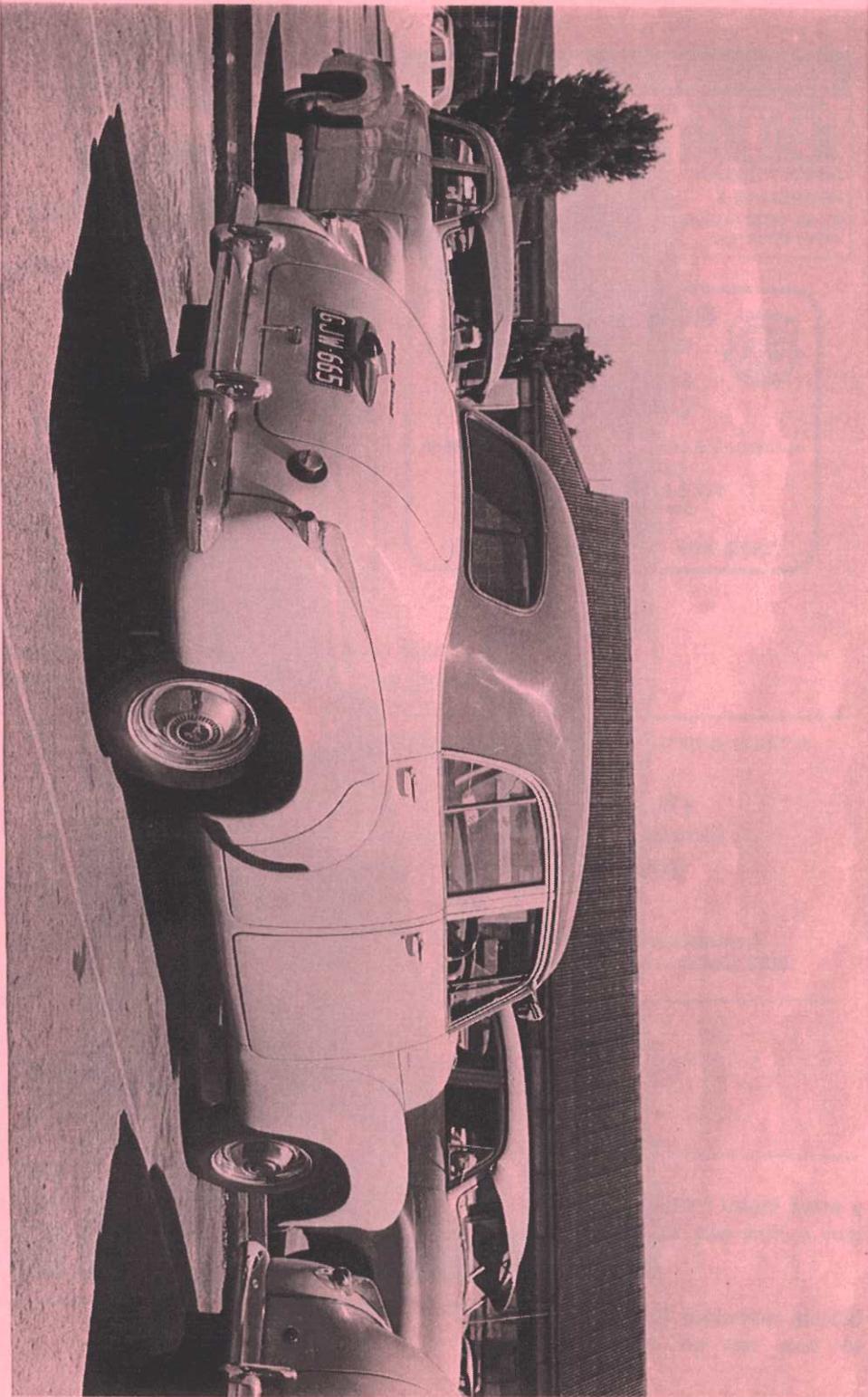


ISSUE No:42



HOLDEN BUSINESS

JANUARY/FEBRUARY 1995



An original photograph, bought recently from an autojumble

FRONT COVER - Robin Tripp heading towards Darwin last year

COMMITTEE:

CHAIRMAN / ACTIVITIES OFFICER. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Tel. 0181 287 4932.

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy, Clun Felin, Wolf's Castle, Haverfordwest, Dyfed, Wales. Tel. 01437 741210.

EDITOR / PUBLIC RELATIONS OFFICER. Position Vacant

* The Register is recognised by General Motors-Holden's

* The Register is a member of the Federation of British Historic Vehicle Clubs

Spares Co-ordinator : Ken Garner. 0181 287 4932
Technical Adviser : Chas Blake. 01344 304527

CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
	No. 4-Date.	50p Each.
Holden 1948-1962 Book		£8 ..
Stickers (With Club Logo)		50p ..
Tax Disc Holder ..		50p ..
Key Fob ..		50p ..
Cloth Badge ..		£7 ..
Tie (Blue) ..		£8 ..
T Shirts(S/M/L/XL) ..		£6.50 ..Post £1

All cheques in sterling payable to Holden UK Register.
Small items will be sent post free with next copy of the magazine, otherwise please add postage.



