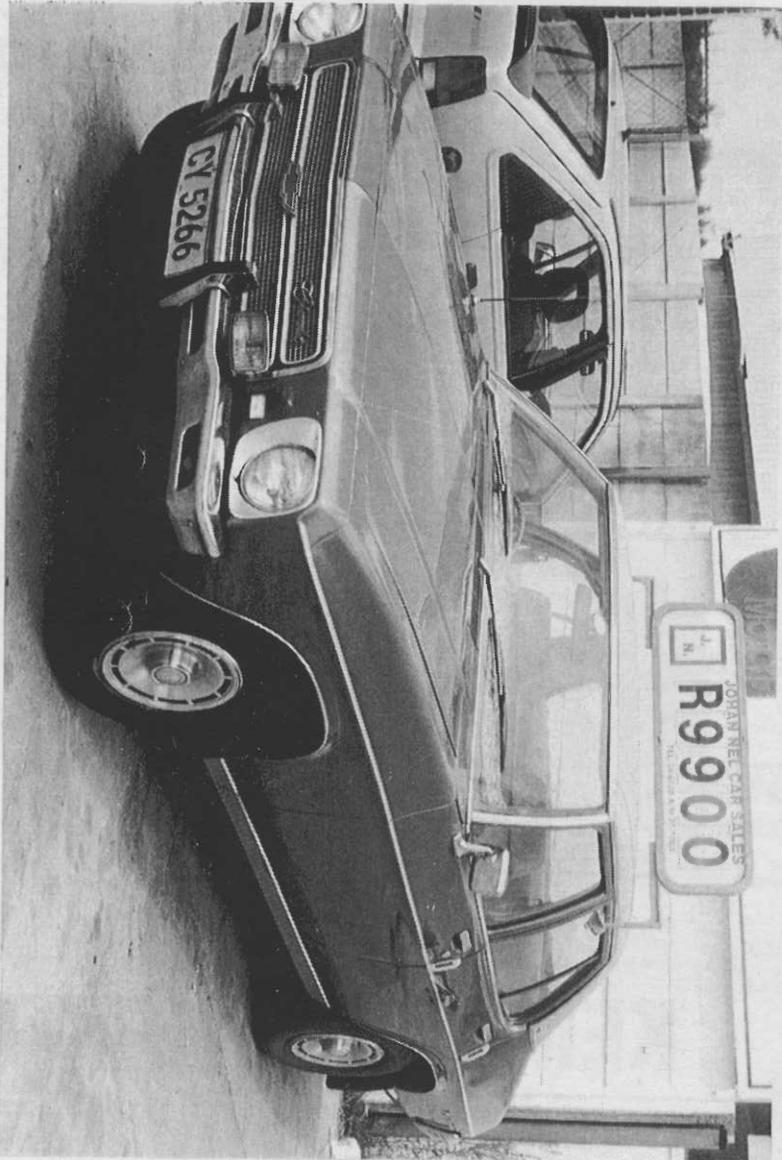


ISSUE No:51



HOLDEN BUSINESS

JULY/AUGUST 1996



A 1972 Chevrolet Kommando AQ for sale in South Africa
(a Holden HQ in all but name)
Photo by Ian Saxton

FRONT COVER - Patrick's HR off the beaten track in Ireland!
(Patrick wasn't driving when the ditch appeared out of nowhere -
and nothing was damaged)

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.

We have now received confirmation of our bookings at the two shows I mentioned in previous editions. The first one is at **Loseley Park** near Guildford in Surrey. This Classic Car show and Country Show is being held on the 3rd & 4th August but the club is only attending on **Sunday the 4th.** Some members have already let me know that they will be attending, so if you haven't contacted me yet, will you do so fairly quickly so that I can send you your passes and other information. Can you also let me know if you can attend the London Classic Car Show at **Kempton Park** on **29th September.** This will also include our AGM and we must hope for a dry day this year!

Thanks once again to Robert Vale of Melbourne for continuing to send lots of Holden news and press releases. It is most useful and keeps us up to date with the latest changes.

