

## Classics & Coffee – 21<sup>st</sup> August at Wyndham Cafe

**Thursday, 21 August 2025**

**10:00am - 11:00am**

**Wyndham Cafe - return via Myrtle Mtn and  
Candelo**

### **CLASSICS & COFFEE**

*– Because Old Cars Need Friends Too*

Has your classic car, bike, or commercial vehicle been sitting quietly in the shed, longing for a bit of conversation and a spin in the sunshine? Or perhaps it only ever sees daylight at rego renewal time? Well, it's time to let it mingle!

Every Thursday at 10:00 am, we meet at a rotating selection of scenic coffee spots (check the app – yes, it works!) for a relaxed caffeine catch-up, followed by a meandering drive through the region's most enjoyable roads. There's no itinerary – just your classic stretching its legs alongside other classics, and plenty of banter between their proud owners.

Whether your pride and joy is a gleaming showpiece or just holding together with zip ties and optimism, it's welcome. Even moderns can join in (we're friendly like that).

So, brush the cobwebs off your car (and maybe yourself), bring it along for a coffee, let it make some new friends, and enjoy a good old-fashioned drive in great company.

*Everyone's welcome.*

*No logbook required – it's an official club event, so you're in the clear.*



Sunday, 24 August 2025

11:30am - 2:30pm

Seahorse Inn, Boydtown

Calling all Poms, Krauts, Eyeties,  
Frogs – and owners of their  
mechanical masterpieces!

It's time to raise a glass (of warm  
beer, schnapps, Chianti, or cheap  
French plonk) to the weird,  
wonderful and often temperamental  
legacy that Europe has gifted to the  
motoring world.

Bring along your beautifully flawed  
classics – British cars with Lucas  
electrics (a.k.a. the Prince of  
Darkness), German cars so well-  
engineered they're almost boring,  
Italian cars that look fast even while  
rusting, and French cars with  
suspension systems designed on a  
long lunch and a bottle of Pastis.

Whether your car leaks oil, refuses  
to start when it's damp, or  
simply feels offended when you speak English to it – we want to see it on display!

Join the SCHVC crew for a scenic gathering of old-world charm and old-world engineering. The  
glorious Seahorse Inn at Boydtown will be our venue for a relaxed lunch by the sea, surrounded by the  
unmistakable scent of carburettor fumes, damp upholstery and just a hint of nostalgia.

What to Bring?

- Your European classic (or your admiration for those who dare own one)
- Your appetite (for both food and questionable design choices)
- A sense of humour – because you're going to need it when someone asks how many times your car broke down on the way. Lunch from 12 noon – BYO stories of mechanical misadventure.

Vive la Rust! Prost! Cheers! Santé! Salute! Zum Wohl!

See you there, Rain, Shine or Electrical Short!

# BRITISH & EUROPEAN MOTORING HERITAGE LUNCH & DISPLAY

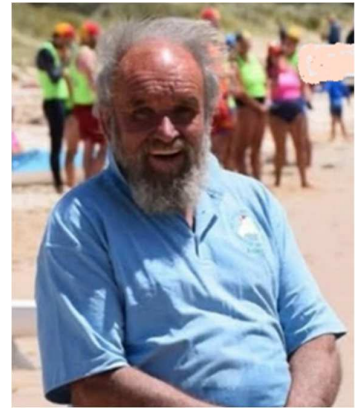




## Jimmy McGrath Farewell

On 15th August, family, friends, and community gathered at the Pambula Cemetery to farewell Jimmy McGrath. The enormous turnout was a true testament to the legendary life Jim led and the deep impact he had on all who knew him.

The presence of so many, especially our devoted members, members of the Sapphire Coast Surf & Life Saving Club, brought comfort and strength to all, as together we remembered Jim's warmth, generosity, and larger-than-life spirit. Thank you to everyone who came to honour and celebrate Jim's remarkable life and lasting legacy.







