

HOLDEN BUSINESS



MARCH/APRIL 1992



HOLDEN JL APOLLO



HOLDEN VQ SERIES II CAPRICE



GENERAL MOTORS HOLDENS AUTOMOTIVE LIMITED

NOVEMBER 1991

FRONT COVER: *The Holden JL Apollo courtesy of GM-H Automotive Ltd.*

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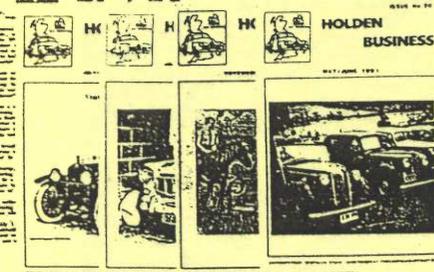
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- The Register is recognised by General Motors-Holden's
- Member of the Federation of British Historic Vehicle Clubs

The
HOLDEN
U.K. Register



HOLDEN BUSINESS
Back Numbers

- HB 1 - HB 3 25p each + post
- HB 4 - Date 50p each + post

Copies of this excellent book containing road tests and information on Holdens up to 1962.
Available from Guy Hardy - Address above
Price: £8 including post and packing (£9 airmail)

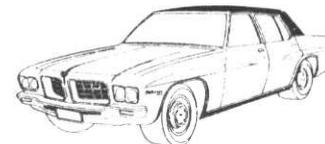
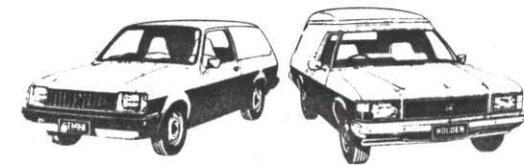


Red on White Holden Register stickers are available to club members at 50p each (post free if enclosed with magazine)

EDITOR'S NOTES.

G'day - and welcome to the Spring edition of the Business! I'll start by thanking all who have contributed to it and to the Library, especially Patrick, Stan Bennett of Australia, Ken Garner, the various contributors to the Letters section, Guy, the NZ and Australian Holden enthusiasts clubs etc. One of the nicest things about "doing the magazine" is the fund of goodwill from people one has never met! Ken recently had a phone call from an Australian truck driver at 7am-ish, regarding the Register, and they chatted for about ten minutes as the truck bowled along!

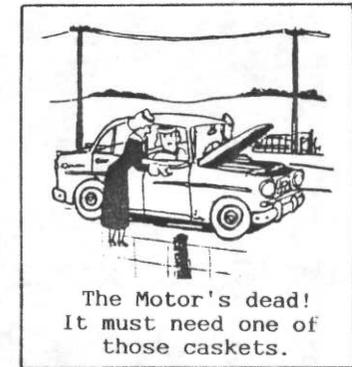
On 28th March, Ken, Guy and I plan to meet up at Chessington for a committee meeting, and so there should be a report on that in the next magazine.



Statesman de Ville

Lastly I'd like to thank Paul Rankin of Victoria, Aus., for offering to write for us on a regular basis. In this issue, he tells us of the many Holdens he saw on a trip around Queensland recently, and in a future one the curious but attractive Holden / Mazda hybrid, the Roadpacer, will be featured.

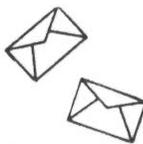
Now to mention what you'll find in this edition of the magazine: there's a piece on the '66 HR; some memories of my '59 FC; an article on Stretton Models of Shropshire, who stock some model Holdens, your letters and photos; and some news of forthcoming events.



The Motor's dead!
It must need one of those caskets.



LETTERS



47 TWICKENHAM ROAD
NEWTON ABBOT
DEVON
TQ12 4JF

Dear Mrs.Camp,

I wrote to you a couple of months ago, and said I would write later, regarding my Holdens.

I don't have any photographs for my white Holden, so the following is a short description:-

YEAR	1968
MODEL	SALOON
SERIES	HT SERIES KINGSWOOD
ENGINE	186 S (3045cc) STRAIGHT SIX, RED MOTOR
CARB.	BENDIX-STROMBERG SINGLE DOWNDRAUGHT-DUAL CHOKE
COLOUR	WHITE

The engine is a second-hand engine with (supposedly) a low mileage of less than 30000 miles. The original(conrod came through the block) is in the garage awaiting a rebuild when time and money allow.1994? I have taken off some of the chrome trim to semi-customize the vehicle (I can hear the purists raging and pulling out their hair even now), but I should have the trim kept away somewhere to return the car to 'original' condition if I want to later. It would end up as a 'sleeper'.