As those members who attended will already know, the Club was invited by Holden Motors in Australia via Vauxhall Motors to enter a team of cars in the annual Norwich Union RAC Classic, held on 26th May last. Although a rather damp day the event proved enjoyable for all those involved.

Many thanks to the Australian Classic Car Magazine who let me republish their article on the EJ, which I lifted from their web page. Perhaps Jonathan Empson (the author) should compare notes with Robin Tripp, whose travels we report on regularly! By the way this web site is very interesting if you are able to take a look at it.

Regards

Ken

Ken Garner
Holden Owners Club
39 Raebuck Rd
Chessington,
Surrey, KT9 1JY
Tel: 0181 287 4932

Peter Milbank Jones
35 Reynolds Lane
Tonbridge Wells
Kent TN4 9XJ
Tel. 01892 528709

27 June 1996.

Dear Ken,

Holden Sales Brochures

As discussed a couple of weeks ago on the phone, I have the following brochures for sale. You kindly said you would mention them in your next Newsletter

<u>Model</u>	<u>Publication No</u>	<u>Date</u>
Gemini	G190	May 78
Sunbird	T232	March 78
Torana	T239	March 78
Kingswood SL	H665	Sept 77
Premier	H715	June 78
GTS	H717	June 78
Statesman	D185	Oct 77

I would want £4 each, or preferably sell the set for £25

Also if any of your members are interested, I have several Ford Australia brochures from the 1970s - they will be most welcome to ring me

Yours,

Peter

PMilbank-Jones

SPECIAL FEATURE

This article is reprinted with permission from the June 1996 issue of Australian Classic Car Magazine. It is also available on the Classic Car Web Site (<http://www.ccar.com.au/>).

Around Australia in an EJ Holden

Would you take an unmodified Holden EJ on a 12,000-mile tour of Australia? The Editor did!

Most of the people undertaking a journey round Australia are young overseas backpackers: as we all know, Australians visit their own country last. And for most backpackers, Australian motoring means an eighties Falcon or Commodore station wagon. These tend to be sold on from one backpacker to the next, complete with camping gear and a couple of Dutch hitchhikers thrown in.

You know a backpacker's visa is about to expire when he washes his car: these vehicles are recognised by their extreme grubbiness, sagging suspension and uneven wear on the tyres. The last trait is due to the cars being driven continuously round Australia in an anti-clockwise direction.

Such bush-bashers aren't always cheap, despite the accessories included, but backpackers feel safer buying them from each other, being unfamiliar with the market and the terms used by Australian motoring enthusiasts. Terms like 'schooner', 'middie' and 'slab', for instance, as well as 'rego', 'pink slip' and 'RTA'. Incidentally, 'rta' is also an ancient Sanskrit word meaning 'cosmic order', which may explain how those parking tickets miraculously appear on your windscreen.

But I digress. Although originally planning to buy a \$1000 'disposable' car for my own travels, while searching the classifieds my eye was drawn to advert for an original one-owner EJ Special Sedan, priced at \$3800. Now most backpackers wouldn't know an HR from an FA (Whoops! Holden didn't make one of those, did they?), but being a motoring journo of some years' standing (and several more sitting down), I did.

I headed to Annandale and, to cut a long story short, ended up buying the oldest car I've ever owned, in the shape of the silver 1963 Holden EJ Special Sedan, for the longest road journey I've ever undertaken. Fortunately, not only was the car in the shape of an EJ, it actually was an EJ.

Most readers probably learnt about the EJ's lineage on their father's knee, so I won't go into too much detail. Orphans, however, might not know that the EJ arrived in 1962, the year that Rod Laver won Wimbledon and Neil Sedaka released 'Breaking Up is Hard to Do'. Holden engineers agreed with Neil, and decided to hang on to the good old 'grey' six-cylinder engine.

The EJ Special Sedan was one model up from the base Standard Sedan and originally cost 60 pounds more at 1110 pounds - yes, we're in the era of good old pounds, shillings, pence, miles and gallons here, back when service stations sold Standard and Super petrol instead of Magnum ice lollies.

