. The idea was that by pulling on the light switch, the light in the ignition switch allowed you to find where to place the key in the dark.



The socket for the light is already built into the ignition switch, making it a simple installation.

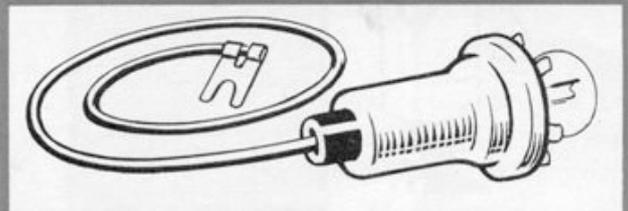
IGNITION AND STARTER SWITCH LIGHT

FOR 'FE' AND 'FC' HOLDEN

Here's a handy little accessory that sells well. Lights up the ignition switch for ready location of the keyhole at night.

PART No. 7406093

LIST PRICE 7/6 Plus tax



Thanks to Alex Smits from the NSW FE/FC Club who religiously posts these articles every week. To date there are 109 Accessory of the Week articles and it doesn't look like stopping anytime soon.

Go to www.fefcholden.org.au and follow the links to the forum. Only club members are allowed access to these articles

Rear Ended

Some of you may have had a peek at Steven Johnson's new wagon a couple of years ago at the October Long Weekend trip, others would have seen the "saweeet" blower setup on last year's trip. Now all of you get to see the progress pictures, all I can say is it's pity we can't print in colour because it looks fantastic.

Blower and Manifold is a 4/71 Bob Fischer.
Carbie is 600 double pumper,
All new floor pans, one piece tailgate lifts on gas struts.
Gear box is celica 5 speed.
Colours are Intense Orange and White with Gold Pearl overlay.

BEFORE



AFTER