I have included some photographs of the other car. Both cars could do with cosmetic work, but this one could with the work carried out fairly soon.



Details of the car are as follows:-

YEAR	1970
MODEL	SALOON
SERIES	HK SERIES BROUGHAM
ENGINE	308 (5034cc ?)
COLOUR	GREEN

The interior of the car is in very good condition.It is done in vinyl and is patterned (looks like leather from a distance). This car has disc brakes at the front and drum brakes at the rear. The main problem I have at the moment is the back brakes because the car has been standing for some time. One of the things I try to do when the cars are stood up is:-

1. Start up the engine every couple of months to get the oil round the engine.
2. Drive up and down the drive to stop the brakes and the clutch (transmission) from sticking.

The cars I have are as far as I am aware are 'bog standard'. The Brougham model didn't all come with front discs and rear drums. Some came with discs all round, and when there was a mix of brakes the models didn't always use the same wheel cylinders - there are different bore sizes available as well as different piston shapes.

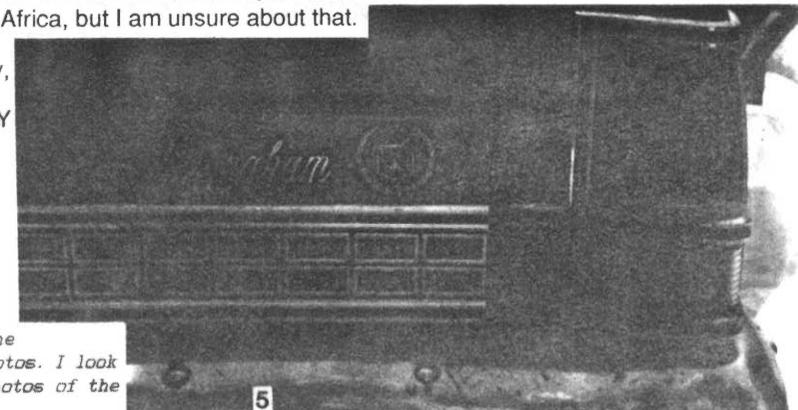
As can be seen from the photographs, the car has a vinyl roof, original wheel trims, a Holden radio, air-conditioning (works), fake wood trim,servo-assist on the brakes.

The history of the 186 as I know it is; it was owned by an Australian lady who brought it over to Britain for a holiday. When the holiday was over she sold it, I think, directly to my Uncle who then sold it to me. The second-hand engine I obtained from a man in Preston, who I believe had exactly the same model (Kingswood).

The Brougham I obtained from a man in Southampton who used to work in Japan. I think he used it in Japan. Before that, I think it was made in South Africa, but I am unsure about that.

Yours sincerely,

MR. C MANLEY



Many thanks, Chris, for the interesting letter and photos. I look forward to seeing some photos of the Kingswood when available.



STRETTON MODELS

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56 SANDFORD AVENUE
CHURCH STRETTON
SHROPSHIRE SY6 6AZ
TEL: 0694 723737
FAX: 06943 483



8/2/92

Dear Mrs R. CAMP.

We have just transferred the importation of trucks over to another company, we will now only be bringing in the promotional trucks although the standard items we will still do as far as I know we are the only company doing just that!
models in stock to date.

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8001P - " " ROYAL MAIL
8003 - " " VAN
8003P - " " " ROYAL MAIL
8004 - MONARO COUPE (BATHURST RACER)
8004B - " " "
8005 - FORD FAZLON XT GT
8006 - " " GT HO PHASE 3.
8001 - E.H ESTATE
8012 - E.H UTILITY
8021 - CORNWORTH RS500 (ULTRA) D. JOHNSON # 17
8021 - " " ((ULTRA) J. BOWE # 18
8022 - " " (OXO)
8023 - " " (TEXACO BATHURST)

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Dear Fellow Enthusiast

Please find enclosed an entry form (which can be photocopied) for the 5th Haynes Classic and Sportscar Tour 1992.