My car began life in a dusky pink colour, which was not the buyers' first choice, but taking a showroom car back then was preferable to waiting weeks for delivery of the preferred colour. The old couple who had cherished the car from new finally had it bare-metal resprayed at the end of 1993.

On the face of it, a car with no fan, a low-geared three-speed manual gearbox and a measly 9 1/2 gallon tank wouldn't seem to be the perfect vehicle to tackle Australia's huge, hot, empty spaces. Was this really the car built for Australian conditions?

I doubt the old couple really believed I was intending to drive their car on a 12,000-mile tour round Australia; I was having second thoughts myself when shook the car down around Sydney, as it seemed unhappy at much above 45mph. I put this down to too much town driving in the past - the engine loosened up as I progressed north. Once past a rather bad body resonance at around 55mph, the EJ cruised quite happily at 60-65mph, although fuel consumption of 20mpg would leave any driver wishing for a fourth gear.

In fact, aside from the general 100kph (62mph!) speed limit, suicidal marsupials and other natural hazards make it inadvisable to drive much faster. When the car was current, it would definitely have been out of the question - Highway 1 was in much worse condition.

So with my mental attitude adjusted to the speed of the car, I headed up the Pacific Highway.

First stop was Forster-Tuncurry and Allen Curtis's impressive private transport collection (ACCM, March 1996), plus a spin up to Barrington Tops National Park.

National park usually implies gravel road: the EJ's natural environment. Tyre adhesion obviously suffers, but it is on these roads that the handling characteristics of a car become apparent: the EJ rolls like a humpback whale but proves to be remarkably neutral, the back end sliding out in a leisurely, controllable fashion when corners are taken too hard or surface corrugations send the rear bouncing

sideways. Rather tired rear suspension and rubber bushes and mountings throughout don't help matters and make the ride noisier, too, but the EJ takes bad road surfaces into its stride. Good ground clearance of over 7in (when the car was new, at least) is a bonus.

Thence to Bellingen, just inland from Coffs Harbour, where destiny awaited in the shape of my first EJ parking ticket.

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GROUP OF NEWSPAPERS

After a spell in Byron Bay I headed through the border mountains to Mount Tambourine in Queensland, for stunning views east over the white scar of the Gold Coast. The EJ tackles mountain roads in a leisurely manner. The gearchange is slow and first lacks synchro, but the steering is light enough; the turning circle is 36 1/2ft and the big plastic-covered wheel makes for easy lock-to-lock winding, while not wandering too much on the straights. The understressed six also comes into its own on the climbs, its 120lb ft maximum torque arriving at only 1400rpm. This car can climb all day at 30mph in top, and sound very sweet doing it.

Coming down the mountain, it's useful to remember that the EJ was the first Holden to employ a brake booster, and the drums give initial performance well up to modern standards: ie, grossly over-assisted and liable to lock up all the wheels of this 2500lb vehicle if the pedal is pressed anything more than gingerly. The EJ was also the first Holden to offer front seat-belt anchorages...

In Brisbane the EJ got the first of many oil changes and lubes. The suspension has a 500-mile lubrication interval and more regreasing points than you can shake a grease gun at.

With the temperature rising steadily as I advanced northwards, I was beginning to regret the lack of cabin cooling beyond inverting the quarterlights - but I guess it forces you to acclimatise. The EJ needed regular topping up with water (antifreeze? What's that?) but otherwise didn't miss a beat all the way up to Cape Tribulation. Heading back down the coast to Townsville, however, the radiator well and truly clogged itself, necessitating a stop in Ingham where it was flushed and rebuilt on the spot in two hours. That really sums up the 'fixability' of old Holdens.

From Townsville it was the long slog over to Katherine, averaging about 650km a day at a maximum of 100kph. An uneventful trip in every way but good to do once in your life. North of Katherine I suffered a front wheel blowout at 100kph, but I'm pleased to say the EJ carried on in a straight line. With two new front tyres I headed into Kakadu (it was the Dry season) and from there to Darwin. Easy. And from that point, the only thing left to do was head back to Sydney, this time via the Stuart Highway.