Happy 1995 to you all.

I hope you have now recovered from all the strenuous celebrating over the festive season.

This is the time of the year when most car clubs seem to go into hibernation, with few shows to go to and little incoming material to publish.

In the coming year we would like to hear from more of you about your Holdens, any problems you have had with them and how you overcame them, these experiences could be invaluable to other members and help to add interest to the magazine.

We would also like our AUS/NZ members to send us more articles, clippings or pictures with a Holden theme for inclusion in the magazine.

If you would like any items back let me know at the time and I will make sure they are returned with the next issue of the magazine



HOLDEN

As previewed in our July/August 1994 edition, GMH has now changed it's logo, the new lion, by London designers Wolff Olins, is now beginning to appear on some of the literature being received by the club. Looking forward to all your letters in the coming months!

Regards

A handwritten signature in black ink, appearing to read "John".





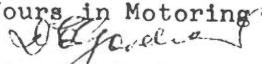
42 Noel Street,
Marayong, 2148
N.S.W. Australia.
Wednesday 16/11/94.

Dear Rosemary and Members,

Just a short note to wish all Register Members a very merry Xmas and a very happy new years, from Ann and I . From my last magazine, Sept/Oct, it appears that you are doing the editing job again . I was please to see that the All Holden Day and the A G M went off fine.

Not a lot of new at present, I have enclosed a few bits and pieces from the Holden stand at this years motor show, Stan Bennet, my son David and I attended. Quite a good show this year but I'm afraid that I will have to stick with my 55 F J and 77 Cressida for a long time yet. The prices just keep going up and up each year on new vehicles. I will say though that I think Holden Australia have a great vehicle in their new Commodore range, getting back to the Australian requirements from where it all began in 1948. Well thats my opinion.

From my last mag I see subscriptions are over due, Chas Blake is paying mine again this year, might have already done so. Well Rosemary thats about it for now trust the Register will go from strength to strength.

Yours in Motoring,

Dennis Gardner
Member No. 38.



(CAMPC AT A1 AT ABEC10)

N O T E

From: Christopher Camp URDC/9123 Tel: (630)-3755

Date Sent: 18-Nov-1994 09:11am

TO: Ken Garner UETC/51 (GARNERK AT A1 AT WYTC02)

Subject: INFO: HOLDEN BUSINESS 41.

Ken,

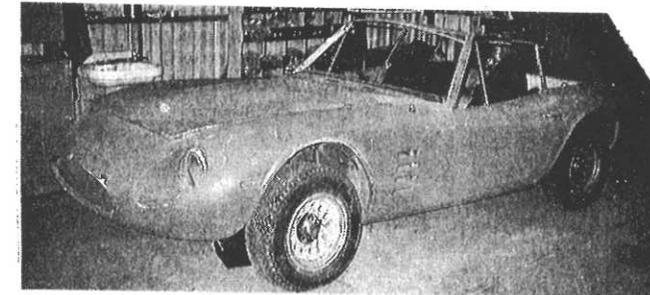
I have just received the 41st edition of the Register's Magazine, a good effort on your part now that you're editor, you've done such a good job that you should stay in the post!

I have finally lost patience with the man that is doing the Bolwell and he is delivering the car back to me on Sunday, I will have to stow it away in one of my garages and wait until I get more time/money to expend on it. It is now in a non running state, as it was half way between carburetter changes when I stopped all work on the car, but I should be able to refit that myself before too long.

Regards,

Chris Camp.

Thanks for the E-Mail message Chris, updating the 'progress' of your Bolwell.



(3N-194) BOLWELL MK 7 ROADSTER, complete with dismantled 186S motor, Toyota 4 speed and adaptor, replacement diff, drakes and bearings. UC Torana front end. Vehicle is complete with wiring, instruments, wipers, seats, lighting and mags. Ph (054) 82 2855, Echuca, Vic. \$5,500



(12U2-604) BOLWELL NAGARI ROADSTER. Genuine factory built chassis No.B866, factory fitted Boss 351 monza red, 4 wheel disc brakes. Ph (02) 436 3021 B/H, NSW. \$40,000

By the way these adverts are just for illustration and a couple of years old so I doubt they would be worth following up!



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54-52 Newmarket Road, Cambridge CB5 8JZ

The Holden UK Register
Attn G R C Hardy
Clun Fein, Wolf's Castle
Haverfordwest
Dyfed, SA62 5LR

Dear Sir/Madam

RE: CAR CLUB INSURANCE

I am writing to you in order that I may introduce my company and let you know that we may be able to assist your membership with especially arranged Motor Insurance for their vehicle.

It maybe that you already have in existance such a scheme but we would be pleased to see if we could arrange an improvement to the terms and conditions which you have with any existing arrangement.

I have had some considerable experience in arranging schemes for specific marques and for non-standard vehicles. I was involved in the setting up of the original motor scheme for the MGOC which, as you no doubt are aware, is the largest single marque club in the world.

Furthermore, I have been able to arrange a scheme for the insurance of "Trikes", which are modified three wheeler motorcycles. In addition my company does have a very successful scheme for Motor Caravans.