As you will probably have gathered by now, the route for this year has changed somewhat. Do you remember the Central Midlands route you took from Birmingham to the West Country in the days prior to the M5/M6 motorway? Well, now you can re-enact that journey. Starting at the Haynes Sparkford Motor Museum, the 130 mile route will take you via Bruton, Trowbridge, Melksham, Chippenham and Cirencester, then onto the old Roman Road that is the Fosse Way. Remember those old villages with names like Stow-on-the-Wold, Moreton in Marsh and Bourton on the Water.

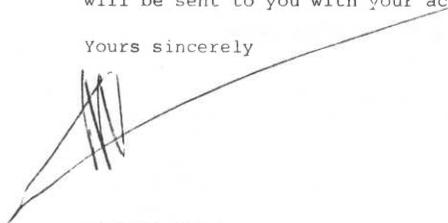
The culmination of the tour is Classic and Sportscar International at the NEC Birmingham, where the cream of the Worlds Classic Cars will be on display along with many other attractions. Should you have the misfortune of breaking down, you will be covered by the AA, which will be free, to entrants of the tour (only for one day - Saturday 23rd May 1992).

The tour is open to all cars built between 1944 and 1970.

Please could you bring this information to the attention of anyone from your club, who wishes to enter the tour.

More information will be available with the supplementary regulations that will be sent to you with your acceptance letter.

Yours sincerely


Michael Penn
Curator



EAST ANGLIAN DAILY TIMES COMPANY

Press House, 30 Lower Brook Street, Ipswich, IP4 1AN
Telephone Ipswich (0473) 230023 Fax 232529 (Editorial Fax 225296) Ad doc. DX 3261 Ipswich



B1
A



LOSELEY PARK

CLASSIC CAR SHOW & COUNTRY FAYRE

Queen Elizabeth's Foundation for the Disabled
Leatherhead Court, Leatherhead, Surrey KT22 0BN
Tel: 0372 842204 Fax: 0372 844072



Dear Sir/Madam

LOSELEY PARK CLASSIC CAR SHOW AND COUNTRY FAYRE
Guildford, Surrey August 15th & 16th 1992

Your Club and its members are cordially invited to the second annual Classic Car Show and Country Fayre which will take place in the picturesque grounds of the beautiful Elizabethan Loseley House near Guildford in Surrey - by kind permission of the More-Molyneux family - during the weekend of August 15th - 16th 1992.

This truly spectacular event is being organised on behalf of Queen Elizabeth's Foundation for the Disabled, a particularly worthwhile charity which has an enviable reputation as a pioneer in rehabilitative training and a constant objective of turning disability into ability.

The classic cars will this year be joined by vintage motorcycles and commercial vehicles whilst a full-scale country fayre will feature terrier racing, hawking, a gun dog scurry and horse show. There will, of course, also be the usual trade stands, autojumble stalls, refreshment facilities and overnight amenities.

Two other major attractions will ensure that this is a show which cannot be missed. The first of these is a feature marquee for very special classic cars such as those that are truly unique, have been owned by somebody famous or, perhaps, achieved their own film or television stardom. The second is a grand auction of donated items ranging from concert tickets to cars.

A large area has been allocated to car clubs and it would therefore be helpful for us to know as early as possible that your club would like to attend. There is no charge for club stands and completion of the enclosed form will enable you to register your interest and also indicate the amount of space required.

Regardless of your club's decision, individual members will also be very welcome to apply to attend with their vehicles and any publicity that you are able to give to our event through the columns of your Club Newsletter will be greatly appreciated. Black and white photographs are available if required.

We look forward to hearing from you shortly but should you require any further information or assistance in the meantime please do not hesitate to contact me or, in my absence, Anne Pengilly on 0372 842204.

Yours faithfully

N A Bamford
Show and Fayre Organiser



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MAKE THE DISABLED ABLE

Dear Club Secretary

MOTORSHOW 92

Our Motorshows (previously Roadshows) have now become a regular feature in the annual motoring calendar. The 1992 Motorshow will take place in the Suffolk Agricultural Association Showground again on 20 and 21 June, 11 am - 6 pm daily.

The support given me by private car clubs has been tremendous in the past, so I have no hesitations in inviting your club to participate.

A Bar-B-Que will be held on Friday 19 June, at a cost of £3.50 per head.

Camping facilities will be made available again.

I must ask you to take out adequate insurance cover please. All vehicles/drivers must carry your club pass for security purposes.

Any ideas/suggestions you might have on this subject would be welcomed as would any editorial you might have on your club.

