

The
HOLDEN
U.K. Register

HOLDEN BUSINESS

NUMBER TWO

MAY 1988

Greetings,

Small though our Register is, reaction to H.B.1 was very favourable, and there is lots of news to catch up with in this issue! Forgive me if it appears rather short and to the point in places but I am trying to get as much down on as little paper as possible to save on postage.

Several members have indicated that they would like to play an active role in the running of the Register - well a golden opportunity has turned up in member Guy Hardy inviting us all to our very own event in Leicestershire on Sunday 12th June. Even if some of us can't bring our Holdens we can definitely bring ourselves and this is the chance to volunteer as office bearers. More under "News Roundup".

I promised to include a potted model history to help identify post-1948 Holdens. G.M.H. policy was one of frequent model change, using similar body pressings for 2 models then completely revising them, while basically retaining the same mechanicals. So on 29th November 1948 amidst enormous media and advertising publicity backed by General Motors appeared the "Holden", code named 48-215. This began just as a 4 door, 6 cylinder sedan (saloon) but later also appeared as a utility (pick up) for commercial and farming applications - the 50-2104. As neither of these examples of nomenclature was particularly memorable they became known retrospectively as the "FX". Sales were at least up to G.M.'s expectations and far exceeded those of the cynics who had seen many Australian cars born and die before; here was a car which, through thorough market research provided just what the average Australian motorist wanted at a favourable price - £733. In late October 1953 arrived its successor, the FJ, which although is perhaps the most famous Holden was in fact almost identical to its predecessor, differing only in trim and minor mechanical detail. During its life it became the top selling car throughout Australia and is highly prized there today.

By now there were Standard, Business and Special sedans, a utility and a (very rare) panel van. In 1956 the FE emerged being mechanically almost identical but entirely rebodied, featuring slab-sided bodywork and a one-piece curved windscreen. A station sedan (estate car) duly appeared, and 12v electrics replaced the earlier 6v variety. Member Iain Brazier runs a very nice example of the FE. The FC followed on May 6th 1958; predictably similar to the FE, being mainly more heavily adorned with chrome trim as I hope we will see soon in Allen Harris' car, currently under restoration. The next 'model pair' were the FB and EK respectively which bore transatlantic finned bodywork and a somewhat exaggeratedly wraparound windscreen - perhaps the reason for the EK to use electric instead of vacuum wipers! It was also the first Holden to offer Hydramatic transmission.

By late 1962 the EJ - EH pair arrived - the EJ reverting to more staid bodywork as well as introducing the "Premier" top of the range model. The EH looked similar but used an entirely new engine (the Red Motor, making the previous unit the Grey Motor) which featured 7 crankshaft bearings and hydraulic tappets, all of which proved a great success. Not quite so successful was the 1965 HD model which looked not unlike a large 101 Victor; sharp protruding bumper ends did nothing to preserve wayward pedestrians and the car earned a reputation for rust. However more option packs were by then available including the sporty 'X2' model, some of which used the 'Powerglide' auto transmission replacing the earlier Hydramatic. The 1966 HR was a better car and over $\frac{1}{4}$ million were built before the introduction of the all-new HK in early 1968. This was wider and lower, yet while it carried dual-line brakes, a collapsible steering column and a 5.3 litre V8 option it was more noted for the

new coupé version, the Monaro - a collectors' item now. The spirit of these cars was carried over in the HT and HG models until the arrival of the new HQ in 1971; more of which in a future issue. Simultaneously, in 1967 the HB Torana was released, being basically a Vauxhall Viva presumably intended for city use and to compete against the growing influx of Japanese cars - Australia and America were Japan's two earliest export markets. Similarly, Holdens were exported to most Pacific markets and assembled in New Zealand and South Africa by the mid 'sixties; South African models being re-badged Chevrolet by 1970. Still confused? Read on...

Please bid a warm welcome and a happy association with the Register to new member Ken Wiffen, of 3 Hardwick Road, Chandlersford, Eastleigh, Hants SO5 2GZ who can claim to own the rarest car on the Register so far - a 1939 Vauxhall JI Drophead coupé - made by Holden! If I read Norm Darwin's "History of Holden since 1917" correctly it is one of only 43 of its type built, so even Australians would be keen to get their hands on this one. Good luck with the restoration Ken; most of the bits you need are Vauxhall - based which should help you meet that 1989 'on the road' deadline!