As you will see we can show some valid experience in arranging insurance for Motor Club Members and would like the opportunity to see if we are able to help your particular group of enthusiasts.

Should you require any further information, please do not hesitate to contact me.

Yours faithfully


Mr M Payne
Managing Director

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THE 48-215 HOLDEN

PART ONE
By Don Loffler

Surprises—Mysteries Fact—Fiction

Looking behind the scenes of the production of the first Holdens is a fascinating business. It is so full of surprises and mysteries, and fiction mixed up with fact, that the researcher begins to feel like an author in search of material for a new detective novel.

The details of the beginnings of the Australian car project are well documented, especially in chapter 7 of Norm Darwin's excellent book, "A History of Holden since 1917". Norm's account has prompted me to undertake some in-depth research in order to unearth some details that have never been published before, and to correct some inaccuracies and fallacies that have appeared in various publications over the years.

It is through the generosity of Norm, and also of researcher Stan Bennett, that I have been given valuable leads in my pursuit of thoroughly elusive information.

The first surprise comes in connection with the secrecy surrounding the details of the *New Australian Car*, as it was commonly called between 1945 and late 1948. Popular wisdom has it that the press did not manage to get scoop photos of the 48-215 before its official release. Most enthusiasts would regard the famous July 1956 *Modern Motor* scoop of the FE model as the first ever Holden scoop.

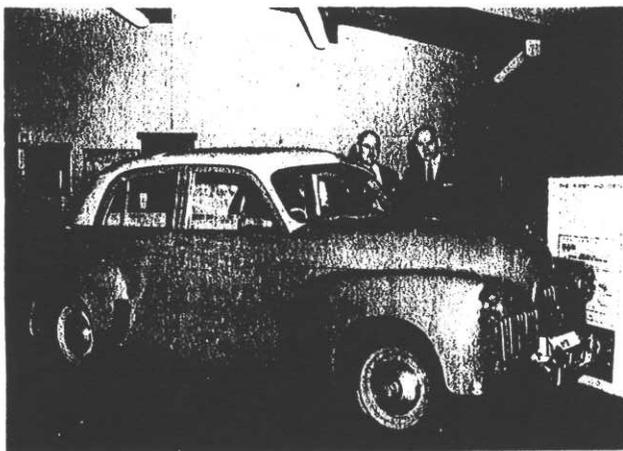
However, the 48-215 was featured on the front page of Melbourne's daily *The Herald* on October 8, 1947, and the following day in Adelaide's *The News*, an incredible thirteen months before its official release on November 29, 1948.

Right from the outset, GM-H had feared that their prototypes might be photographed and publicised. Having no proving ground of their own at the time, they were forced to do all their testing on public roads, and they used the same basic route every day, with some variations. Managing Director, Mr. H.E. Bettie, therefore wrote to all the Melbourne newspapers, asking for their co-operation in keeping the car secret.

The Herald reacted by asking Mr. Bettie if he would collaborate with them by providing them anonymously with a scoop photo of the car! When Mr. Bettie flatly refused, *The Herald* decided to make an all out attempt to get their photo anyway, and soon succeeded in discovering the secret test route. One of their photographers hid behind some cars parked near an intersection and caught one of the prototypes when it had to stop.

As soon as the test driver returned to the factory, he told Mr. Bettie, who immediately phoned *The Herald*, but it was too late! The afternoon edition had just gone to press,

RESTORED CARS, No. 106



showing on page one a photo of the car under the caption 'Australian Car on Test Run—First Picture'. Incidentally, although the number plate is blacked out, one can deduce that this was prototype number four.

Despite a promise that Mr. Bettie claimed to have extracted from Sir Keith Murdoch himself that none of his other newspapers would publish the photo and accompanying article, headed 'Secret Route Tests', Adelaide's *The News* printed the lot next day! Mr. Bettie was furious, regarding this as 'the most flagrant case of unethical practice on the part of the press' he had ever experienced, but, in the end, concluded that, as the photo of the car was 'not bad' and the article quite positive, the scoop would probably do their cause no harm.

It appears that there were no further leaks before the official release of the car, even though the five prototypes were driven a great deal in the area around Melbourne as well as in the outback, between February 1947 and November 1948. All were registered as Chevrolets but carried no name plates until September 1948, when masking tape had to be used to conceal the name *Holden*.

There is an amazing amount of information available on the prototypes, thanks to the incredibly detailed archival material that GMH kept and has now given on permanent loan to the Mortlock Library of South Australia. Full details of the cars' color schemes, inside and out, are listed, together with the dates of their completion. However, only two of the cars were used for photographic purposes. They were prototype number one, registered JP-480 and painted a dark color, called Seine Blue, not Cadillac Blue, as is often stated; and KY-442, a light colored car, which is generally thought to have been prototype number four, painted Convoy Grey. If that is

Said to be Holden Number One, a prototype first registered in Victoria as JP 480 on Feb 12 1947 as a Chevrolet.

true, it means that it was the first of the two Australian-built prototypes.

Incidentally, XM-525 was not the number of one of the prototypes. That was a GMH car first registered in 1952, possibly a prototype testing the new suspension which went into production in 1953. The details of this car were at one stage confused with those of KY-442.