Please complete the enclosed form and return it to me.

Yours sincerely

CHARLES BULL

MS1

EAST ANGLIAN Evening Star Mercury

Dear Readers of HB,

It occurred to me that you might like to hear of my recent trip to Queensland and cars I encountered along the way. The idea was to have a three-week holiday and also to collect as many early Holden body-plate and chassis numbers as possible.

It was still early in the day, so we went over the Snowy Mountain Range and headed for Cooma, where there is a very well-known yard comprising about 20 acres of early cars including English, American and Australian makes. I found a very rare FC business sedan which is an FC standard sedan fitted with certain original Nasco options and designed especially for fleet and business use. This is the only such FC I've ever seen and I've heard of only one other. Interestingly enough the body number was 2. From Cooma we made it to Canberra by nightfall, and spent the next few days there. Not many older cars were in evidence there, but outside the War Memorial, I found a fairly good blue EJ Premier parked next to my own car.

Sydney was our next destination and then Coffs Harbour where I copied the numbers of a very rusty but still-in-use FE standard station sedan, also an uncommon model. We then continued on into Queensland to spend a few days lying on the Gold Coast beaches, afterwards heading inland to visit a friend of a friend and fellow Holden enthusiast in the small town of Fernvale. It was on my way to this place that I found the Mazda Roadpacer in a wrecking yard.

To be continued.....

Thanks, Paul for the time and trouble you've taken to contribute to HB!

1966 HOLDEN HR

MONTH OF LAUNCH: April 1966.

MAJOR EVENTS DURING MONTH OF LAUNCH: Cultural revolution gains momentum in China; British novelist Evelyn Waugh dies; Andrew Peacock wins Federal by-election for Robert Menzies' vacated seat of Kooyong; USA recovers hydrogen bomb 'lost' off coast of Spain; Bob Dylan plays Australian concerts, with tickets priced from \$1.55.

POPULAR SONGS: *These Boots Are Made for Walking* (Nancy Sinatra); *Jake the Peg* (Rolf Harris); *Groovy Kind of Love* (Mindbenders); *Nowhere Man* (Beatles); *Daydream* (Lovin' Spoonful).

POPULAR FILMS: *My Fair Lady* (Rex Harrison, Audrey Hepburn); *The Greatest Story Ever Told* (Max Von Sydow, Charlton Heston); *Thunderball* (Sean Connery); *The Great Race* (Tony Curtis, Natalie Wood); *Zorba the Greek* (Anthony Quinn); *The Sound Of Music* (Julie Andrews, Christopher Plummer. Now in its 13th month!).

MOTORING HIGHLIGHTS: British car-maker Rover announces it is considering assembling cars in Australia; An English survey shows that dark green is the most popular colour for new cars; Datsun releases new six-cylinder Cedric on the Australian market at \$2950; Ford GT40s set fastest times in early practice for Le Mans.

When sales of the HD started to wane, GMHA hit back hard with the HR. Although the body changes looked mild, they involved reworking the roofline and changing almost all the exterior panels to give a sleeker, more modern profile.

Car-buyers responded by making the HR one of the biggest-selling Holdens of all.

Exterior changes were also effected at both ends, with a new grille with squared-off headlight surrounds at the front and 'tower-type' lights at the rear.

The Holden's performance was improved by virtue of enlarged versions of the 'red engine' with higher compression ratios. A new version of the twin carburettor 'X2' engine boasted 109 kW (145 bhp), making it the most powerful Holden engine to date.

Other HR changes included a slightly widened track, a wider rear

windscreen and plusher cabin trimmings, including a woodgrain finish for the Premier's interior.

Options included power steering, front-wheel disc brakes and a limited-slip differential.

Six months after the launch, all HRs were given a safety upgrade with the addition of front seat belts, windscreen washers and a shatterproof interior rear-vision mirror. The fitting of seat belts as standard was the forerunner of many significant safety-related features pioneered by GMHA in Australia.

From June 1967, a new '186S' engine became available as an option. Boasting the same output as the X2 engine it replaced, this two-barrel single carburettor engine delivered its power more smoothly and featured Holden's first automatic choke. At the same time a floor-shift four-speed manual gearbox was offered as an \$85 factory option.



PARLIAMENT HOUSE
CANBERRA

My EJ Premier was then fully tuned, serviced, the brakes bled and adjusted, and I left Beechworth on Sun. 24 Nov. to head south to Melbourne to pick up a friend and fellow holidaymaker / car enthusiast, Andrew Dunbar.