LETTERS

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Iain Brazier, 'Uplands', 44 Hangingroyd Road, Hebden Bridge, West Yorks. relates his tale of a Holden:-

"My particular model is an FE sedan 1956. I was smitten by the car standing on a forecourt (BMC dealer) in Chipping Camden in the Cotswolds, whilst on holiday and out for a Sunday stroll. Of course, I was unable to hear it run and test it as that night we were due home. I spent the next two weeks ringing the classic car mags, as you'll realise I had been bitten by the bug. Eventually one mag put me in touch with a journalist called Andrew Whyte who'd written an article on Holdens (Classic Cars June 1986) and had driven them in Oz. I got a copy of the article and a chat with him ensured I put in an offer. As you'll realise, my offer was successful and I went round to pick it up from Chipping Camden. I was assured it was in running order and had a current MoT. So insurance arranged and tax applied for, I caught the train to the Cotswolds and was duly picked up at the station by a courtesy car from the garage looking forward to my test drive. As it was October light failing, I turned the starter and it burst into life first time (wish mine would! Ed). I was accompanied by the Garage Salesperson, a local girl, obviously nervous. Lights on we headed into the countryside. I had a vague sensation of the girl cringing as the car waddled about in the dark, however I negotiated the round trip back to the garage. It was a bit late for further negotiation, however cheque duly parted with I set off for the garage to fill up. It was while checking the tyre pressures that I realised why the car was handling badly, hardly any air; no wonder the girl was terrified!

I was staying the night just outside Stratford, meeting Andrew Whyte at breakfast and going for a test drive around the Cotswold villages. After a pleasant night's rest and meeting Andrew, we duly set off on our trip. A beautiful day we were gliding through the villages pausing for photographs at picturesque cottages. Andrew took a turn at the wheel and his memories of past drives came back. After returning to Andrew's house for quick elevenses I took my leave and set off up the picturesque 'A' roads. The car was gliding effortlessly along and I was carefully driving the car. I was surprised at the car's economical ride; it was uneventful except for having to stop to replenish the radiator. I still have this problem; any ideas? Well the rest of the journey complete with no further incident I made it home to West Yorkshire. Strange to relate a few days later the police called round one morning to see if I was the person who'd been in the Holden in the Cotswolds. Apparently whilst taking some pictures of the Holden with a backdrop of some lovely cottages, the owners had contacted the police and traced the car to me. After a satisfactory explanation they departed. The car has been to a few rallies and has created a great deal of interest especially if there are any of our Australian comrades present."

Keith Owen, 11 Layard St., Goodna 4300, Queensland is willing to send us Holden parts in exchange for Ford Zodiac Mk. III parts:-

"I was pleased to see that a Register was being started in the U.K. for Holdens - I wish you luck. Holden parts are very easy to obtain here, and reasonably priced - I've been told the same situation exists in England at autojumbles, for Zephyr / Zodiacs, it's just a matter of getting to them and looking. At the moment there are quite a few "swap-meets" doming up over here, and if you can let me know what you need, I'm sure the odd bargain can be had. I'd be wary of some of the so-called "dealers", as we have found enormous profits being made, and our club believes that it's about time some of them "pulled their sox up". By the same token there are the odd few who are really good, and have our wholehearted support.

As for U.K. clubs - well, I'm a member of the Mk III Owners' Club, and the Ford Sidevalve Owners' Club (as I also own an Anglia sit-up-and-beg convertible). I've found that the demand for the parts I need is high, and by exchanging parts with someone who is not interested in the very parts I need is much more successful and satisfying for both parties.

Just as a reference to let you know what is available, most door, $\frac{1}{4}$ light and screen rubbers for the earlier Holdens are readily available at cheap prices, badges and lenses are generally available; some accessories are hard to find but do show up at swap meets occasionally. Rust repair panels are available for some models, full sized panels cost a fortune to send overseas as they are too big for the post - the most economical way is a crate, shipped, about 3 cubic metres in size. Small items like rubbers, badges and so on are small enough to send by post - fairly cheap if sent by sea which takes about 6 - 12 weeks, or if by air (about 1 week) it is fairly expensive. For example I just recently sent a pair of rear wheel spats over by surface - cost \$13.50 - it would have cost me \$63 by air.

I'm looking at writing the occasional article for a new Aus. magazine called the 'Restorer', when the Register gets going, you'll have to let me know all about it & send a few slides as an article on Aus. Holdens in England would be extremely interesting!"

Keith has already sent me a brake master cyl. kit and it would be good if members consider the advantages of swapping parts rather than having to deal with currency exchange, etc. as with a monetary deal; as Keith has outlined.

Guy Hardy has forwarded the name of another contact for parts in South Africa:-

Rodney Pendleton, P.O. Box 6786, Bryanston 2021, South Africa who seems eager to help - thanks to all who have sent in names of contacts or who have volunteered their services for spare parts, and keep the info rolling in!

