

MOTORING ICONS FOR NATIONAL MUSEUM

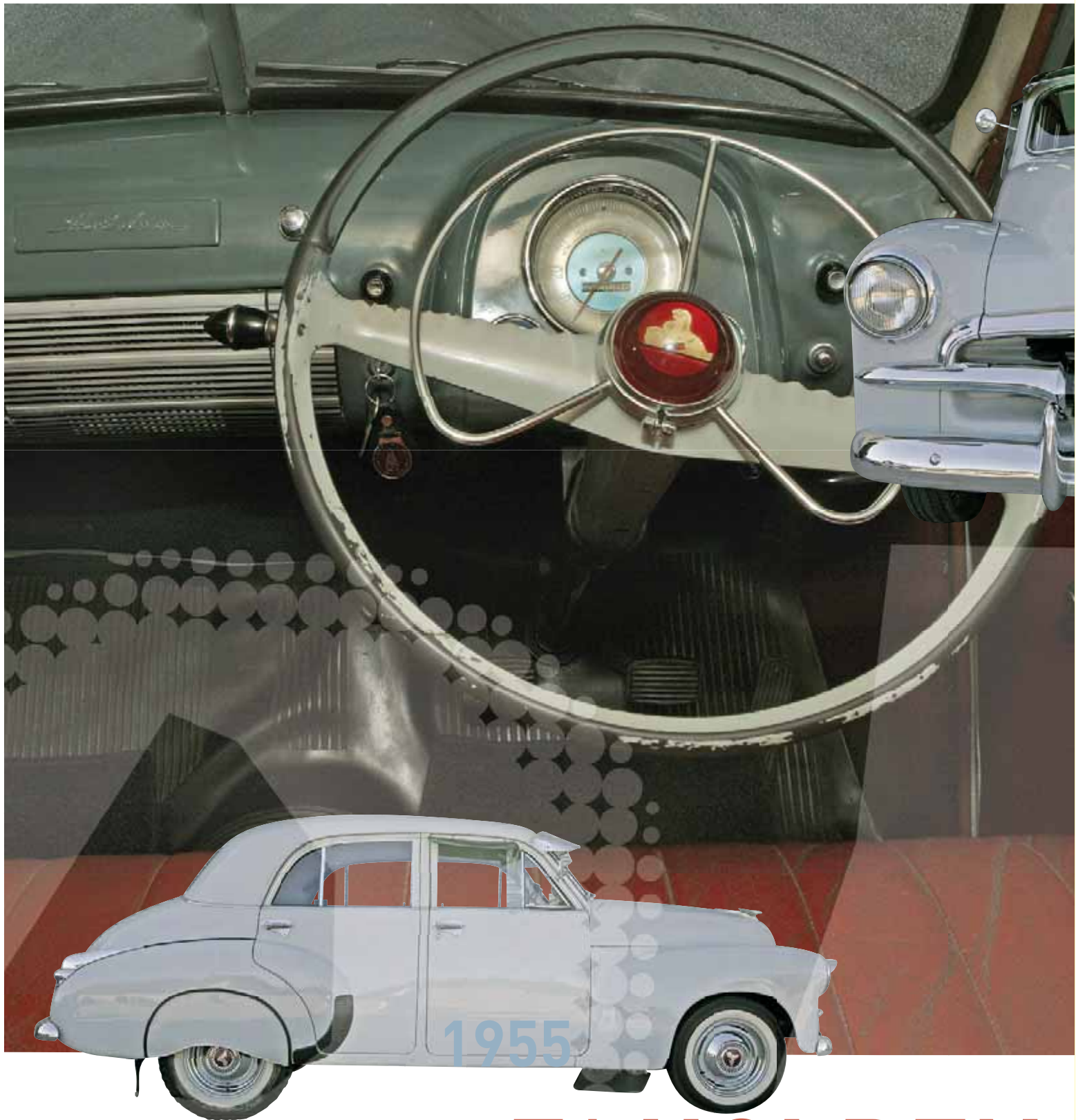
The National Museum has secured two new treasures with the purchase, announced on 25 August, of two key Holden car models – Holden Prototype No. 1, and Holden No. 215. The first car, the definitive model for millions of Holdens, is the most significant addition to the National Historical Collection since the Museum's opening in March 2001.



The second Holden, believed to be the first FX sold in 1949, to leading industrialist Essington Lewis, was donated to the Museum by his daughter Mary Munckton.