Next day, all the way to Lakes Entrance (on the Gippsland Coast) it was 40 degrees and the fully-laden Premier continually overheated. I therefore flushed the radiator and removed the thermostat the following day. After leaving Lakes we continued north until coming across a coastal wrecking yard known as Ashby's garage, at Bega, NSW, which contained a large number of Holdens especially FCs, EKs and EHs. Unfortunately, as the boss was away, I got to copy only the numbers of the twenty or so cars out the front and could not get access to the main yard.



COOLANGATTA
QUEENSLAND

Q 7932- '59 FC SPECIAL SEDAN.
STORY IN PICTURES.

Out on the test drive- design teacher vendor had kept it very tidy. Taxi engine fitted- reckoned to be a bonus!
Photo 1.



Co-owner Anne checking the essentials. We thought it very glamorous (like a Chevy Bel-Air!)
Photo 2

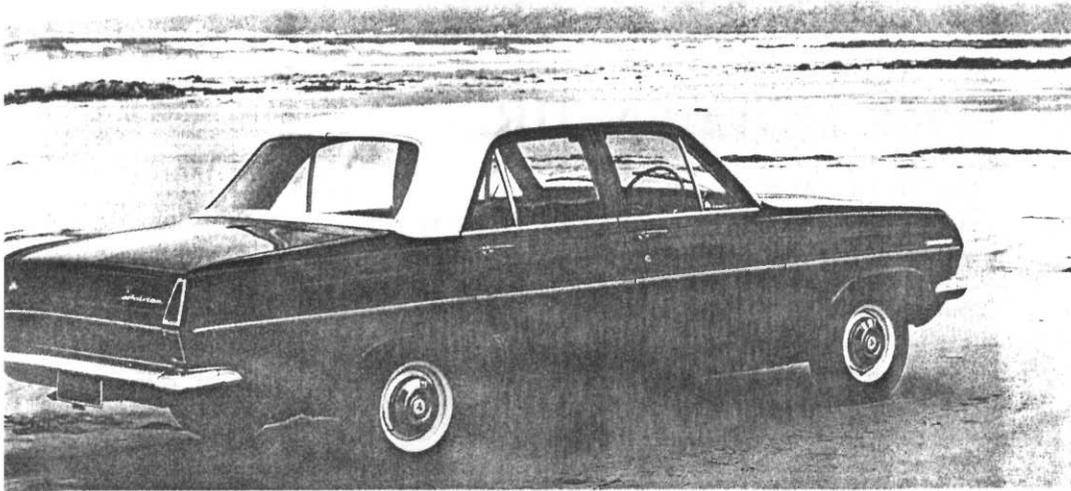


It let me down only the once- here at Ohope Beach in the Bay of Plenty, when the distributor cap cracked.
Photo 3



Photo 4 was taken just before I sold the Holden to a mechanic as it needed welding, a decoke and was proving too big for one person. I returned to the UK in late '73, never thinking I'd have anymore to do with Holdens!

Photos 1 & 2 are by courtesy of Anne Saddler and 3 & 4 are your Editor's.



1966 HOLDEN HR DATA

ENGINES: 2.65-litre six-cylinder '161' (a low-compression version of this engine was also available), 3.05-litre six-cylinder '186', 3.05-litre six-cylinder 'X2' and 3.05-litre six-cylinder '186S'.

TRANSMISSIONS: Three-speed manual gearbox, four-speed manual gearbox and two-speed Powerglide automatic transmission.

MODELS: Standard sedan, Special sedan, Premier sedan, standard station wagon, Special station wagon, Premier station wagon, panel van and utility.

PRICE WHEN NEW (INCLUDING S/TAX): \$2167 (standard sedan).

DIMENSIONS (BASIC SEDAN): Length: 4600 mm; Wheelbase: 2692 mm; Width: 1778 mm.

IDENTIFICATION: Revised version of HD body with turn signal lights set within grille and squared-off front guards; headlights have squarish chrome surrounds and grille features horizontal centre bar.

TOTAL NUMBER BUILT: 252,352.



HOLDEN HIGHLIGHTS

1967:

* The first small Holden, called Torana, is introduced. Taking its name from an Aboriginal word meaning 'to fly', it is based on the English Vauxhall Viva. Between 1967 and 1969, 36,561 are produced.