NEWS ROUNDUP

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HOLDEN DAY - Sunday June 12th 1988, at Nether Hall Farm, Scalford, Melton Mowbray, Leicestershire. Guy Hardy has very kindly loaned his farm for our own first Event. Please, please let's have as many of us as possible attending this one as we can use the occasion to decide the best course for our Register in the future. Guy has farm buildings we can shelter under if the weather is inclement (would it dare?) and members may camp overnight if they wish. Please note that there will be a charge to cover insurance for the Event - total cost to us is just £12.50 which will be shared between those who attend. I hope to bring along my Holden; also Holden models, literature, brochures and manuals to look at and I hope we will be allowed to inspect Guy's "Chevrolet" Holden! To reach the venue, travel northwards through Melton Mowbray in North Leics.; Scalford is 4 miles further and Nether Hall Farm lies on South Street in the village. It would help if you can let Guy know if you intend coming but you will still be most welcome if you turn up on the day. See you there!

I haven't heard as yet from the organizers of the Vauxhall Rally at Billing Aquadrome, Northampton on Saturday 5th June but it is an event well worth attending even if we pay full admission fee.

The annual Bromley Pageant of Motoring is on Sunday 3rd July - always a huge event - details in Practical Classics; book soon to attend this one.

A letter addressed to the Register arrived advertising the 1988 International Wings and Wheels Spectacular at North Weald Aerodrome on 16th and 17th July 1988. I've heard very favourable reports of this one and there will be an Autojumble (if you want to book a stall a 20 x 20ft area costs £25 for 2 days). Contact Mr. H.D. Higgins, 109 Havering Road, Romford, Essex RML 4RB for entry form.

Our thanks must go to Vauxhall Motors in Luton who, on hearing about the formation of our Register very kindly sent us a book on Vauxhall for our 'library'. The publication covers some Holden-bodied Vauxhall cars, and comparison with their English-bodied counterparts makes interesting reading. This book is available for loan and I will try to remember to bring it to our 'Holden Day'.

Finally a warm 'thank you' to member Ken Garner for printing this issue of "Holden Business".

NEXT ISSUE

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There is plenty more material to fill future newsletters, but please keep the letters (and s.a.e. s) rolling in! In H.B.3 should appear the report on our first 'Holden Day', hopefully some of those postponed technical tips, latest news of events, letters and whatever else there is room for. As usual an s.a.e. is much appreciated (for 18p, please). Send all correspondence to Patrick Hemphill, 6 Stour Gardens, Great Cornard, Sudbury, Suffolk CO10 0JN.

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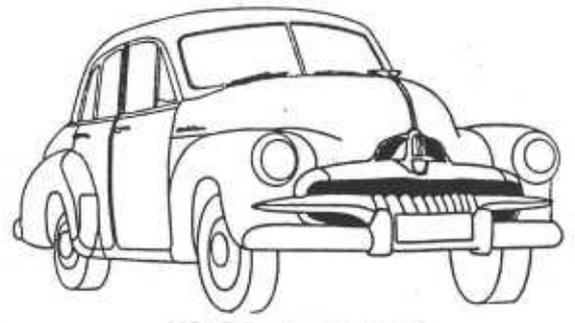
WANTED Cylinder head to suit FE. Iain Brazier (for address see Letters page).

WANTED Chrome fixture for FC bootlid. Allen Harris, 56 Moore Walk, Forest Gate, London E7 0BY.

FOR SALE The motoring magazines advertised in H.B.1 (Motor, Motoring and Quest) are still for sale - I hope to bring them to Holden Day. Rekindle memories of proper cars and help the Register's costs. Patrick Hemphill (address above).



HOLDEN 48/215 (1948-53)



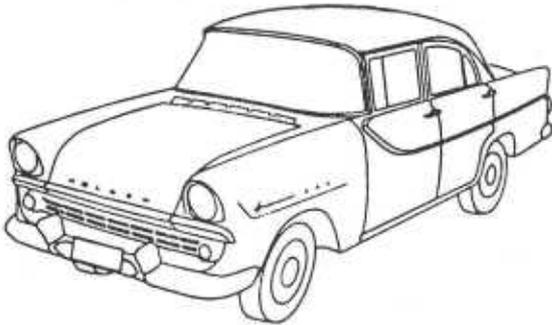
HOLDEN FJ (1953-56)



HOLDEN FE (1956-58)



HOLDEN FC (1958-59)



HOLDEN FB (1960-61)



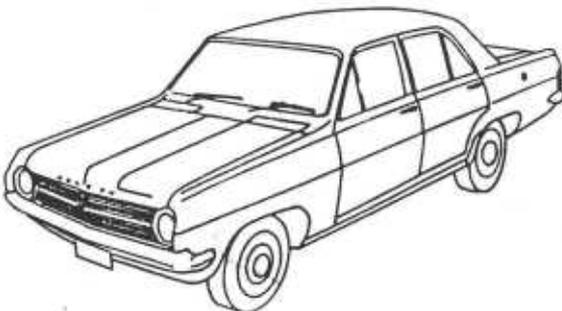
HOLDEN EK (1961-62)



HOLDEN EJ (1962-63)



HOLDEN EH (1963-65)



HOLDEN HD (1965-66)



HOLDEN HR (1966-68)