

The
HOLDEN
U.K. Register

HOLDEN BUSINESS

NUMBER ONE

APRIL 1988

G'day,

Welcome to the first newsletter of the Holden Register, warts and all!

Since member Allen Harris' original cry for help appeared in Practical Classics late last year the Register has developed in leaps and bounds, until it emerged from its cocoon, like several Holdens themselves, on the 18th February. With your help and involvement the Register will continue on an ever-stronger basis assisting Holden owners in keeping these unusual and truly practical vehicles on the roads of Britain. What better way to help Australia celebrate her bicentenary than by showing off her products?

Keep writing to the Register - the content of "Holden Business" depends on YOU - and don't forget the s.a.e. The address to write to is:- Patrick Hemphill, 6 Stour Gardens, Great Cornard, Sudbury, Suffolk CO 10 QJN. And why the title, "Holden Business"? In the early days of Holden cars, 3 models were offered - "Standard", "Special", and, for fleet operators, the "Business", reflecting a prewar roadster body style designation. Now read on...

We bid a warm welcome and a happy association with the Register to the following members:-

Allen Harris, of 56 Moore Walk, Forest Gate, London E7 0BY, who started the Register ball rolling; he is about to restore his 1959 FG Special. It has been in store for some years but was in very good condition prior to being put in mothballs. "Good on ya, Allen".

Iain Brazier, or "Uplands", 44 Hangingroyd Road, Hebden Bridge, West Yorks who runs a 1956 FE Special in excellent condition. His story will hopefully appear in "Holden Business" No.2.

Guy Hardy, of Nether Hall Farm, Scalford, Melton Mowbray, Leics. who is restoring a c.1970 Chevrolet Kommando Wagon (estate car to the uninitiated). This is a "badged" Holden built in Port Elizabeth, South Africa, which appears to have found its way to the U.K. in the late '70s. It uses a local engine of 3806cc (230 cu in) mated to an Australian-designed Trimatic box.

Also enthusiast Ken Garner, who has written several times to the Register enclosing a Holden brochure and lots of interesting photocopies for our files. He has also offered to do some printing for us - thank you for your support, Ken.

Finally I will emerge from my shell to reveal that I own a 1968 HK Kingswood, undoubtedly the scruffiest on the Register but it was in daily use until last May and should be running again in a couple of months - if you see a tatty blue and white monstrosity draw up in front of your door this summer, be warned!

LETTERS

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Ken Garner, 39 Roebuck Road, Chessington, Surrey KT9 LJY writes:-

"I have been interested in Holdens since spending some time in Australia. However I am afraid I can't offer much in the way of help as it is probably the rarest make in this country.

I can remember seeing an FC being driven off a ship at Southampton in about 1975 and another FC advertised in Exchange and Mart with a cracked windscreen around 1969. A small book of Autocar road tests includes a test on a Holden Brougham V8 with a G reg., also in Exchange & Mart (18/6/87) someone was selling a 1970 "prestige" saloon (Tel Southampton 767571). I also remember that Australia House used a couple of black Kingswoods (I think) up to about 10 years ago but I've no idea what became of them. The old Australian Express newspaper used some Premier utilities up to a few years ago and I saw one of these in a rather delapidated state parked in a Sutton side street recently."

-Has anyone else seen Holdens over here in the past? I remember seeing a 1964 EH wagon in Llandudno and a 1965 South African-built HD in Ireland some years ago-Ed.

Guy Hardy has written in with some useful addresses:-

"Cheers for letter. I was amused to receive it because I've taken so many components off the Chevy with Holden written on them. I thought I might get in contact with you if I didn't hear from anybody else!

Will be very pleased to join the Register and play an active rôle if you think that might be useful - let me know. I have a contact for spares in South Africa but as yet I haven't tried to get anything from them. They are:-
Apie Le Roux Motors, P.O. Box 493, Kempton Park, 1620, South Africa. Also I've had a letter from Dave Barry (April Practical Classics p.50) re. Holdens. He can supply all parts manuals and parts lists:- Barry's Automobilia, P.O.Box 46, Epping, NSW 2121, Australia. Says he's already exporting to U.K. and South Africa."

-Thanks Guy. I think several of us heard from Dave Barry - he has been in the business a long time; I met his wife at their stall at Bromley Pageant of Motoring a couple of years ago. I have asked him to quote shipping costs for containers of parts, so watch this space in future issues of "Holden Business".

Another person in South Africa eager to help with parts is enthusiast Ian Saxton, 96 Frere Road, Vincent, East London 5247, S. Africa. He says he is not a dealer but has many contacts. His family has 4 Holdens and a Morris Minor!

Don't forget, if you have any contacts for Holden spares or know of suitable substitutes don't keep it to yourself - tell the Register!

NEWS ROUNDUP

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Iain Brazier has written to tell us of the vintage/Classic weekend in Hebden Bridge, West Yorks in early August. It is one of the biggest events in the U.K. so should be worth attending for anyone travelling in the area. Perhaps you could send us more details, Iain?

Probably the most relevant Event we Holden owners can attend in Central England is the annual Vauxhall Rally at Billing Aquadrome, Northampton on Saturday 5th June. Hosted by the F Victor Owners' Club, it is a great Event with some other G.M. makes present as well as a good autojumble. I am trying to negotiate with the organizers for a reduced entry fee; more in H.B. 2.

Sunday 3rd July sees the Practical Classics-sponsored Bromley Pageant of Motoring. It is an enormous Event and always very well organized, even down to the weather! If you are near Bromley do try to make this one - details in Practical Classics.

This year, as well as marking Australia's Bicentenary also signifies 40 years of Holden cars. The first 48-215 rolled off the production line on Nov 29th 1948 and in less than five years had established itself as one of the best-selling cars in Australia. It is also the 25th anniversary of the launch of the EH Holden, the first to use the second-generation engine, the "Red Motor". The EH was very similar to Dinky Toys' Holden Special available throughout the mid 'sixties; it was in fact a very accurate representation of the EH8 predecessor, the EJ.

NEXT ISSUE

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In H.B. 2 we hope to feature Iain Brazier's tale of his Holden, including how he was nearly arrested! Also some condensed Holden history to help you sort your FJs from your HQs; technical tips; up-to-date rally news, letters and more. It would be much appreciated if you send an sae to cover postage.

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- WANTED Cylinder head to suit FE. Iain Brazier (address on front page).
- WANTED Chrome fixture assembly for boot lid of FG. Allen Harris (address on front).
- WANTED Windscreen and all body chrome trim for HK Kingswood. Patrick Hemphill
(address on front).
- SWAP Parts for Mk III Ford Zodiac required in exchange for Holden parts (apply to Patrick for details). Keith Owen, 11 Layard Street, Goodna 4300,
Queensland, Australia.
- FOR SALE "The Motor" magazines 1958-61 (11 copies), "Motoring" (Nuffield publication) March 1952, July '56 and Oct '57, and Duckhams' "Quest" Spring 1978. Some are damaged and incomplete but still entertaining reading 50p ea +p&p. All proceeds go towards Holden Register printing costs.
Patrick Hemphill (address on front).