* A new assembly plant opens at Acacia Ridge, Queensland.



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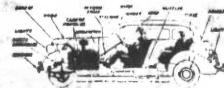
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Hemi. Autobox £1000
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NEXT ISSUE

we feature an article on, and photos of, the Roadpacer and also a look at the '68 HK which introduced the soon-to-be-famous Kingswood name. As always, your contributions are more than welcome! The closing date for these is 30 April.

WHAT'S ON

BROMLEY PAGEANT of MOTORING '92

28 June 1992 • Norman Park • Bromley • Kent
Classic One-Make Parking Area • Club Team Displays
Concours • Huge Trade & Autojumble Area
Automart • Military & Commercial • Stationary Engines
Models Marquee • Car & Costume Competitions

The Practical Classics Bromley Pageant of Motoring is the largest one-day motor show in the world. It has nearly 3,000 classic cars and so much to see that it is virtually impossible to see all in the one day. But above all the Pageant has atmosphere and a reputation for being one of the friendliest shows.

Advance Tickets
Admission on the day is £3 per adult and £1 per child/OAP, but advanced tickets are available to anyone wishing to attend the show at the reduced rate of £2.50 per adult and 50p per child/OAP.

One-Make Parking Areas
Any classic cars (pre-78) applying in advance for a one-make parking area sticker can attend the show and park free in these areas. Each car is also entitled to a free programme and a free plaque.
Entrance to the One-Make Parking Area is ONLY by windscreen sticker and advance admission tickets. See above for advance admission tickets, these and the windscreen stickers for free car admission are available by sending an A5 (9in x 4in/230mm x 100mm) SAE stating make, model and year, together with a cheque (made payable to Kelsey Publishing Ltd) to the following address:
Dept Club, Kelsey Publishing, Kelsey House, 77 High Street, Beckenham, Kent BR3 1AN

Reduced price Advance Tickets

Please send me: adult tickets at £2.50 each (price on the day £3.00)
..... children's/OAP's tickets at 50p each. I enclose my cheque for £..... (made payable to Kelsey Publishing Ltd) and A5 (230mm x 100mm) SAE.

ONE-MAKE PARKING (IF APPLICABLE)

In addition to my advanced tickets ordered above, I wish to reserve a free parking place in the One-Make Parking area (we refuse non-classic vehicles)

Make Model Year
Name
Address
Day Tel. No. CLUB

SOUTH OF ENGLAND AUTOJUMBLE
Sunday, May 3
South of England Showground
Ardingly, West Sussex
DOORS OPEN 10am
Admission: Adults £1.50, Children 50p

THE 6th ESSEX MOTORSHOW
MAY 3 & 4
ESSEX SHOWGROUND
Chelmsford

LEE VALLEY
JUBILEE MOTORSHOW
AUGUST 30 & 31
Over 40 car clubs, 1,000 cars
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Further sale dates and venues for 1992 are: Veteran, Vintage, & Classic Motor Vehicles at the Royal Air Force Museum, Hendon, 9th May, 29th June, 24th October and 30th November.
Rolls-Royce & Bentley Motor Cars at the Rolls-Royce Enthusiasts Club Rally, 13th June.
Early & Classic Motorcycles at the Royal Air Force Museum, Hendon, 28th November.

For further information please contact: Malcolm Barber, Stewart Skilbeck, Peter Blond, Toby Wilson
071-408 5268 or Mike Worthington Williams 0559 370928

CLASSIC/VINTAGE CAR RALLY

Would you like to take part in a Classic/Vintage Car Rally?

SATURDAY 4th JULY 1992
2.00 - 5.30pm
Leicestershire Co-operative Society
Employees Sports Ground,
Birstall Road, Leicester.