Through a fantastic series of circumstances, prototype number one has survived. It is privately owned and at present it is not available for public viewing, as it has been disassembled, awaiting a complete restoration.

Now we come to the ten pilot cars. Contrary to popular belief, they did not come off the line on April 5, 1948. That was the momentous date on which the first Master Production Schedule was given the green light. This meant that the plant at Woodville, South Australia, which had preparations well under way by this time, could now continue tooling up for the production of bodies identical with those of prototypes, and work on the new engine plant and assembly line at Fishermen's Bend could continue with a new sense of urgency.

The decision to call the car *Holden* came quite late in the piece. It was only announced on September 1, 1948, just under three months before the official release of the car. By this time the first bodies may have been completed at Woodville. A fine photo exists of body number one, in gleaming black duco, surrounded by company executives, but unfortunately the date when this milestone was reached is not on record. However, most of the milestones at Fishermen's Bend are documented, though, to the best of my knowledge, have never before been published.

On September 25, 1948, came the starting up of engine number 1001, the very first Holden engine made in Australia, followed closely by the completion of the first Holden car completely made in Australia—pilot car number one, on the evening of September 30.

It is wonderful to think that, like prototype number one, this car is still in existence. It came to be called GMH's *Old Number One* and is now on extended loan from GMH to the National Motor Museum in Birdwood, South Australia. Over the years doubts have been cast on the authenticity of this car, but I would venture to suggest that it is even more authentic than some present GMH people themselves may realise! Get ready for a series of surprises, and please read to the end before you rush to the phone to have me certified! The fact is that this car is confused by most people with the car that GMH originally called *No. 1 Holden*, the first volume-produced car that was unveiled by (and much photographed with) Prime Minister, Mr Ben Chifley, on November 29.

Here are the details of *Old Number One*, the first pilot car:

1. Body number 1, the black one, was not used for this car, but, as is well known, it was given number 6, the Gawler cream one. This confounds the popular theory that all the ten pilot cars were black! In fact, only seven of the ten were black.
2. Although the car does not have an assembly plate now, it did originally and its serial number was 8-1001-M, a fact which has never previously been published. The assembly plate was probably either lost or stolen during the car's restoration in 1977.
3. It is also believed, even by GMH, that *Old Number One* was never registered. However, the car was registered MG-501 on October 19, 1948, along with the other nine pilot cars, so that it could be driven on public roads. This is another fact that has never previously been published. No doubt, GMH did not re-register the car once they realised that they should keep it as an historic treasure.
4. *Old Number One* was not photographed for subsequent press releases, nor was its completion celebrated at the time, because GMH did not designate it as *No. 1 Holden* at the time. Shock, horror? Certainly not! It is completely understandable and logical when one becomes aware of GMH thinking at the time.

The fact is that the pilot cars were regarded by the company as the last of the experimental cars and it therefore followed that the first full-scale production car should be called *No. 1 Holden*, i.e., the first car to be produced after the ten pilot cars.

These pilot cars, including *Old Number One*, were subjected to intense scrutiny in the days following their completion, and the assembly line, I assume, was stopped during this time. Three of the cars went to the Engineering Department, five to Manufacturing, one to Mr Cavanaugh, the General Sales Manager,

and one to the Managing Director, Mr Bettie. I wonder if he got number one!

Incidentally, each of the four 1948 colors was represented in the pilot run. Number one was Gawler Cream, numbers two to five were black, six was Seine Blue, seven was Convoy Grey and eight to ten were black. Their registration numbers ran in sequence from MG-501 to MG-510, their engine numbers from 1001 to 1010, and their serial numbers from 8-1001-M to 8-1010-M. I have not been able to find out much about their body numbers, apart from the fact that number one car got body number 6, and that the numbers may have gone in random order.

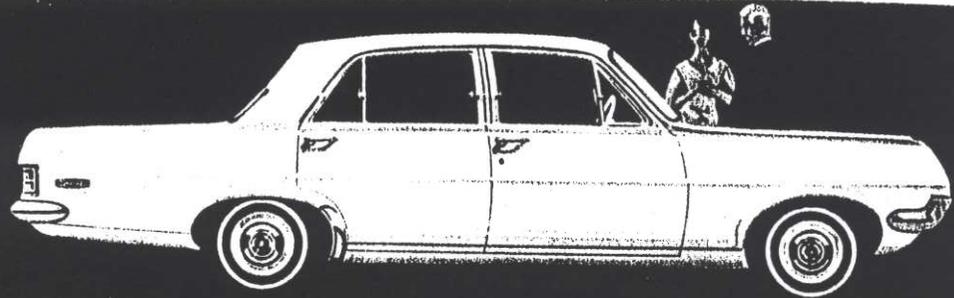
The first two Holdens were registered as Chevrolets.

All cars had to be driven as much as possible, and when on public roads, they were to be kept as inconspicuous as possible. Parking near golf clubs and sports grounds was forbidden! Detailed performance reports for each car had to be submitted daily, and to the delight of the company, no serious problems were found in any of the cars. Some faults had been noted already in mid 1948, e.g., the dreadfully awkward positioning of the rear door locks, and the lack of a rear ash tray, but, in the end, the car went into production without these things being rectified. That came later. The ash tray, incidentally, cost an additional nine shillings and eleven pence per car to include, equivalent to about thirty dollars, I guess.

