

"The Great Kangaroo Hunt, 1956" (as per back of photo)
Date is actually 3 March 1957

The following from Harold Ingamells, 11 Dec 2000 and 2 Jan 2001. Harold has found a diary he used to keep so that he could write his weekly reports for Charles Paterson, and from this established the date.

The perimeter fence had been finished apart from a small section through which it was intended to drive the kangaroos. The Access Road had been started, the Hill Route was about 65% finished, the Rough Track line had been cleared and the Garage area cleared and levelled.

The Kangaroo Hunt plan was to form a line of beaters and drive from the Bass Highway to the old property fence (which ran/runs south from the dog leg in the north fence) before lunch, and then continue to the back (eastern) fence after lunch.

The hunt was abortive as there was then a swamp where the dust road is now in the centre of the circular track. This stopped all those on the northern side of the PG. Those on the southern side got as far as half way up what is now the 6% hill.

Had they continued after lunch they would have discovered that beyond the old property fence there was a swampy creek and very thick ti-tree, followed by very steep terrain, more swampy ground and heavy vegetation.

All the people involved were Holden employees, except for Pierce Reynolds. As the Durability drivers operated out of Fishermens bend at this time, and didn't get any closer to the PG than Dandenong, this was an opportunity for them to look at the PG.

At this time Harold was the only person based at Lang Lang -- all others were based in Melbourne.

Jack Joyce had not been to the PG until he moved down in Sep '57.

Building of the Circular Track started about a year later. Many of the contractors then stayed on to become PG people.

Bob Pratt ran the garage in Melbourne, 3 shifts, rotating a month at a time. Eng'g fleet was 12 cars plus prototypes.

The Proving Ground was under threat as the Dandenong Plant expenditure had over-run. All PG work was being done very much on the cheap.

Photographer was Ted Kay, with Ken Jacoby his off-sider.

Other people who were probably there:

Gordon Eastwood

Fred Coleman

Tony Mele

Wally Petchel

Keith Atkins



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| "The Great Kangaroo Hunt, 1956" (as per back of photo). Date is actually 1957, late summer. | | | | |
|---|---------------------|---------------------------------|-------------------------------|--|
| | Confirmed or Likely | | Guess | |
| | | | | |
| 1 | Bill Abbott | CKD Engineer | | |
| 2 | | | Gordon Elliott? | |
| 3 | | | Not Dave Birrell | |
| 4 | Harold Ingamells | Proving Ground Staff | | |
| 5 | | | Fred James | Asst Electrical Engineer |
| 6 | Jack Sharples | Durability Driver | | |
| 7 | | | | |
| 8 | Roy Saunders | Durability Driver | | |
| 9 | | | Not Ken Jacoby | |
| 10 | | | Not Alan George | |
| 11 | Ed Silins | Engine Project Engineer | Not Ray Grigg | |
| 12 | ? | Expt'l Manufacturing | | |
| 13 | George Stafford | Security | | |
| 14 | Ron Burton | Assistant Experimental Engineer | | |
| 15 | George Wallis | Drawing Office | | |
| 16 | Malcolm Preston | Report Writer | | |
| 17 | | | | |
| 18 | Don Bright | Experimental Project Engineer | | |
| 19 | Alec Pedley | | | |
| 20 | George ? | Possibly from Panel Shop | | |
| 21 | Wally Mahoney | Experimental Manufacturing | | |
| 22 | Alec Cameron | Durability Driver | Not Barry Dundas - was at GMI | |
| 23 | | | | |
| 24 | Paul Pollack? | Manufacturing | Paul Pollack | Not tall enough for Paul? |
| 25 | Noel Christie | Vehicle Tests (Fishermens Bend) | | |
| 26 | Peter Christie | Noel's son | Oliver Twist? | |
| 27 | | | | |
| 28 | Hugh Videion | Report Writer | | |
| 29 | Stuart McKenzie | Vehicle Tests (Fishermens Bend) | | |
| 30 | | | | |
| 31 | | | John Finlayson? | |
| 32 | Warwick Exton | Personnel | | |
| 33 | | BUA Mechanic | Not Jack Joyce | |
| 34 | Charles Paterson | Experimental Engineer | | |
| 35 | Jack Criddle | Engineering Records | | |
| 36 | | | | |
| 37 | John K Marshall | Experimental Project Eng'g | | |
| 38 | | | | |
| 39 | Hugh Thompson | | Not John Car | |
| 40 | John Vernados | | Not Frank Pound | |
| 41 | Bill Seargeantson? | | Not Henry (Maint) | Henry came as a Circ Track contractor. |
| 42 | Reg Hall | Body Engineer | | |
| 43 | Ahman Eullul | Machine Shop | | |
| 44 | Dieter Lau | | | |
| 45 | Brian Adams | Manufacturing | | |
| 46 | Arthur Lawrence | Driver, Melbourne | | |
| 47 | | | | |
| 48 | Bob Pratt | Experimental Garage foreman | | |
| 49 | | | Not Jack Gow | |
| 50 | Jack Rawnsley | Asst Chassis Engineer | | |
| 51 | Pierce Reynolds | Friend of Ron Burton | | |

Hey Chris,

TUESDAY 19 DEC 2000

NAROOMA

ENJOYED 'THE GREAT KANGAROO HUNT' AND THE MEMORIES IT BROUGHT TO MIND - I'M NOT SURE IF MANY (OR ANY) OF THE REOS DID WHAT THEY WERE PAID TO DO AND GO THRU THE GAP IN THE FENCE BUT I REMEMBER IT AS A REAL FUN DAY..... UNFORTUNATELY I CAN ONLY ADD ONE NAME TO YOUR LIST, THREE FACES FROM REG HALL (#42) I THINK IS HUGH THOMPSON AT THE VERY REAR. I HAVE A FEELING HE WAS IN ENGINEERING BEFORE JOINING IDEC (OR DETROIT DIESEL). I DO HOWEVER CLEARLY REMEMBER A LOVELY STORY HE TOLD ME OVER A FEW BEERS IN THE PUB AT SAN REMO AFTER A PHOTO SHOOT OF FISHING BOATS EQUIPPED WITH GM MARINE DIESELS. IT SEEMS WHEN HUGH WAS ON SCHOOL HOLIDAYS LIKE MANY OTHERS HE HAD A JOB WITH MYERS IN THEIR SHOE DEPARTMENT. THE MAIN AIM WAS TO AVOID THE DODDERY OLDIES WHO CAME IN TO BUY SHOES. AND HUGH, WHO COULD RUN A BIT SPIED THIS STYLISH YOUNG MATRON OBVIOUSLY FROM TOORAK AND HE WAS OFF LIKE A ROCKET SKIDDING TO A HALT AND CASPING OUT "CAN I SERVE YOU MADAM?" AND MADAM, AFTER LOOKING HIM UP AND DOWN REPLIED "NO, BUT YOU CAN GET ME A PAIR OF SHOES. I'M VERY SORRY TO HEAR NOEL CHRISTIE HAS PASSED AWAY, BUT I'M TICKLED PINK HIS SON (OUIVER TWIST) WHO MUST BE AROUND FIFTY BY NOW HAS SHOWN SUCH AN INTEREST. SORRY NOT TO HAVE BEEN MORE HELPFUL - SO MANY FACES I REMEMBER VERY WELL BUT THE NAMES ELUDE ME - HOWEVER I WILL KEEP STARING AT THE PRINTS LYN GAVE ME AND MAYBE THE PENNY WILL DROP -

Best Wishes Xmas + New Year

Ken Jacoby