The only way to relieve the boredom of the unrelenting scrub on this road is count the shredded tyres at the side of the road to see if they outnumber the dead kangaroos. I sank slowly into the Elascofab bench seat and tried to stay awake.

From Alice Springs, confident about EJ's robustness, I had no hesitation in tackling the Mereenie loop road to Kings Canyon. 300km of sand and rocks? No worries. Although the road hasn't been open that long it is in pretty bad condition and I did lose another tyre. By this stage the gearbox had also begun to jump out of third and got progressively worse - all the way back to Sydney! From Uluru, Coober Pedy and Port Augusta it was all plain sailing through Adelaide (naturally with a detour to the Birdwood collection) and on to Melbourne on the Great Ocean Road, and then back to Sydney, three months after I left.

In Sydney the EJ was finally awarded its new gearbox (which a Morris Minor specialist happened to have sitting around) and was re-registered without drama. All ready for a trip to WA!

And why not? The EJ was built for such journeys, and road conditions (if not driving standards) have improved enormously in the last 30 years. The EJ's simplicity and sturdiness are the keys; remember that the engine doesn't even have an oil filter, which fact never stopped them clocking up a reliable 100,000 miles between rebuilds. That's why there are still one-owner EJs out there, in daily use.

Jonathan Empson

Keeping Classics Alive...

Practical Classics is Britain's best-selling classic car magazine.

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Holden Media Release

Exit Update

Immediate Release
Monday, 03/18/96

INTRODUCING THE 1996 HOLDEN COMMODORE EQUIPE Australia's best selling car now offers even better value

When Holden launched the value pack Commodore Equipe early last year, it proved to be one of the company's most successful limited edition models ever.

The newly released 1996 VS Commodore Equipe offers similarly upgraded equipment levels and should prove equally popular with value conscious family car buyers.

Complete with all the attributes that make the Holden Commodore Australia's top-selling car, the new Equipe offers \$3000 worth of added value.

Based on the Commodore Executive model, the Equipe is available in V6 automatic sedan and wagon versions. Its distinctive good looks are highlighted by alloy wheels, unique body side mouldings and bumper inserts, chrome exhaust outlet, special seat and door trim fabrics, Equipe identification and roof rack (wagon only). The Commodore Equipe is available in colours of Botanica (metallic blue green) and Silver Ice.

Additional comfort and convenience features include air conditioning, power windows, cruise control, upgraded radio with CD controls and a power antenna. Driver's airbag and anti-lock brakes are optional.

Holden Director of Sales and Marketing, Kevin Wale, says the Commodore Equipe is back by popular demand.

"Holden has a tradition of satisfying market expectations with very well-priced limited edition models.

"The Holden Commodore is already the country's best selling car for reasons that have much to do with value for money appeal - and the Equipe model makes it an even more attractive proposition," Kevin Wale continued.

"With a build quantity of only 2,400 sedans and 600 wagons, we expect the Commodore Equipe to be a sellout," he said.

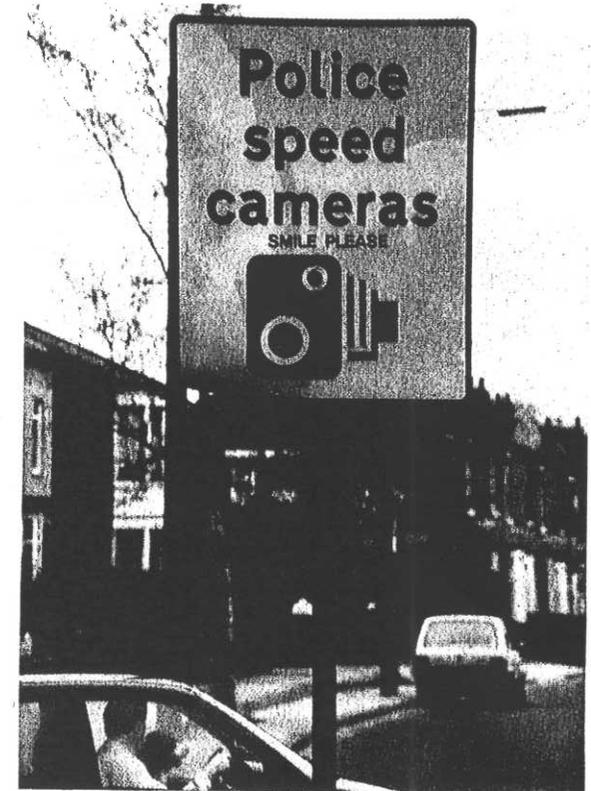
Holden Commodore Equipe
Recommended retail price (including sales tax):
\$29,870 Sedan
\$31,620 Wagon