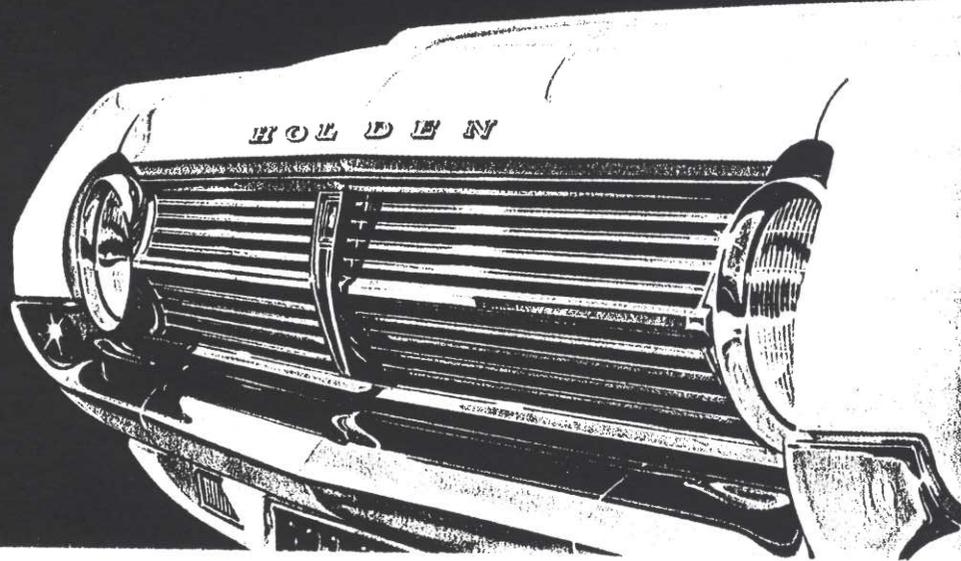
Finally, all departments were satisfied and the green light was given for volume production to commence.

Don Loffler, 19 Clarence Ave., Klemzig, S.A. 5087.
Phone (08) 261 2738

Many thanks again to Eddie Ford for this article which appeared in the Sept-Oct 1994 edition of his publication, *Restored Cars*



A breathtaking look apart!



The all-new Holden looks like the kind of car you might have expected to come out the year after next. But it's here *now*, with beautiful years-ahead styling that's a look totally apart. It practically *challenges* you to drive it! And that's only the start. Inside's roomier — five inches wider, thanks to curved doors and windows. Brakes are bigger. Boot's bigger. You get a choice of three engines up to 140-hp.

Find out what driving in *style* is like.

See your Holden Dealer today, try out the

all-new Holden

Same low prices, from £885 plus tax.

GENERAL MOTORS-HOLDEN'S 0177

ARTERY	The study of painting
BACTERIA	Back door to a cafeteria
BARIUM	What undertakers do after doctors treatment fails
BOWEL	A letter like A.E.I.O or U
CAESAREAN SECTION	A district in Rome
CAT SCAN	Searching for kitty
CAUTERIZE	Made eye contact with her
COLIC	A sheep dog
COMA	Punctuation mark
CONGENITAL	Friendly
D&C	Where Washington is
DILATE	To live long
ENEMA	Not a friend
GENITAL	Not Jewish
GI SERIES	Soldier ball game
GRIPPE	Suitcase
HANGNAIL	Coat hook
HIGH COLONIC	Jewish religious holiday
IMPOTENT	Distinguished well known
LABOUR PAIN	Getting hurt at work
MEDICAL STAFF	A doctor's cane
MORBID	High offer
NITRATE	Cheaper than day rate
NODE	Well aware of
OUTPATIENT	Person who has fainted
PAP SMEAR	Fatherhood test
PELVIS	Cousin of Elvis
POST OPERATIVE	Letter carrier
PROSTATE	Flat on your back
RECOVERY ROOM	Place to do upholstery
RECTUM	Damn nearly killed him
RHEUMATIC	Amorous
SECRETION	Hiding something
SEIZURE	Roman Emperor
TABLET	A small table
TERMINAL ILLNESS	Getting sick in the airport
TIBIA	A country in North Africa
TUMOUR	More than one more
URINE	Opposite to "you're out"
VARICOSE	Near by
VEIN	Conceited

Thanks to the 48 & FJ Owners Club of NSW for this list which possibly comes from some form of outback travel guide!

Sacred sights

Julian Lewis looks at the preservation and public display of some Australian icons.

Everyone grew up with Holdens. It would be impossible not to put them near the top of the list of things uniquely Australian. From youth, they are locked into our national psyche as firmly as the football and a day at the beach.

So, a visit to the National Holden Museum at the historic port of Echuca, Victoria is likely to evoke a host of memories for young and old. Even the least mechanically minded among us will enjoy reliving the days when nearly everyone had a Holden — it was just a question of which one.