We welcome interest from anyone with vehicles pre 1960
For an application form contact:
Member Relations Centre
Tel. (0533) 704477

LEICESTERSHIRE CO-OPERATIVE SOCIETY

CLASSIC VINTAGE CAR RALLY (PRE 1960)

ANNUAL GALA DAY

DATE: SATURDAY 4TH JULY 1992

SETTING UP: 1.00 PM

Member Relations & Education Centre
Leicestershire Co-operative Society Ltd
Knighton Fields Road East, Leicester LE2 6DZ
(Any queries Tel: Leicester 704477)

OPEN TO PUBLIC: 2.00 PM UNTIL 5.30 PM

ADDRESS OF VENUE: L.C.S. SPORTS AND SOCIAL CLUB, BIRSTALL ROAD, LEICESTER

MIDSUMMER MOTORING LEGENDS

AT

THE WHITBREAD HOP FARM, PADDOCK WOOD, KENT

SUNDAY 21ST JUNE 1992



For further details or enquiries, please telephone Jill Todd or Mavis Davis on 0622 872068

KANGAROOS IN THE TOP PADDOCK

by
OWAIN & ALVINA WILLIAMS

Most things Australian seem to be the same, or very similar, to their English counterparts, maybe with the exception of summer and winter seasons. We both drive our cars on the left hand side of the road, we speak a language which is broadly understood, and as for TV programmes - we could be in either country.

It is when you start to dig a little deeper into customs, practices, rules, laws, and common usages do we find some very interesting and fascinating differences.

A tourist or visitor down under could well be offended, or complimented and without really knowing what was going on. Let's take our title - KANGAROOS IN THE TOP PADDOCK - it is not a farming term advising where the stock are being kept, but a way of telling you that you are crazy, the top paddock being a reference to the brain!

Motoring in Australia has its differences too, and which appear to be more stringent than here in the UK. Road rules are the responsibility of each individual state/territory, but they all keep them reasonably uniform - that is with the exception of priority at intersections!

Seat belt wearing is very compulsory for both front and rear passengers, and strictly enforced with substantial fines. Children must be in proper child seats, and these can be rented from state transport departments.

Also very high on the enforcement list is the eradication of drink/driving. As here, a points system for general motoring offences precedes licence withdrawal.

In a country where extremes of weather conditions can apply, it is not surprising that air conditioning is the norm in most vehicles. Road conditions are also diverse, with six to eight lane Expressways (motorways) serving major cities, while minor roads can be just rocky gravel.

Occasionally you may come across a Tollway, where your toll is used to cover cost and maintenance. Another feature found on Tollways is the 'uphill speed ramp' in case of brake failure - sounds fascinating!

Speed limits are not too unusual with an urban limit normally 60kmh, and main route limits of 100-110kmh.

Local conditions can lead to local hazards and road signs. Watch for 'Bushfire' and 'Drought' signs in addition to roadworks, and signs which warn of 'Kangaroos 5km' and of 'Koalas Crossing'. When you think about it, some animals can travel at speed, and have given rise to some vehicles being fitted with 'Roo Bars'.

It is not advisable to pick up hitch hikers anywhere, but in the state of Victoria it is actually illegal!

Vehicles have to be registered annually, but that is not all! The annual Rego consists of a roadworthiness test, combined with the road tax fee, and in most states compulsory third party insurance. In other words, the car's main requirements being dealt with all at once. The state insurance schemes sound interesting, as well as being quite simple, with both claims and payments being handled by the state. Compare this with the hassle and costs involved with individual companies and claims procedures we have.

The costs of Rego for an average family car in 1990 was around \$A500 - about £227. Motor insurance can be provided by private companies, and can be extended to fully comprehensive cover. Strong rivalry

exists between the private and state insurance suppliers. Caravans and trailers have to be separately registered and insured.

It is uneconomic to privately import your vehicle into Australia. Temporary visitors taking in their cars have to meet certain strict requirements. Firstly, the car must have current road tax from country of origin for the whole duration of visit. The car must be given a roadworthiness examination on arrival down under. In addition, a bond must be lodged with the customs authority, together with proof of insurance cover, certificate of registration, and driving licence from country of origin. You can't just arrive and drive as in other countries!

Most Australian drivers belong to a motoring organisation - around 75 per cent of motorists. With such a high take up rate, the costs are low and the services provided are good. Most breakdown response times are within one hour.

The 1990 price for premium grade petrol was between 40 and 60 cents per litre, which works out a lot cheaper than ours!

