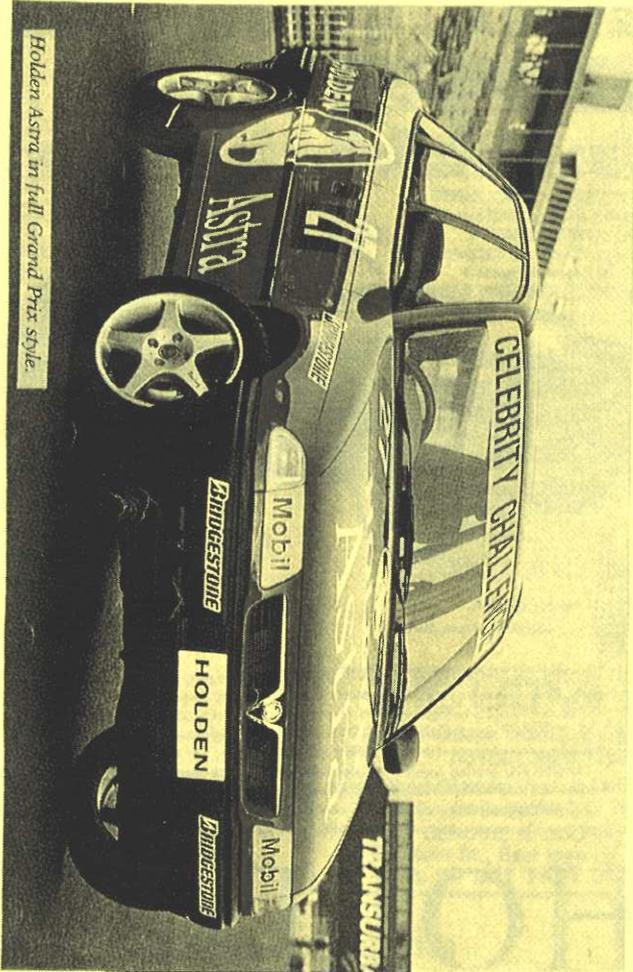




HOLDEN BUSINESS

MAY/JUNE 1996

150TH-EDITION



Holden Astra in full Grand Prix style.

**Become a Holden owner overnight
Just Import a set of badges!**

FRONT COVER - New member, Mike Gregg's 1983 Camira SL/X

COMMITTEE:

CHAIRMAN / ACTIVITIES OFFICER. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone/Fax. 0181 287 4932. E-mail: holdenuk@ndirect.co.uk

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy, Clun Felin, Wolf's Castle, Haverfordwest, Dyfed, Wales. SA62 5LR. Phone/Fax. 01437 741210.

EDITOR / PUBLIC RELATIONS OFFICER. Position Vacant

* The Register is recognised by General Motors-Holden's Automotive Limited (GMHA)

Spares Co-ordinator : Ken Garner. Phone: See above
Technical Adviser : Chas Blake. Phone: 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 payable to Holden UK Register. (In Sterling)

NOTE: An arrangement has now been made to accept cheques in AUS\$ - Send the equivalent \$ amount to Ken but made out to - **N K Drews**. the sterling amount will then be transferred to The Register account.

Small items will be sent post free with next copy of the magazine, otherwise please add postage.



Hi all.

As you can see from the front page we have reached the 50th edition, the first edition being launched with the start of the club in Apr. 1988, as it rather crept up on me, I haven't produced anything special for this edition, so the banner on the front page is it!

It is membership renewal time again, see the enclosed form. As usual subs should be remitted in sterling. However I have put in place some arrangements to receive cheques in Aus\$. If you wish to send me a \$ cheque for the equivalent amount made out to **N K Drews** I will pay the sterling amount into the Club account (this system can be used for the purchase of any other club items if you wish).

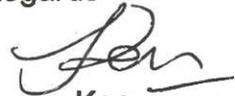
For those of you with access to an internet terminal you can now contact the Club on our E-mail address at: **holdenuk@ndirect.co.uk**

Referring back to the last Holden Business, I mentioned that we were planning to attend the All Vauxhall rally at Billing on July 14th. However after investigation we have decided not to proceed with this event, as it seems to be just a local Vauxhall club rally and not the large event we expected. If we can arrange another event I will let you know.