The only museum in the country devoted exclusively to one brand had its origins in Bendigo in 1990, when car hobbyists Ian and Wayne Baxter were inspired to turn a dream into reality and leased part of the Bendigo Pottery building to house their collection.

Buoyed by the interest generated there, they sought out more floor space to house the expanding collection, the majority of which is on permanent loan from another pair of Victorian brothers, Alex and David Hughes, who have been restoring cars for about 30 years. The results of their labours have drawn admiring visitors from as far away as England.

Nearly 25,000 people a year visited the former museum site in Bendigo, but the relocation has proved successful. The opportunity to move into the old Allambie Auto Museum in the heart of the tourist area of Echuca not only doubled the museum's floor space, but made it more accessible to visitors from all over the country.

The exhibition has benefited from generous assistance from General Motors-Holden's Automotive Ltd, which has provided examples of concept cars like the Holden Hurricane RD 001 (a research vehicle first shown to the public in 1969). Enthusiasts might swoon over the 4.2 litre experimental V8 engine, provid-

ing 193 kW of power at 6000 rpm, capable of a 'standing quarter-mile' in just 13 seconds. They might also be taken by the space capsule seats, aircraft-type instrumentation and the closed-circuit rear-view television.

Other private collectors have also lent their beloved Holdens to the museum, which displays about 40 models. On display also are many other facets of Holden car production, such as engines, mock-up design vehicles made from wood and fibreglass, prototype vehicles with crash dummies for safety testing, transmissions and enough technical information to satisfy the most ardent 'petrol head'.

But it is really the impact of seeing so much

grew up subconsciously absorbing a range of initials depicting popular models. The original 48-215 became immortalised as the FX, while even Sunday drivers knew of the legendary FJ series, the panel vans, the utes, Monaro, Torana, and the more recent icons like the infamous Kingswood and Commodore.

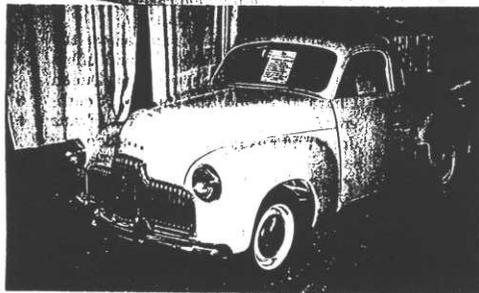
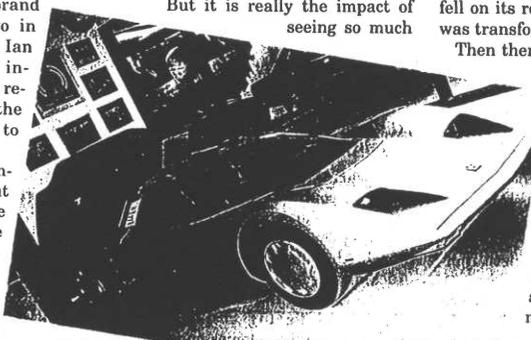
All are displayed in pristine condition — some lovingly restored by enthusiasts and others donated straight from the factory.

For example there are endurance and racing vehicles, a Glacier White 1966 HR Special Sedan which was turned into a convertible when a tree fell on its roof, and a 1953 sedan that was transformed into a station wagon.

Then there are the little touches we tend to overlook, like the match rack to go with the cigarette lighter as optional accessories in the original 48-215, or the one-piece windscreens of the 1956 model (which captured an astonishing 50% of the market), the tail fins of the 1960 FB and the amazing three-speed automatic transmission of the 1961 EK. All in all, the museum illustrates the remarkable transformation in design, performance and passenger comfort of a car that has its local roots in a leather and saddlery business founded in Adelaide by James Alexander Holden in the 1850s.

A merger between Holden's Motor Body Builders and the giant GM's local operation in 1931, to form the country's first large-scale automotive manufacturer, laid the foundation for a remarkable tale.

The National Holden Museum is located in Warren Street, Echuca, Victoria and is open every day from 9.30 a.m. — 4.30 p.m.



The sleek lines of the Holden Hurricane RD 001 (top) contrast with a utility version of an original Holden.

history gathered before you in sparkling condition that stirs the pangs of nostalgia. From the earliest Holden built in Australia, the 1948-215, launched by Prime Minister Ben Chifley and costing £733 (\$1466), we