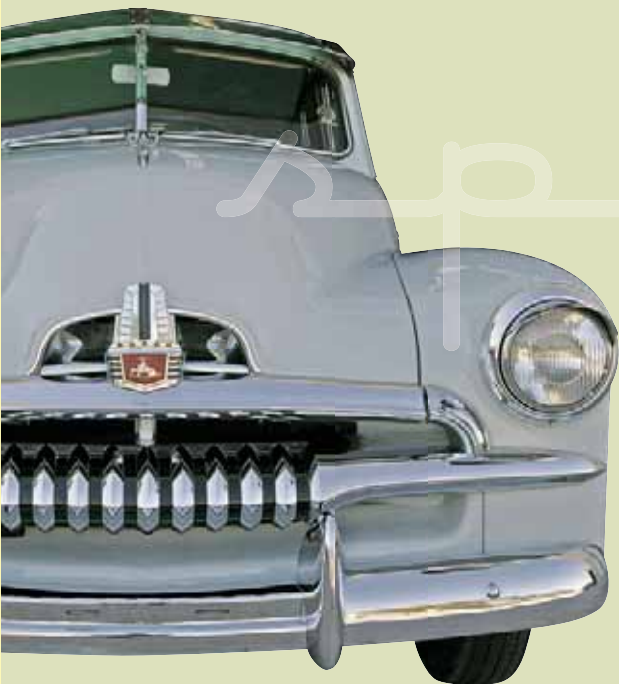
National Museum Director Craddock Morton said of the new acquisitions: *These cars are synonymous with Australia's automotive, industrial and cultural history. The Holden remains firmly planted in our consciousness as Australia's Own Car and we're delighted these two icons now belong to all Australians at the National Museum.*

See Mat Trinca's article, *The Life of Things* on p44 for more information on the Holdens. [a](#)



FJ HOLDEN

AN AUSSIE ICON FINDS A
HOME IN THE NATIONAL
HISTORICAL COLLECTION



ONE OWNER – A LITTLE OLD LADY WHO ONLY DROVE IT TO THE SHOPS AND BACK. THIS COULD DESCRIBE ONE OF THE NATIONAL MUSEUM'S MOST RECENTLY ACQUIRED MOTOR VEHICLES, A RARE UNRESTORED AND FUNCTIONAL FJ HOLDEN.

The Holden Special Sedan was built in July 1955 and purchased new from Beazley & Bruce, Canberra, by Molly Goodall of Tharwa. Molly had learned to drive in the 1920s and the first car she and her husband Walter owned was a 1927 Chevrolet.

Molly was extremely proud of her brand new Holden and took great care of it. Not only would she garage it a night but she would also cover it with a horse-blanket and a rabbit-skin rug. The car was mostly driven from Rueon, the family's sheep farm at The Angle, into Queanbeyan. Even in the 1950s this was not an easy drive as it was gravel most of the way and there were several sharp corners and tricky creek crossings. Molly was up to the challenge, however, as she was regarded as an excellent driver. She was, for example, the first woman to drive over Fitz's Hill and across the Gudgenby River.

Molly continued to drive the FJ until it became too difficult for her to see out the rear of the vehicle. She then drove a Datsun 120Y for a few years before finally relinquishing her licence.

Molly Goodall died on 3 June 1989 and was buried in the Tharwa Road Lawn Cemetery at Queanbeyan.



The FJ was sold to Albert Neuss sometime in the 1980s. Albert's association with the vehicle, however, dates back to 1955 when he performed the first service on it at Desmond Motors, a subsidiary of Beazley & Bruce. Albert rarely drove it, as he wanted to keep the miles down. The only changes he made to the vehicle were a partial paint respray and the installation of indicator lights.

Albert sold the vehicle to the National Museum in December 2003. This was an exciting addition to the National Museum's small but important and growing collection of motor vehicles. These include the Bean car driven from London to Australia in 1927-28, one of the fleet of Crossley landaulettes used at the opening of Parliament House in 1927, a 1920s Stanley Steamer tourer and a 1960s Australian-built Zeta sedan.

The FJ Holden, 'Australia's Own Car', was released in 1953 and quickly became a 'dinky-di Australian icon'. Produced locally, it sold in large numbers and was the first car that many 'ordinary' Australians had ever owned. The FJ was essentially a revamped version of the earlier 48-215 (commonly known as the FX) model and came in Standard, Business, Special, Utility and Panel Van versions. By 1958 Holdens could claim forty-three percent of car sales in Australia. A million had been sold by 1960 and, despite market competition from the Ford Falcon, another million were sold over the next six years. Other Holden motor vehicle items in the National Historical Collection include four original factory design drawings and a billboard advertising the beautiful HOLDEN...Australia's Own Car. 🇦🇷

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Photos: Dragi Markovic

