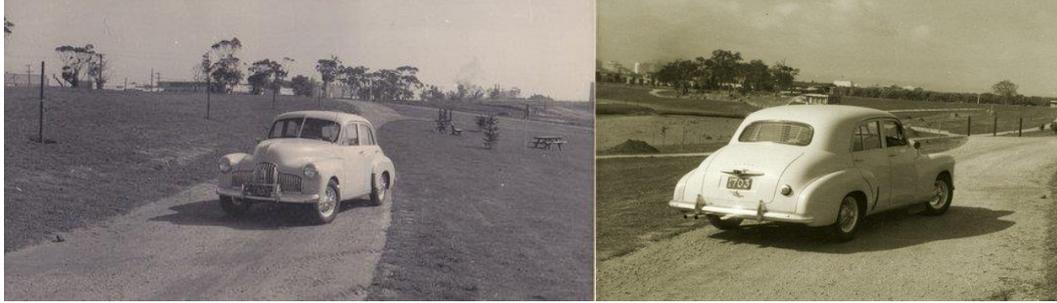


MEMBER'S PROFILE – MY HOLDEN RACING DAYS – ROD HILL

The photo shows my very competitive 1953 Holden, pre FJ with wide springs, telescopic shockers, wire wheels, 4 speed gear box and bucket seats. The photo was taken after I had finished competing in time trials, gymkhanas and racing (couldn't really afford them anyway).



This car was raced in Appendix J class, and could "hold its own" with Ken Virgin's VW, Nancarrow's Lotus, Johnny Walker's Holden, any of SA's racing Mini Coopers, Cortina GTs and the other "early model" cars.

Unlike many of the Holden owners, I did not believe in boring the cylinders, so I stayed with a standard bore but fastidiously balanced everything so the motor would rev easily, and believe me for a "side plater" it did. Naturally a lot of work was done on the head, triple Amal carbs were fitted, extractors etc etc. The motor should not have run with the camshaft it had in it according to Alby Rhodes. Alby was a teacher at trade school and he was interested in this car and once, when we pulled the engine down, he "ran the rule" over the cam shaft and made the statement about not running.

The suspension was modified as best we could do in those days, lowered, stronger springs, sway bar and shocks.

On the road, not much could get close to it including 3.8Jags, 356 Porsche's, Chrysler Royal police cars, English sports cars and "hot" Holdens. YES!!! I liked driving hard and fast as many of my associates did. Even today I appreciate the performance of a 4 or 6 cylinder specially tuned engine rather than a V8.

One experience I had was when we were tuning the car for a meeting at Mallala, when low and behold the distributor flew to pieces. Now as luck had it my father had an FC Holden, so guess where his dissy went, but I was not game enough to tell him. Next day off I go to Mallala with the car running well. Dad never agreed with my competing (dangerous and expensive), so imagine how cranky he was after he had towed his FC around the Stirling area trying to start it and then finding out the dissy was missing. He soon worked out what was going on, his son was at Mallala. Any way I was in the pits and I saw dad coming, s!!#!t. We were close to being called to the line and I was not around waiting, I was first at the gate. When I returned to the pits, expecting to be assassinated, Dad was so excited about how I went, Mum said, he clapped and cheered, so at the end of the day all was well and I was forgiven.

Epilogue to my pride and joy.

In 1963 I put it back to "standard" and sold it to a little old lady who lived in Stirling. We went North in 1965 and never saw the car again.

Rego number was SA 703. SA 703 and SA 126 had been in the family for many years. When I purchased the Holden from my father, he let me have the number. I retained it until 1966 when S.A. went alpha/numeric. In the mid 1980's I could have purchased it from The Registrar of Motor Vehicles for \$1900, but regrettably we could not afford this "luxury" as we had just started our business and money was tight. Naturally, a few years on, when I could afford the \$1900, the number had been auctioned by the RMV.

I look for SA 703, but to this day I have never seen it on a rego plate.