And now back to the Kangaroos! Over the years, the Aussie language has developed into a unique form. Maybe we can best illustrate this by showing some general examples below:

Apples - as in "She'll be apples mate" Everything will be OK
Barmalids blush - drink to disguise the taste of alcohol, as in rum and coke

Chook - a chicken, as in 'roast chook'

Dag - person who is nonconformist or unfashionable
Drop off the twig - to die
Dunny - toilet, WC

Esky - plastic box for keeping drinks cold in

Five finger discount - shoplifting

Frosty, tinny, tube, neck oil, singing syrup - beer

Gigglewater - champagne
Godzone - God's own country, Australia

Gumsucking - kissing

Jumbuck - sheep, original Aboriginal word

Lollywater - non-alcoholic drink

Pissant - small

Pop a Joey - give birth to a child

Strine - abbreviation of 'Ostralian'

Yakka - work, as in 'doin' lotsa hard yakka'

Our interest in Australian cars has generated an increasing number of contacts here, and down under in both Aussieland and New Zealand. This in turn increases our insight into the general way of life and customs to be found there.

Genuine enthusiasts know no boundaries, letters arrive from super sounding addresses like Takarini, Auckland, NZ (thanks Peter, will write back soon), and Gardenvale, Melbourne (thanks for the books Terry!) Information is pooled, parcels travel in each direction with goodies and gems. Yes, enthusiasts and enthusiasm at its best!

Closer to home in the UK we find others of a like mind, like Ken Garner who runs the Holden Register UK. Ken and his members hone in on Holdens of all types - cars, vans, new, old, good, bad, and also have a general and genuine interest in Aussie motoring matters. Friendship and help go hand in hand, as do contacts both here and down under to all concerned with the Holden Register. Ken hails from Chessington (does the zoo there have kangaroos in its top paddock?). His telephone number is 081-391 2793.

Well folks, that's enough yakka for now, we're off to the rubbidy in our good daks, to sample the singing syrup - we're both as dry as dead dingo's G'day.

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Our thanks to Member Chris Camp for sending this Advert, all the way from Singapore, where he is currently working.

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Many thanks to Owain and Alvina Williams of Classic Connections for permission to reprint this article. Nice to see us getting a good mention in it!



SUZIE'S SAY!

G'DAY.

Welcome to the new year, I hope you continue to enjoy the magazine as much as Athol and I do making it.

Did you happen to see the story in the Daily Telegraph Mirror about the solar-powered FJ at the Powerhouse Museum. The old saying you can't believe everything you read was never proven more true as with this article.

To quote from the story it read "It's an old Holden like no other. This 1956 FJ doesn't run on petrol - it's a solar-powered electric car. And it was built by students".

Yes it is a 1956 FJ but solar-powered no way. And as for being built by students, it was restored by one student, Julie Crabbe. The FJ was her year 12 major project, by the way Julie it's a great photo of your car.

I don't know if the story was run to pull more people in to see the exhibition, but what happens when they get there and there's no car. As far as my research has taken me no such FJ exists. I think we will just chalk this up to the publicity hounds pulling the strings. I haven't made it yet but I hear that the exhibition is really worth the look even if they don't have a solar-powered FJ they do have a great stock standard petrol one.

SUE GRIFFITHS. 304.

(with many thanks to Sue Griffiths of the 48 / FJ Owners Club of NSW)



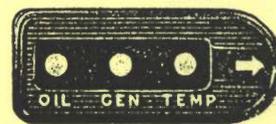
Photo of the two FXs (with many thanks to the Holden News Bulletin, Auckland.)

Bits & Pieces ...

STRETTON MODELS

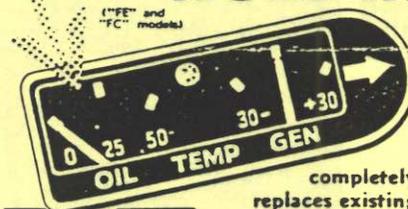
On browsing through January's edition of 'Model Collector' magazine I found a firm in Shropshire which is an appointed Trax stockist. I received a pleasant and knowledgeable response on ringing the proprietor and now own a bright yellow FJ rally car (it bears the inscription 'From Bourke to Blatherskite', and 'Where the hell's Blatherskite?') (!) and also a blue and white EH wagon. These are diecast models to a scale of 1 / 43 and are in attractive blue and yellow display boxes. My two models cost £6.99 and £7.50 respectively plus £1 for post and packing. Access and Visa are accepted.

Members may recall that I mentioned Ivan Spurrier-Smith in my last editorial (he has the ASX Doctor's Coupe.) At the end of January he told me that his car has been undergoing restoration since April 1990, and that it should be ready for the road by about mid-February. He promises a photo and a letter as soon as possible. Thanks, Ivan!



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Last Words

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throttle?"