Optional Safety Pack (including Driver Airbag and ABS):
\$1500

Bits & Pieces ...



The GMH Australian line up in 1928



Chris Dyson spent some time recently finding the right fan belt for his 1981 Commodore V8. for information the fitting list is shown below

ASTON MARTIN	DBS V8	PS	
AUDI	100 GL, LS	FAN	68-70
AUSTIN MORRIS	1800 MK II	ALT	64-72
FIAT	127 1050 CC	ALT	77-83
RENAULT	R18 TS, GTS, AUTOMATIC	FAN/ALTWP	78 ON
	FUEGO GTL, GTS 1.7 LTR	ALTWP	80 ON
	R20 L, TL, GTL, AUTOMATIC	ALTWP	75-81
	R18 TURBO	ALTWP	80 ON
TOYOTA CRESSIDA	DIESEL	ALT	81-82
VW BEETLE	1600 SUPER	D	70-75
	1600 VARIANT	D	66-76

PART NUMBER
RFBC 1015
(9.5mm x 1015mm)





CASTROL CLASSIC OILS

Castrol Classic Oils
Wakefield House,
Swavesey, Cambridge CB4 5QZ, England
Admin. Tel: (01954) 231668 Fax: (01954) 231923
Trademark used under licence to Castrol UK Ltd by Promapac, sole UK distributor.

23rd May 1996

Attention of the Editor

Dear Club Magazine Editor,

Since having recently reintroduced many of Castrol's famous lubricant brands on which older vehicles were originally designed to run, we have noted a marked increase in the level of technical enquiries from owners relating to:

- a) The importance of using a lubricant of the correct viscosity.
- b) How to choose appropriate lubricants for a particular vehicle.

Your members are of course most welcome to telephone for such advice and we are always pleased to answer any points they raise, however many of the common questions are answered in the enclosed article that we would be pleased for you to reproduce if you wish in your Club publication.

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

Yours sincerely,

Martin Powell
Castrol Classic Oils

CASTROL CLASSIC OILS

Established in 1899, originally as C.C.Wakefield, Castrol launched their first lubricant for cars in 1906 and have been at the leading edge of motor technology ever since. Choosing the right lubricant for your cars' engine, gearbox and axle is essential for ensuring peak running condition and maximum wear protection. The technology of older vehicle engines is dramatically different from today's modern cars, so to assist the owners of older vehicles, Castrol has reintroduced their older brand names in a range of "Classic" lubricants to the correct formulations and importantly, to the precise viscosities as originally recommended by the vehicle manufacturers themselves.

For today's owners, selecting the appropriate lubricant is simply now a matter of referring to the vehicles' original handbook and using the named Castrol brand listed therein. Until now owners of older vehicles have been forced to choose from a confusing array of multigrade oils on garage forecourts and in recent years, from oils offered by lesser known companies, marketing multigrade formulations purporting to be suitable in instances where monograde lubricants of particular viscosity were originally stipulated by the vehicle manufacturer. Castrol's oil recommendation records date back to the late eighteen hundreds and detail all lubricant specifications for engine, gear oils and greases right through to today's modern day classics, so finding out which oil grade and viscosity of lubricant is most appropriate owners can simply refer to their vehicle handbooks or telephone Castrol Oils on (01954) 231668 who are pleased to advise.