The Road Ahead, October/November 1994



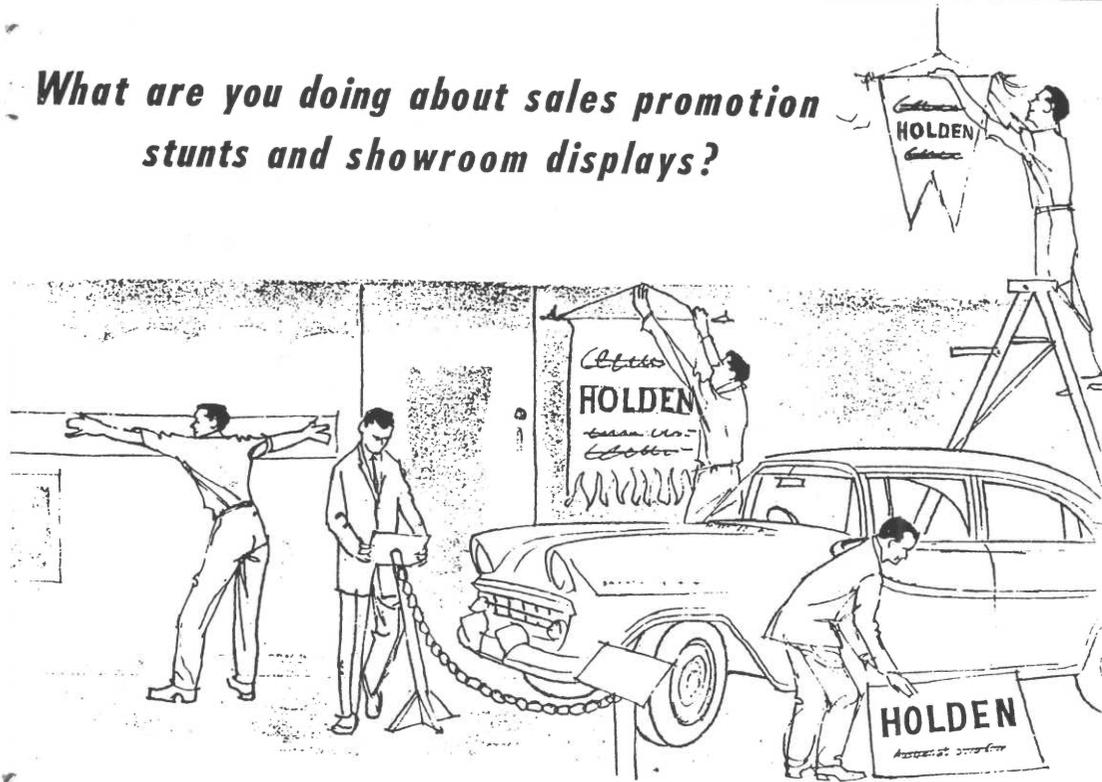
THE HOLDEN Challenger



Official Guide for the 1961 HOLDEN CHALLENGE STAKES

March 14, 1961, No. 4

What are you doing about sales promotion stunts and showroom displays?



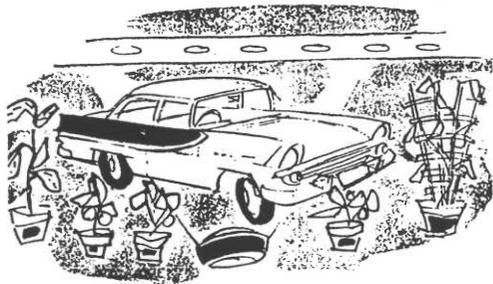
If you and a group of Holden Dealers could put your heads together, you'd come up with a lot of cracker-jack ideas for stunts and displays. Ideas that would start people talking about your Dealership. Ideas that would stimulate the desire to buy a new Holden now. Ideas that would put the Holden story over against the one Ford dealers are telling in favour of Falcon. (And remember, too, Ford dealers are using all their promotional skills to publicise Falcon.)

Today more than ever you want ideas if you're to forge ahead in the 1961 Holden Challenge Stakes. You need to breathe additional life and action into your sales force. You want to make people think of you as a lively, competent operator. To do this successfully you need to be continually doing SOMETHING to keep your Dealership right in the public eye. You know yourself how you look at a top-notch retailer and say "There's no doubt about so and so. They're on the ball. They're always doing something."

You can be, too. You've proved lots of ideas yourself. Jot down the most successful and get 'em going again. Read through this Challenger. It's full of thought starters. GO THROUGH BACK NUMBERS OF "POINTERS", WHICH ARE CRAMMED FULL OF IDEAS FOR SHOWROOM DISPLAYS AND SALES PROMOTION STUNTS. And don't forget to get your gang together for a discussion. They'll have plenty of ideas that will help. Then rip into action — make sure of your place in your Group in the 1961 Holden Challenge Stakes.

CONFIDENTIAL — FOR HOLDEN DEALERS ONLY

THOUGHT STARTERS TO HELP CREATE THE DESIRE TO BUY A HOLDEN FROM YOUR DEALERSHIP



IDEAS FOR SHOWROOM DISPLAYS AND STUNTS

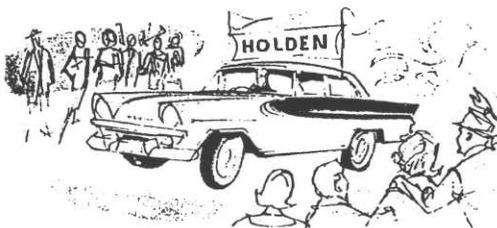
First make up your mind to give your showroom a continual air of freshness by regular and frequent display changes.

Don't neglect floral decorations, turntables and so on to add display value. Keep your showroom brightly lit at night — right through to 1 a.m. Place poster easels near windows so passers-by can see and read them.

- Seek out the oldest Holden in the district. Wrap a promotion around this by use of press and radio. Then display the vehicle and promote the old versus new theme.
- Organise a fashion parade in conjunction with local retailers or the Australian Wool Bureau or British Nylon Spinners.
- Organise picture nights — combining entertainment with screening of films like the one dealing with the GMH Proving Ground. Your Zone Sales Manager can supply you with details of films available from the GMH Film Library.
- Organise an Art Show or Hobbies Show. Or try to think of something with historical interest to form the basis of a display — like a Cobb & Co. coach or an old buggy to contrast with today's beautiful Holden Sedan or an old cart to compare with today's sparkling Holden Utility.
- Organise a series of Open House functions to let people see your complete facilities and to give you the opportunity to tell Holden owners about the new GMH Protective Maintenance Plan.

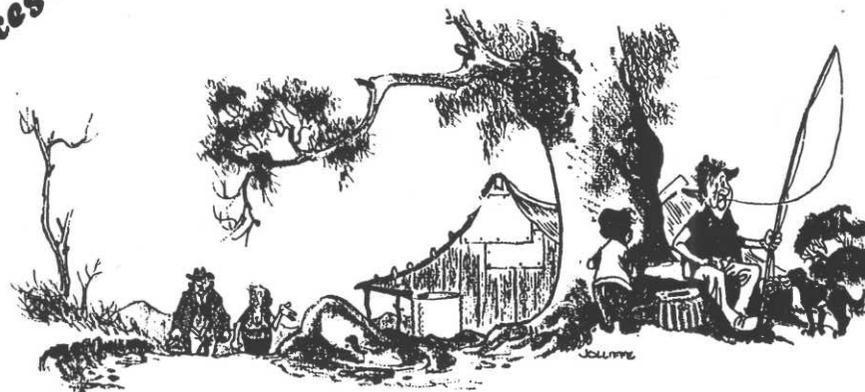
- Organise a special function in your showroom to hand over the keys of the 1,000th or 10,000th Holden you've delivered. Arrange for press and radio people to attend and consider making a donation to a worthwhile charity.
- Donate a trophy to the local football team and invite leading supporters to a function held to announce the trophy.

IDEAS FOR SPECIAL STUNT DISPLAYS



- Arrange display space at a local motel or supermarket.
- Display Holden in the local theatre foyer, hotel lobby or drive-in theatre.
- Put a Holden on top of the most prominent display point of your Dealership.
- Try to arrange a display tie-up with local retail stores — one Dealer has had 24 sheet posters used as background to window displays.
- Have lunch hour parades through your area daily for a week with banners fixed to demonstrators. Tie-in at weekends with marching girls or the local band.
- Arrange a display in your showroom in conjunction with the largest industry in your area.
- Tie-in with the defence authorities' recruiting campaign to obtain special display material that will arouse extra interest.
- Always try to have a sparkling demonstrator parked in the picked spot at local balls, fetes and on Saturdays at the golf club or bowling club, and on market days in spots where a large number of people congregate. Make sure the car carries sales messages and is clearly identified with your Dealership.

Bits & Pieces ...



"You mean you sent for me just because your husband swallowed a fly?!!"

THE BACK SEAT STANDER

The HD Holden Special, and the HK Holden Kingswood are cars which bring back many memories to all of us, but how about sore legs and 'I'm so cool I can't sit between mum and dad on the old bench seat'.

These were two of the Aussie cars my father owned when I was growing up, but damn! there were two sisters and a brother as well, and I, you guessed it, was the youngest. The big sisters had the window seats and big brother had the middle, leaving me the middle front seat on the good old Holden bench.

No way was I going to sit between mum and dad in the front seat, that was just not cool! So I decided I would 'stand' behind the front seat. And there I stood with never a complaint on any trip for about 3 years.

In those days of no seatbelts and child restraints, I can remember my father practicing with me the 'back seat stander' emergency crash procedure, which was simply "HIT THE DECK!"

*R Houlston,
Cooranbong NSW*



FLAT TYRE

The following two stories, concerning FJ Holdens in the fifties are true. At the time I owned a garage in Newtown.

The first story: A well dressed gentleman came in the garage. He asked for a quote on a new tyre, tube and rim to suit an FJ Holden. I told him the price, then explained I could not supply the rim till the next day as I had to buy it in. He said he had to have the lot immediately, so I enquired why? He explained he had a flat tyre and had an appointment to keep. I asked him about the spare wheel, he replied he did not understand. We went to his car, I showed him the spare and changed the wheel. He thanked me and became a regular customer.

The second story: An FJ Holden drove into the garage. The driver told me he just had a flat tyre and after changing the spare, he had this scraping noise. It was the rear off-side wheel and he was unable to fit the hub cap. I looked and believe it or not he had fitted the wheel back to front, therefore the tyre was rubbing against the wheel arch. It was obvious why he could not fit the hub cap. I rectified it and no damage had been done. Every time I see an FJ Holden, it reminds me of these two occasions.

K Ward, Marrickville NSW

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NEXT ISSUE

It is just possible I might have a competition for you with a real prize no less!

Any items for inclusion should be with me by the end of February.



HOLDEN VQ SERIES II CAPRICE

NOVEMBER 1991



GENERAL MOTORS-HOLDEN'S AUTOMOTIVE LIMITED