In order to make things more equitable for new members we have decided to make a small adjustment to the subscription terms. Instead of charging the full rate up to January 1st and half rate afterwards, we have introduced a sliding scale:

Joining Date.	UK.	Non UK
May - Aug	£10	£13
Sep	£9	£12
Oct	£8	£11 etc.
Until Apr.	£2	£5

Regards


Ken

Mrs. S. HENRY ST
GREENSLOPE

G Day,
 Stan + Marilyn. I hope you are all well? I have been fine so far. I now have my kangaroo damage fixed up. So I am on the road again all over the country side on club runs. One run was with the FI-FX club of Queensland. The run was 100 KM out of the city for a BBQ lunch and tour of the worlds largest Ginger factory a few miles away. The next club run was to Mt. Glorious 150 KM. from town for a BBQ lunch five FB^s + three FK^s came on this run. A good time was had by all who came along. My next little drive I have just come back from was to Tasmania. To see my relatives and friends that I have not seen since 1991. So I had a small drive and am accustom to in my FB. This time it was a short 6,000 KM. round drive. I am still going on my may Darwin outback drive as I do each year. This years FB/FK nationals will be at Batemans Bay in the Southeastern of N.S.W. I hope you have been going to a few auto shows over the last few months. Your winters have been on full blast over your winter. Our summer has been a little hotter this year up to 43° some days. It has now cooled down to our average of 38°. I hope you all had a very good Christmas break. And this year will be good for all the members. I hope your cars are going well with no problems at all. The continuous tax on vehicles for old cars will be gone, but not newer ones under 25 years old. The road tax will not have a effect on some who will deliberately flout the law. Will still get away with it as they are rarely taken to court because of the cost of taking them to court. As with the costs here in Australia as well the same thing happens here as well. And the chance of getting caught is very remote. All for now must head of to work now.

Yours in Holden's,
 R. Trigg.

A 48-215 In Germany!

Patrick Hemphill received recently a letter from Anthony Healey, An Aus. car enthusiast currently residing In Germany. He saw the car for sale just outside Munich, apparently it had come in from the USA and still bears a Maryland, 'Vintage Car' Plate, but still has a 1978 NSW Registration Decal on the quarter light. He is attempting to contact the present owner to get more details and some photos. We await an update with interest.



PUT NOT CONCOURSE! BISCUIT OR BEIGE COLOUR.
 ELECTRICS REFRUBISHED TO GERMAN
 "MOT" STANDARD.
 Holden, B.J. 1948, restauriert, Elektrik bereits auf deutschen Standard umgebaut mit deutschem Blankobrief nur

19.900,-DM
 THINK IT WAS
 FINALLY SOLD FOR
 DM 16,000



PHOTOGRAPHED OUTSIDE A SHOP NEAR MUNICH (MY GOLF IN FOREGROUND - WHEN IN GERMANY...)

March 15, 1996

TO ALL HOLDEN DEALERS

DISSOLUTION OF THE JOINT VENTURE WITH TOYOTA

General Motors Corporation (GMC) and Toyota Motor Corporation (TMC) are today announcing the dissolution of their Australian joint venture company, United Australian Automotive Industries Limited (UAAI) which was formed in May 1988.

The amicable dissolution of the joint venture company effective today follows six months study and negotiation, and will result in the integration of the local operating companies (General Motors-Holdens Automotive Limited and Toyota Motor Corporation Australia Limited) into their parent companies global operations.

This announcement does not affect the continuing relationships involving GMC and TMC in other parts of the world.

The re-establishment of direct line communication with GM will accelerate Holdens integration into General Motors global strategies, particularly as they relate to the Asia Pacific region.

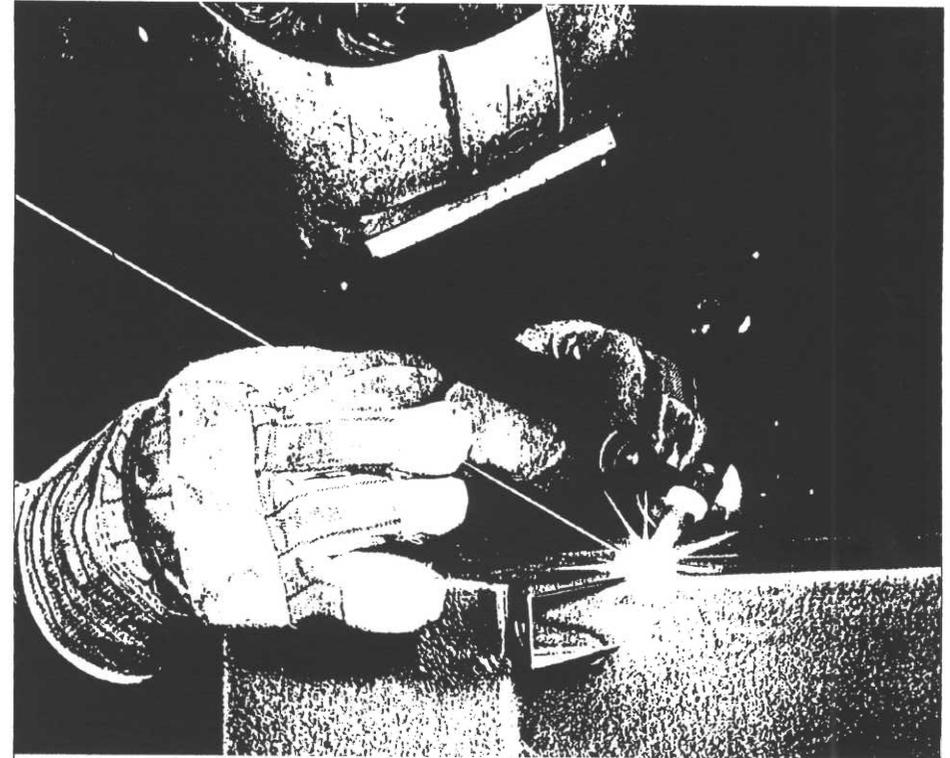
The models shared during the period of the joint venture will continue to be on sale with no immediate changes being implemented. However, future product programs will be announced in due course.

In the case of Nova, Holden has already indicated that it will be replaced by the European sourced Astra later in the year.

Please note that the supply and servicing arrangements for the joint venture products will continue to support the customer base for both companies.

Please ensure that your staff are aware of the contents of this letter.

K. E. Wale
Director of Sales & Marketing



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Holden Media Release

Exit Update

Immediate Release
Tuesday, 09/26/95

Holden Commodore Vacationer - The great value opportunity

To further reinforce Commodore's value for money image, Holden has reintroduced the limited edition Vacationer sedans and wagons - complete with value added extras at a price benefit of \$2,000.

Holden's Vacationer model has clearly established itself as the original 'value pack' leader since its debut in 1972.

"Vacationer has always enjoyed a loyal following and strong resale value. The high standard equipment levels, coupled with the ECOTEC V6 engine gains in power and fuel economy, make the car a real winner," said Holden's General Marketing Manager, Ross McKenzie.

"Commodore has been Australia's best-selling car over the past three months -- a clear indication that discerning buyers identify Holden as the pacesetter in terms of family car design, safety and value for money."

Based on Executive model specifications, the new Commodore Vacationer sedans and wagons are equipped with automatic transmission and feature increased driver and passenger comfort items and distinctive exterior enhancements.

Standard equipment includes:

- * Air conditioning
- * Power windows
- * Cruise control
- * Upgraded sound system with power antenna
- * Unique fabric seat inserts
- * Upgraded rear seats and bolsters
- * Unique side moulding and fascia inserts
- * Vacationer wheel trims
- * Chrome exhaust outlet
- * Roof rack (wagon)
- * Two colour choices - Alaskan White
 - Velvet Blue (specific to Vacationer)
- * Vacationer identification
- * Optional safety "Smartpak", comprising antilock brake (ABS) and driver airbag

Recommended retail price (including sales tax):

Commodore Vacationer Sedan	\$30,370
Commodore Vacationer Wagon	\$32,120

For further information, contact:



Aussie export: Vauxhall's Ellesmere Port plant switches this week to full production of Holden-badged Astras for shipment to Australia. It hopes to export 10,500 Astras, 10% of its annual output, 75% of them with air conditioning and hot climate and dust packages

The Engineer, 18 April 1996

THE END OF A LETTER ERA

BY MAURICE GLOVER

THE time is finally up for the letter pre-fix on number plates. The current August letter change is to end in 1998 as the last remaining letters of the alphabet come to an end.

The annual registration prefix is to be replaced by a quarterly system in a bid to end chaos in the showrooms.

By the time the P identifier is issued this August, a decision will have been taken to launch the R-Plate in December, S in March, T in June and V in September.

The quarterly W, X and Y prefixes will be used up by autumn, 1998 when a new system will be introduced, claimed SMMT president Ernie Thompson.

In an interview with *Motor Trader* at the Geneva Motor Show, he said the Department of Trade and Industry had finally accepted that the annual letter change, introduced 33 years ago, left manufacturers and retailers at a serious disadvantage. "It is accepted that the industry suffers crippling stocking costs to do 25 per cent of annual business in one month. The present system also creates havoc for the DVLC.

"We submitted our proposal to the government and now it has asked us and the RMI to consider their ideas - one of which is very similar to our quarterly system. This issue will be resolved by the summer," said Thompson.

"The quarters will smooth out the seasonal rush in business. The breakthrough is that the Department of Transport is working with the industry to resolve this problem," Thompson said.

Aussie sportster unveiled

Australian two-stroke engine expert Orbital has unveiled its first home-grown sports car – the S2S.

Powered by a 1.2-litre three-cylinder powerplant, the mid-engined S2S has been developed to promote Orbital's technology at this month's Melbourne motor show.

Orbital engineer Darren Smith is responsible for the

S2S's compact two-seater package and Australian ex-Nissan designer Bernie Walsh penned its tiny fixed-head body.

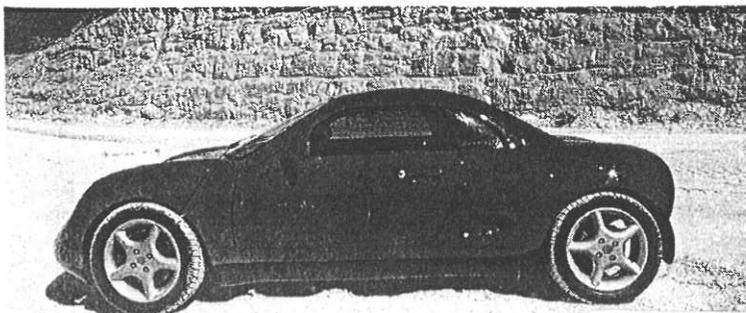
Under its lightweight composite body, Smith has specified a five-speed gearbox, four massive cross-drilled disc brakes and space saving MGF-style hydroelastic double wishbone suspension.

With peak power at 5000rpm nudging 80bhp and a kerb weight of just 750kg, the S2S has a respectable 105bhp-per-tonne power-to-weight-ratio.

Orbital claims 0-62mph in 9.4sec and a top speed of 118mph.

Orbital says the S2S exceeds current Australian emissions standards, while returning 60mpg.

Mid-engined Orbital S2S sportster showcases two-stroke firm's expertise



Autocar, 20 March 1996

Beware of tax-free vehicles

HM CUSTOMS & Excise is warning dealers to be aware of the danger of buying tax-free vehicles following a seizure of a vehicle from a Leeds dealer.

A spokeswoman for HM Customs & Excise said she

could not give further details but felt that some traders may be unaware of the law.

The UK "export", tax-free registration marks are issued for "new means of transport" by specific vehicle registration offices around the country. These vehicles are issued on a pink log book in the format: M678 GXP.

Motor Trader, March 1996

The first letter shows the year of registration, XP indicates export and the letter before XP the month of registration. Vehicles that display this type of registration mark have been supplied for export and are not for sale in the UK.

SPECIAL FEATURE

THE 48-215 HOLDEN

THE TWO AUSTRALIAN PROTOTYPES

The sensational scoop photo.

This article describes 48-215 Holden prototypes four and five, the two cars built in Australia. In Part One (*Restored Cars No. 106*), I described the sensational scoop of a 48-215 prototype by Melbourne's *The Herald* on October 8, 1947, over thirteen months before the official release of the Holden. Restored Cars is now able to publish this long forgotten photo, its first airing, I presume, since 1947. Readers will note the car's blacked out number plate on the photo and as *The Herald* no longer has the original untouched photo in its archives, I had to do some research to establish which prototype the car was. It must have been number four, registered - KJ 400, the first of the two Australian-built prototypes, as number one (JP-480) was dark blue, number two (JP-481) was at the time green with a black roof and number three (JP-482) was black; and it can't have been number five, because that hadn't been built yet.

Prototype Number Four Details.

This car was painted Convoy Grey and its seats were trimmed with a locally made tan and red stripe woollen fabric from the Daylesford (Victoria) Woollen Mills. Initially it carried engine number 1946/6, not 1946/5 as is usually stated and it was registered as a Chevrolet on September 10, 1947. This means it had been on the road for only four weeks when it was photographed by *The Herald*.

On December 8, 1948, the car acquired engine number 1946/5 and on January 5, 1951, engine number 1113, possibly when GM-H disposed of the car. It was either then, or at a later date, that Campbells Motors of Preston, Victoria, acquired a Holden registered KJ-400, presumably this prototype. Campbells advertised it as American-built prototype number one! (*See Wheels magazine December 1973*) How could such a basic error have occurred? I can only conclude that the body identification plate must have been missing from the car by that time and that Campbells could only rely on hearsay regarding its identity.

Page 18 *Restored Cars* # 115, Mar-Apr '96



The sensational, long-forgotten scoop photo of the 48-215, taken over a year before the release of the car. Photo: *The Herald and Weekly Times*.

The car is now in the York Museum in Western Australia and I have written to the Museum Director to advise him of the original identity of KJ-400. Although its lack of body ID plate makes verification of the car impossible and although the upholstery and some body parts, including the rear end and the engine are no longer original, enthusiasts who have seen the car and examined it closely tell me the body in places bears clear evidence of having been hand made, as only the prototypes were.

This must be borne in mind by people who question the basic authenticity of the vehicle. They must also explain away the fact that the car has the correct original registration number.

Misleading film scenes.

Certain scenes in the 1986 ABC television documentary *The Holden Story* lead one to believe that one is seeing two of the five prototypes being tested in 1948 and one begins to hope that one of them might be KJ-400. However, frame by frame examination of the film reveals that one of the cars was registered ZD-056 and the other ZK-724. These are late 1952 numbers and the cars must have been more recent prototypes testing the new suspension which was introduced in 1953 a few months before the release of the FJ Holden.

Prototype Number Five.

Until recently, the much photographed KY-442 was thought to have been prototype number four, but it was number five. By contrast with the sombre grey of car four, number five was painted in a lovely, photogenic green duco, Pinehurst Green. Like Convoy Grey, Pinehurst Green was one of GM-H's new colors for 1948, but it did not become a production Holden color as Convoy Grey did. The car was trimmed in red leather, which was used as an alternative to the grey cloth right from the outset in the production of the 48-215.

The car was apparently better finished, with better body panel fit, than car four. Its construction was agonisingly slow. As with car four, progress was dogged by a scarcity of suitable skilled labour and by delays in the supply of components. Consequently, GM-H had to abandon their plan to build a sixth prototype and instead they re-built prototype two, changing its color scheme from two tone green and back to single tone blue, Seine Blue, which was also the color of car one.

Paint Colors.

With regard to the paint colors, it should be noted that for the prototype, the abbreviated code numbering (*line number*) of the paint, as shown on the body identification plate, was different from that of the production colors. Prototype paint number 1 was Seine Blue, whereas production paint number 1 was black.

The three other production numbers were two for Convoy Grey, 3 (*I assume for Seine Blue and 4 for Gawler Cream*). Early in 1949 the abbreviated codes were discontinued and the multi-digit paint code numbers were shown on the body plate, despite varying degrees of detail. The final four digits were 2144 for black, 4987 for Convoy Grey, 5528 for Seine Blue and 5581 for Gawler Cream. I know of no surviving 1948 or early 1949 built Holdens that were seine blue, so if any reader knows of such a vehicle, I would very much like to hear about it.

Another Chevrolet!

Car five was eventually completed in mid-December and registered as a Chevrolet on January 14 1948, with plate KY-442. It had engine number 1946/8, a fact which will surprise readers, who like me believed the story that only six prototype engines were



KJ-400 in the York Motor Museum, Western Australia. Photo: Rex Gow.

built and that, as 1946/1 was said to have been kept as a bench test unit, car five must have had 1946/6. GM had apparently made an initial batch of ten engines and sent out from the USA sufficient parts to construct further prototype engines. On September 7, 1951, KY-442's original engine was removed and one with number S2005 was fitted. I am told that such a number indicates that this was an experimental engine.

The Canadian Block.

AS far as I know, the prototype engines were the only ones made in Canada. They had CWO (Canadian War Office) stamped on their blocks. I am now going to step into highly controversial territory and suggest that the prototypes were the only Holdens literally with *Canadian blocks*, and that all production Holdens, including the pilot cars, had engines completely made at Fishermen's Bend. Now, the early production Holden engines were said to have had *Canadian blocks*, but I suggest that this does not mean that the blocks were literally made in Canada, but that Canadian was a nickname, meaning that the blocks had dimensions and specifications matching exactly the Canadian-made prototype engines. Regardless of whether I am right or wrong, the fact remains that the racing fraternity soon discovered that the blocks on these early engines could be bored out to three and a quarter inches, or even three and five sixteenths, whereas it became difficult, if not impossible, to do this on blocks of the mid to late 1950's.

There must be some explanation for this and theories are many and varied! One of the best theories suggests that there was an element of manual control in the boring out process of early engines and that this allowed for more perfect centering of the cylinders.

This sounds reasonable, but, judging from the late 1948 GM-H film *Birth of a Car*, I'd suggest that there was no manual element in the process right from the outset. The best

theory I have heard to date is that when it was discovered that the early engines tended to overheat in the harsh Australian summer conditions, GM-H decided to reduce slightly the thickness of the walls of the blocks and that this gave less scope for boring out. This also sounds quite reasonable, but I have not been able to uncover any solid evidence to prove the theory. I wonder if any readers can up with some facts to help clarify the matter.



Country Life Stock and Station Journal published this handsome photo of prototypes one and five for the official announcement of the Holden. Photo: The La Trobe Collection, State Library of Victoria.

The glamor car.

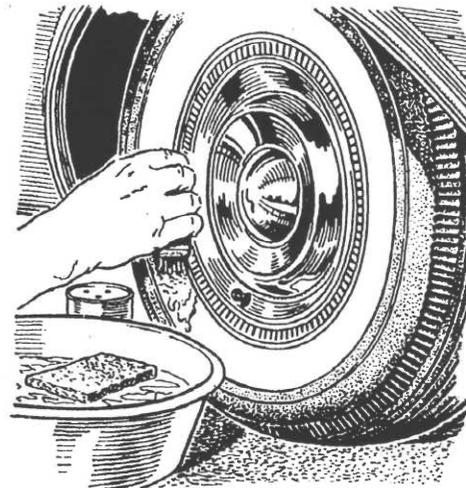
To return to KY-442, it was this car that became GMH's glamor car. It was photographed in numerous picturesque, typically Australian settings, in order to supply the press with a substantial variety of photos for the official release of the Holden. Sometimes it was photographed together with American prototype number one, JP-480 and these photo's are particularly pleasing to the eye.

The ultimate fate of KY-442 is unknown, but my guess is that, after exhaustive testing, it was either sold by GMH in the early fifties, as JP-480 and KJ-400 were, or else it was scrapped. If it does still exist, lets hope the Golden Jubilee of the 48-215 in 1998 will bring it out seclusion-together with other early production cars.

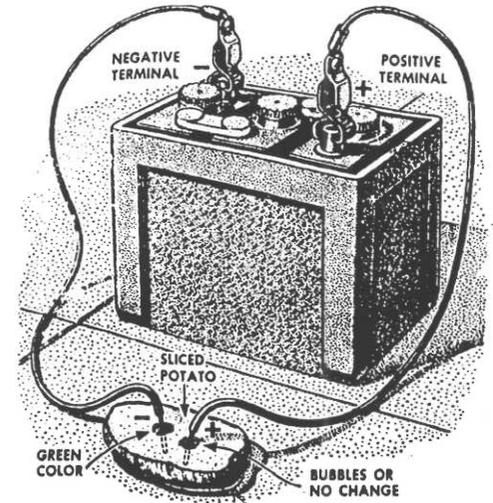
Don Loffler, 19 Clarence Ave, Klemzig SA 5087. Ph (08) 261 2738.



Drying car after washing it becomes much easier if you use a chamois leather wrapped round a plastic sponge. By this means the chamois remains smooth and flat and is easily held; it is wrung out by squeezing, in the usual way.



Whitewalls come out whiter than new when cleaned with a small brush and powdered household cleanser containing bleach, eg. Lemon scented Jiff is ideal. Wet the tyres before scrubbing them. To prevent damage to the rubber, carefully rinse off all the cleanser afterward.



Which battery terminal is which? When corrosion obscures markings, half a potato can come to the rescue. Run leads from terminals into the potato, about an inch apart. Green color identifies negative lead. Positive lead may show bubbles.



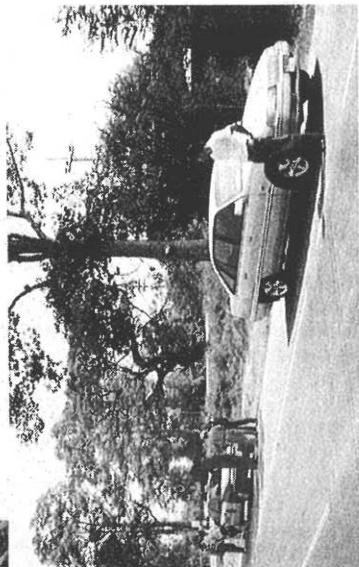
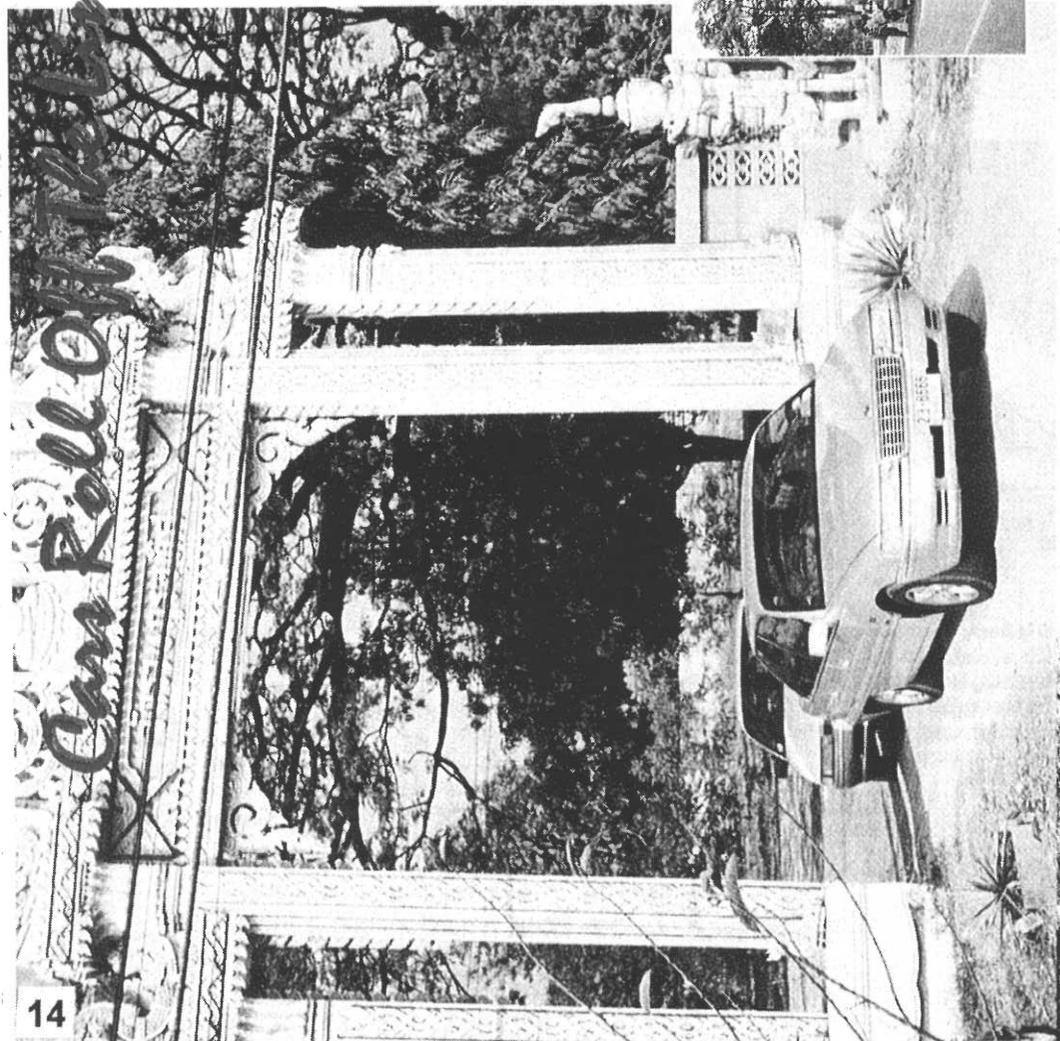
Stick reflective tape on the inside of a tank-cap cover that swings out. If you stall on the road at night, open the cover to warn cars approaching from the rear. If your cover doesn't open outward towards the road, stick tape on the edge of a door and leave it slightly ajar.

Our thanks to Eddie Ford for all these items

Can Roll On Home In Bangkok

Thailand has welcomed the first Holden vehicles to come off the production line under the completely knocked down (CKD) program where knocked down Holden vehicles manufactured in Australia are fully assembled in Bangkok.

Technical Services Manager, Terry Sheppard, a regular visitor to Thailand to co-ordinate the export program, drove the first of the scheduled 180 vehicles off the assembly line. During a road test of the VP 2.6 Calais, Terry found he was in good company when he stopped an officer travelling in a VN Calais highway patrol vehicle for some local information.



Bits & Pieces ...

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DRINK SPECIALS 5PM - 7.30PM

Buy a shot or spirit and get one free.
Selected bottle beer £1.25

Trinity Street, Worcester, WR1 3PY.
Tel: 01905 26936

A GOOD story deserves a good airing. What follows was spotted in *Bike* magazine, which had spotted it in *Pilot* magazine.

Two members of the Lothian and Borders traffic police were recently having a pleasant time out on the Scottish moors,

trapping speeding motorists with a radar gun. Suddenly their equipment went crazy, registering a speed of over 300 miles per hour. It then locked up completely.

Seconds later the startled boys in blue understood why, as a low-flying Harrier jet screamed over their heads. Upset that their radar gun had been broken, the policemen put in a complaint to the Royal Air Force—only to discover that the damage could easily have been much worse.

The RAF informed them that the Harrier's target-seeker had locked on to what it had interpreted as enemy radar. This immediately triggered an automatic air-to-surface missile attack. Fortunately for the two policemen, the Harrier was operating unarmed.

NEW SCIENTIST

17 February 1996

Tyres Match Colours

Blue, green and brown tyres to match the colours of cars are expected to be on sale in the United States shortly. They will cost about £6 per tyre more than the best black and white side-wall tyres, and will have narrow white side-walls next to the rim, surrounded by the coloured wall, but the tread will continue to be black.

WHAT'S ON

WHEELS '96

Spring Bank Holiday
MAY 26 & 27
MANBY SHOWGROUND
LOUTH, Lincs

Britain's No. 1 all-action motorsport event - everything from model cars to Sherman Tanks! Very busy autojumble section, at extremely competitive rates. Hundreds of vehicle entries including classic, vintage, custom and kit cars, military vehicles, commercials, classic motorcycles and much, much more. FREE overnight camping for exhibitors/traders, live evening entertainment - **DON'T MISS IT!!** Trade & Autojumble welcome - call for application form:
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SUNDAY JUNE 30th, 1996

11am - 5.30pm

Chigwell Rise, Chigwell, Essex

Join us for a Fun Day!

Over 300 cars - club stands

FREE entry for exhibitor cars & passengers

Exhibitors please ring 0181-500 5811
 for an entry form

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SUNDAY 2ND JUNE 1996

QUEEN ELIZABETH COUNTRY PARK,

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Beside the A3 London Road, 3 miles south of Petersfield
 Enq; Exhibitors (01329) 841920, Stalls (01705) 593205

KENT MICRO-CAR RALLY

SATURDAY 8TH & SUNDAY 9TH JUNE
 AT THE WHITBREAD HOP FARM

BELTRING, PADDOCK WOOD, KENT

A two day event to be held at the award winning home of the largest collection of Victorian east houses, famous Whitbread shire horse centre & hop museum

CARAVAN & CAMPING AVAILABLE.

PUB, RESTAURANT & CAFE ON SITE

The Hop Farm will be open from 10am on both days.

A fun event for all the family.

Sat; Micro car road run & rally competitions.

Sun; rally, autojumble, Squash the Hedgehog

Details tel 0181-402 9648

KICKSTART CLUB TORBAY

HISTORIC VEHICLE GATHERING

In conjunction with

Herald Express Motorfair

Sunday June 2nd 1996

10.00 to 16.30 at

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Classes for cars, motorcycle,

commercial vehicles, stationary engines.

FREE ENTRY

Trade & Autojumble spaces

10' frontage all outside £10

Entry forms from Rally

Secretary, Ron Baker

Tel: 01803 872697

VINTAGE VEHICLE RALLY & AUTOJUMBLE

on **June 1st & 2nd**

Cars, Motorcycles, Commercial

Vehicles, Steam Engines,

Tractors, Barn Engines,

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A 2-day event at

THE SHREWSBURY

SHOWGROUND

Autojumble and Traders - reserve

your plots now from only £20

Details from MID-SHROPSHIRE

VINTAGE CLUB LTD.

Tel: 01952 770985 (D. Sheedy)

BOOM SALES FOR HOLDEN UTE



Holden's Commodore Utility has enjoyed a resurgence of popularity around the country, with sales peaking at best ever figures.

June sales represent the best month ever and total ute sales are running at double the rate since the model's 1991 introduction.

Like Commodore sedans and wagons, the VS model utility represents unparalleled value for money, and is fitted with Holden's acclaimed ECOTEC V6 engine, giving a subsequent boost in power, torque and fuel economy.





HOLDEN

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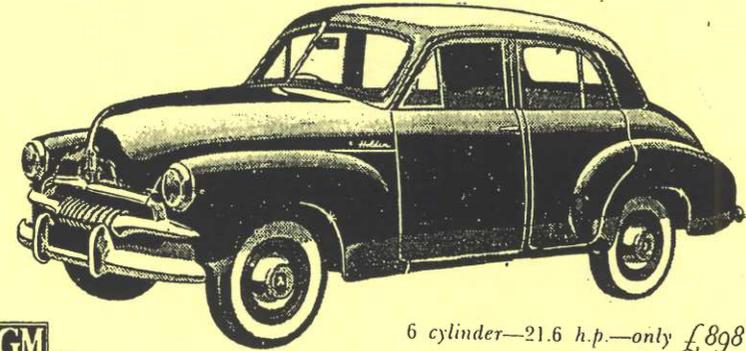
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