The Importance of Using the Correct Viscosity Lubricant

Using an oil of the viscosity recommended for a particular vehicle is important, as it is the oils' viscosity that determines its ability to flow. A quick flowing oil (one of low viscosity) deposits a thin film on the engines' internals, whereas a slow flowing oil (one of higher viscosity) deposits a thicker film. Furthermore, temperature will affect oil viscosity and thin the oil at higher temperatures and provide less protection than required. To compound matters even further, some oil viscosities are more affected by temperature than others and therefore using the correct viscosity oil is important: Too high a viscosity and excessive oil drag will cause the oil to heat up, additionally when starting an engine using an oil of too high a viscosity the lubricant will be unable to reach areas requiring lubrication quickly enough and rapid wear will result. Too low a viscosity and the oil will provide inadequate lubrication and protection at high temperatures, when under pressure - in fact at all times.

The viscosity classification developed by the Society of Automotive Engineers of America (SAE) is universally adopted by both oil companies and motor manufacturers and recognises the following grades:

Monogrades:

SAE 5w, 10w, 15w, 20w, SAE30, 40, 50, 60

Multigrades:

SAE 5w/20, 5w/50, 10w/30, 10w/40, 15w/40, 15w/50, 20w/50, 10w/60

(The "W" following the number denotes Winter and indicates these grades being suitable in cold climatic conditions)

The secret of a good oil is its formulation - the blend of base oil and the chemical additives which provide it with its particular character and safety margins.

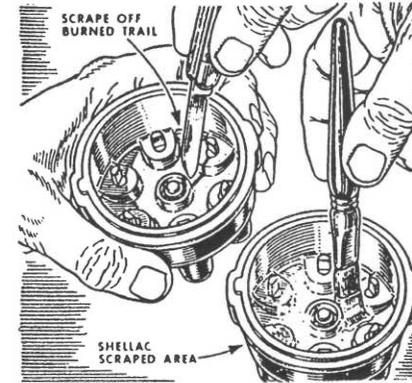
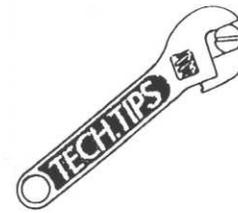
Choosing the Correct Oil for Your Classic

The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply to the latest API ratings of SG and SH and are ideal for the design of a modern engine ie: use of neoprene seals, high delivery oil pumps, narrow oil galleries, high revving with overall tighter machine tolerances. A classic car engine has the opposite characteristics with cork/graphite/rope seals, low pressure cog driven oil pumps, wider oilways with greater dependence on "splash" and "cling" lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different lubricant. Castrol's Classic range of formulations for older vehicles have been specially blended for the work they have to do. Two oils of the same viscosity, supplied by different oil companies can have radically different formulations, and thus have significantly different performance characteristics. The particular quality of the oil depends ultimately on its formulation - the special range and quantities (sometimes critical) of additives which are blended with the base oil. Therefore as a guide remember that a low cost oil cannot be a quality oil as inevitably additives, blend and research may be reduced or omitted to achieve the price, and that a high API rating does not denote suitability for your classic.

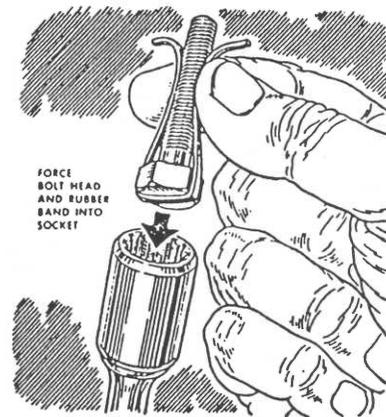
For example **Inadequate detergent** will result in gum and lacquer clinging to the hotter engine components - **too much detergent** can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with a traditionally high oil consumption, this will cause detonation and pinking. In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will "wash" traces of carbon from seals and gaskets, revealing oil leaks. **Inadequate anti-oxidant** and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings. **Inadequate anti-wear additive** and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage. **Inadequate corrosion inhibitors** and engine internals become pitted with corrosion and rust from acids and water formed during combustion. **Inadequate dispersant** results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways. **Inadequate pour point depressant** and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system

Castrol's Classic oils are formulated in the style of the original classic oils using the most appropriate additive technology to provide the best protection for your classic engine. The Castrol Classic Range is available nationally from over two hundred and fifty of the country's leading marque specialists and a leaflet detailing over thirty-five lubricants for older vehicles with details of local stockists and specific lubricant recommendations is available from Castrol by telephoning (01954) 231668.

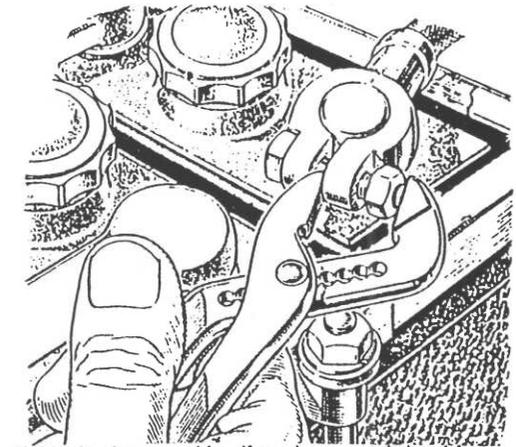
Castrol Classic Oils
Leaders in Classic Lubricants



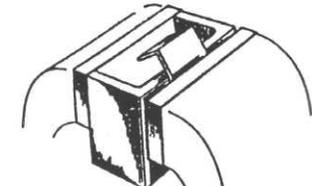
A quick repair of a short in the distributor cap by scraping clean its tell-tale carbon trail between terminals and then coating the area with shellac. If the carbon is removed, the shellac insulation will last a long time. You can also use nail polish with its brush.



Left. When trying to fit a bolt into an awkward spot put a rubber band over the head of the bolt before inserting it into the socket. The band will keep the bolt from slipping out.



Multi-grips loosen cable. If you have corroded and frozen battery terminals which defy all home attempts to shift them, try this. Slacken the clamping bolt off a couple of turns, slip a pair of multi-grips in as shown in the sketch and squeeze and twist.



Double bends A short length of channel iron kept in the workshop will be found invaluable if double bends are needed on small brackets. The drawing shows how the bracket should be held so that the second bend can be readily made. If radiused bends are needed, the corner of the channel iron should be rounded off with a file.

Restored Cars #114, Jan-Feb '96

Sales & Wants

Kingswood HJ 1974 for sale. It is need of some restoration, but will only cost you £300 ono. The owner, William Morran will send photos if you are interested and he can be contacted at: 30 Oliphant Crescent, Foxbar, Paisley, Scotland, PA2 0DA ❖

Guy Hardy is offering his 1970 Kommando Station Sedan (from Rhodesia) for sale. It is in need of restoration but the engine and gearbox have already been overhauled, if you can go back that far, see issue No: 20 of Holden Business for more details. Guy tells me that the price is negotiable, but quite cheap! Find his Address and Phone No. on page 2. ❖

Timothy Thompson is selling his 1969 Premier. It is currently garaged and has a M.O.T. until September. He is asking £990 but offering a 10% discount to HUKR members. Tim can be contacted on: 01677 22277 (Beadale, Yorkshire) between 9th Sept. and 12th Oct. ❖

Rosemary Camp has for sale some new Holden parts she came across recently at a local show. It's a Lucas contactless electronic ignition kit. (see below) The price is only £3 inclusive of postage. Rosemary can be contacted on: 0116 2671104 ❖

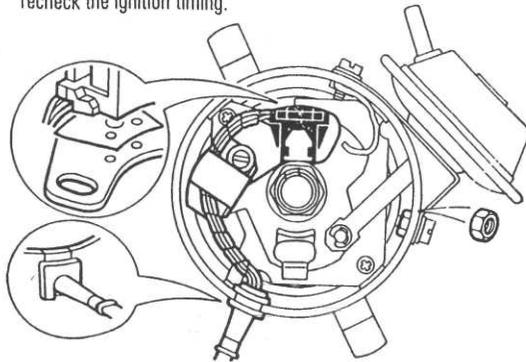
ERA 12i-DEB 121

Popular applications

Chrysler	Holden
Valiant VG, VH	1969-73 HK, HT, HG, HQ,
215 CID VJ, CH, VK	1973 on HJ, HX, HZ
	1969 on
Ford	Commodore
Falcon XY, XA, XB, XC, XD	1969 on VB, VC
Fairlane ZD, ZF, ZG	1970 on Torana LC, LJ,
Cortina TC, TD, TE	1972 on LH, LX
	1969 on

6 cylinder vehicles. Fitted with Bosch Distributor only.

When renewing a rotor vane assembly only, recheck the ignition timing.



Details of another Holden for sale has been sent to me by one of our newer members, David Hart, who saw it in the June 12th edition of Motoring News. It's the Group A, Commodore European touring car that was driven by Alan Grice. It has a modest 440 bhp and comes with lots of spares, for the price of £10,000.

Contact numbers are:
0151 339 3188
01244 336075 ❖

WHAT'S ON

WROUGHTON NOSTALGIA SHOW

WROUGHTON AIRFIELD, SWINDON, WILTS.

on the A4361 between Junc. 15 & 16, M4
JULY 27TH & 28TH

Hundreds of classic vehicles, clubs & private entries, hundreds of stalls, antiques & collectors, old toys, craft & autojumble, organs, old tyme fair and the **SCIENCE MUSEUM'S HISTORICAL ROAD TRANSPORT COLLECTION**, consisting of hundreds of unique vehicles & aircraft on display.

Entrance: Adults £4 - accompanied under 14s FREE

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Bidford, Warwickshire

AUGUST 26th, 1996

In conjunction with the local fete. Attractions include fun fair, arena events, children's entertainment, music and refreshments.

FREE entry for all classic cars.

Adm. £1 adults, 75p OAPs, children under 16 FREE

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Details & entry forms from:
Gary Lewis, 39 Mayhurst Road, Hollywood, Birmingham, B47 5QG.

Tel 0121-430 2166

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SUNDAY, AUGUST 11th

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RAMSDEN HEATH,

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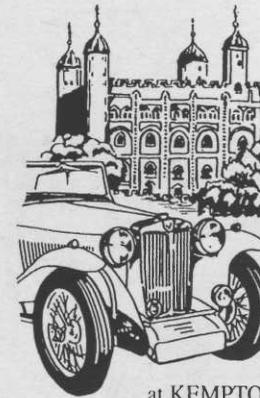
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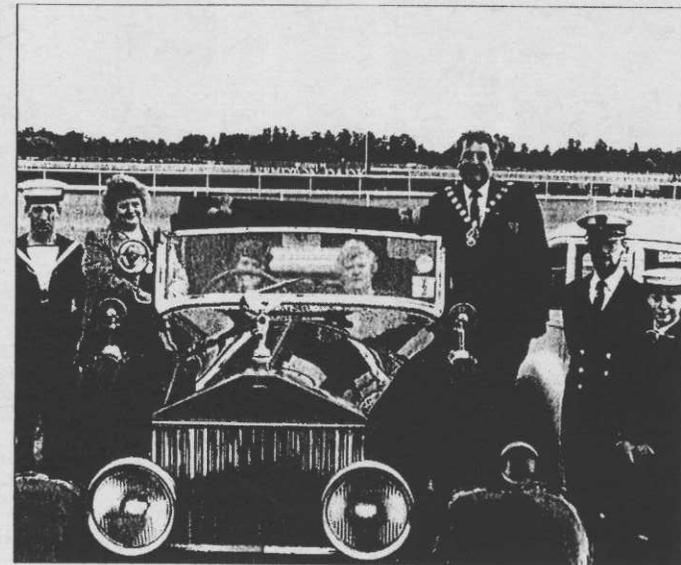
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