## The Story of the Holden FX

In 1944 the federal government invited General Motors, through its Australian subsidiary, to build a family car for Australian conditions. The design was originally conceived in the United States by Chevrolet, and it was thought it would be a good fit for the Australian market.

American and Australian engineers' hand-built three test Holden sedans at the General Motors experimental workshop in Detroit, Michigan. In 1946, after months of durability and performance tests, the cars were secretly shipped to the Fishermen's Bend plant in Melbourne. The first Holden rolled off the assembly line at Fishermen's Bend on 29 November 1948. Many saw the event as evidence of national maturity, proof that Australia had escaped its pastoral beginnings and embraced the modern industrial age.

Combining local production with American styling and technical simplicity, the Holden car captivated many Australians. Public reaction to the prospect of an Australian-built car was extraordinary, with around 18,000 people signing up for a Holden without knowing a single detail about the car.

The FX, with its robust design and practical features, quickly became a symbol of Australian ingenuity and independence. A mid-size sedan that offered a comfortable ride for the average family, and its production spanned from November 1948 to October 1953.

Under the hood, the FX boasted a 132 cubic inch GMH '132' inline-six engine, paired with a three-speed manual transmission, delivering a balance of power and efficiency that was necessary for the diverse Australian terrain. The FX's design evolution included the introduction of telescopic shock absorber front suspension in 1953, a significant improvement over the earlier lever-action shock absorbers. This upgrade marked the unofficial christening of the FX as it transitioned into what would be known colloquially as the 'FX' model, a term that emerged within the GM-H Drawing Office and later caught on in the public domain.

### **A Peek Inside**

Upon opening the door of an FX, one would notice the absence of door-lock barrels on the driver's side, a feature that was fitted to the passenger-side only. This was a common practice in vehicles of that era, reflecting the different security concerns of the time. The dashboard design was straightforward, featuring a large speedometer flanked by small warning lights on the left and the fuel gauge on the right. The starter button was located on the right-hand side of the dash, under the headlight switch, and the horn ring was an optional NASCO accessory.

The FX models initially came with either leather or cloth trim, with PVC material introduced later in mid-1951. The seats were designed for durability, and the Business Sedan variant even offered reinforced seat cushions and padding, tougher rubber floor mats, a passenger handrail, and aluminium kickplates on the seat corners and over the rear wheel arches. These features highlighted the FX's role as a vehicle for both private and commercial use, catering to the needs of families and businesses alike.

Ventilation in the FX was managed by an adjustable air scoop situated between the bonnet and windscreen, a common feature before the widespread adoption of air conditioning. The windows were of a "flipper" design, providing airflow without the need for complex mechanisms. The simplicity of the FX's interior was a testament to the era's design philosophy, where functionality often took precedence over luxury.

The Holden FX may not have had the sophisticated interiors we see in cars today, but it provided a foundation for the evolution of automotive design in Australia. Its interior features, though modest by today's standards, were a perfect fit for the time and continue to fascinate car enthusiasts and historians alike. The Holden FX remains a beloved piece of Australian history, cherished for contributing to the nation's automotive heritage and its enduring legacy.

For me, this article has been a drive down memory lane.

Let's take a whimsical ride back to the 1950s. Picture this: my Dad, like many eager Aussies, finally gets the call. The waitlist has paid off, and it's time to pick up the family's brand-new Holden FX. Our family had initially set our hearts on a cream-coloured model, but due to high demand and a shortage of that particular shade, my Dad opted for a stunning dark green.

This wasn't just a car; the FX was more than just metal, rubber, and glass; it was a member of the family! The thrill of actually going places! No destination was too far for the Holden FX. Beach trip?

Easy. Picnic in the countryside? A pleasure. A drive-in movie? No problem!

The arrival of the Holden brought immense joy to our family, allowing us to explore and create lasting memories together. As a little girl, I simply loved the Holden, it was Super!



Thanks to:

