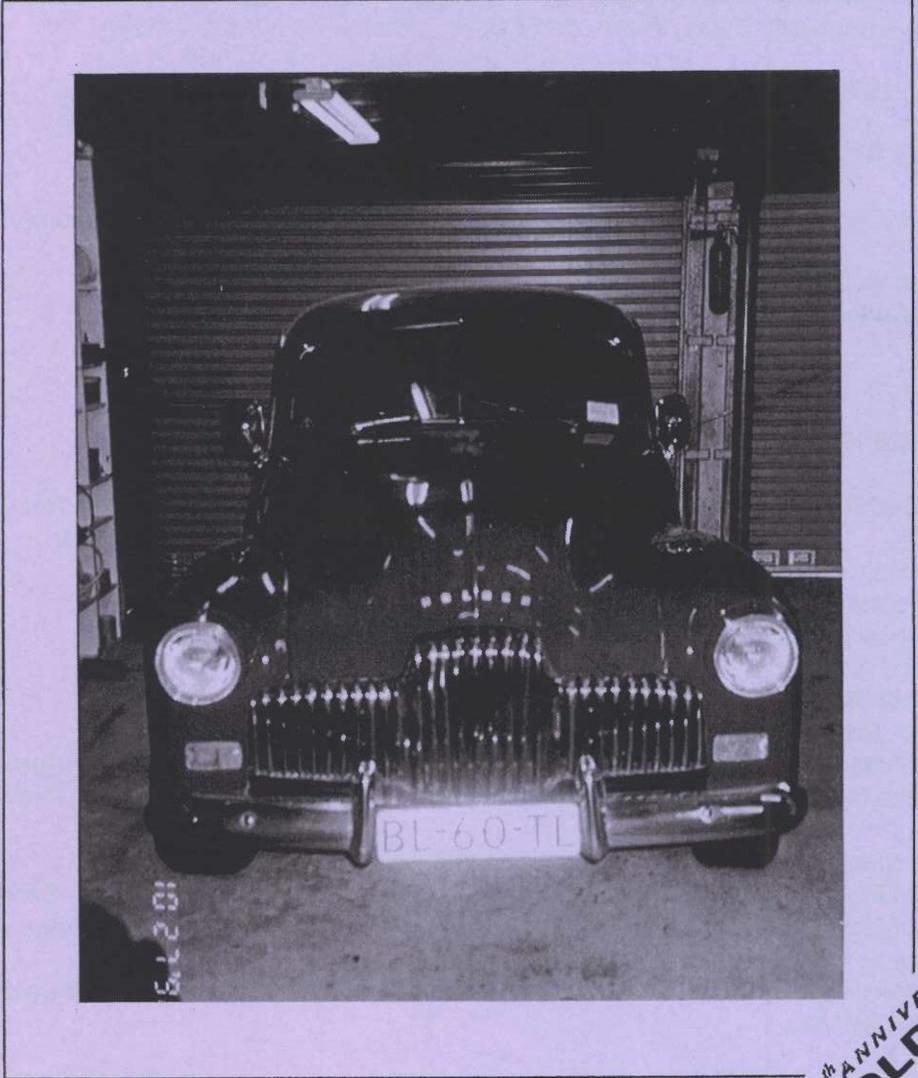
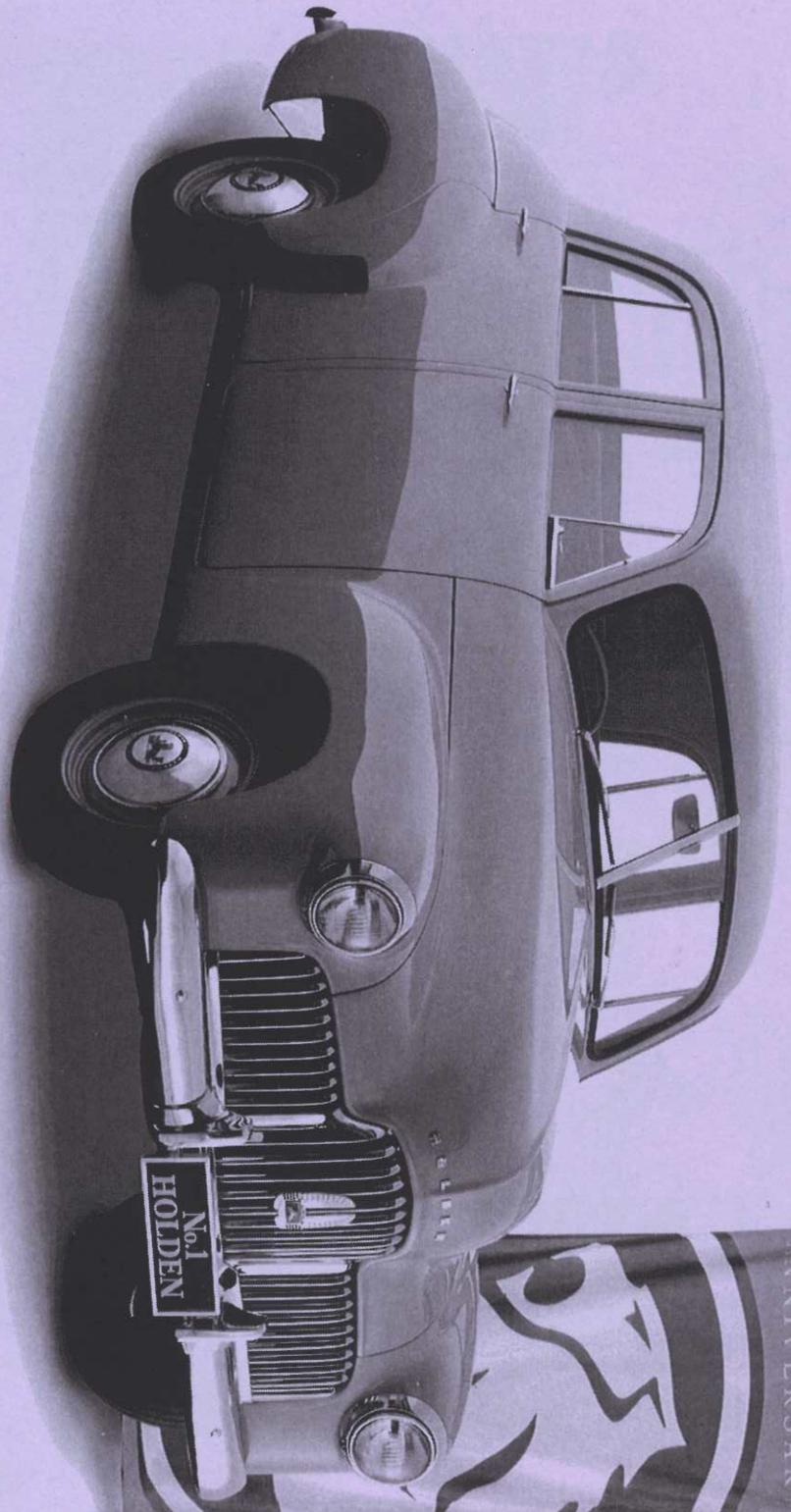




HOLDEN BUSINESS

NOVEMBER/DECEMBER 1998



HOLDEN
50th
ANNIVERSARY

50th ANNIVERSARY
HOLDEN

FRONT COVER - A modified 1952 ute currently for sale in Holland.

COMMITTEE:

CHAIRMAN / ACTIVITIES OFFICER. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone. 0181 287 4932. Fax 0181 286 6952.
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 Holden Ltd

The Club is an Associate Member of the Vauxhall Bedford Opel Association (VBOA)

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 |
| Metal Car Badge | .. | £10 ..Post £1 |

All cheques payable to Holden UK Register. (In Sterling)

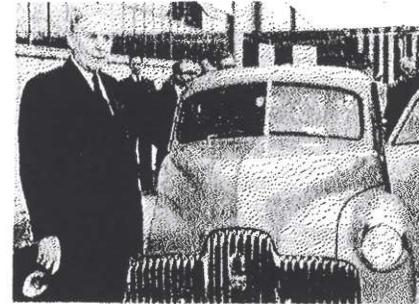
NOTE: An arrangement has now been made to accept cheques in AUS\$ - Send the equivalent \$ amount to Ken but made out to - **N K Drews**. the sterling amount will then be transferred to The Register account.

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



Hi All,

During the past year you will have seen a number of references to the 50th Anniversary of the Holden. However, the very first Holden car was only presented to the public on the 29th of November 1948.



It was later defined as the 48-215, after the year of manufacture and the engine size (2.15 litre) The car proved a hit in Australia and the marque has attracted many loyal followers over the years.

Happy Birthday Holden!

The day out and AGM at Popham was not well attended but despite a rather cold wind it proved an interesting event with lots of aircraft coming and going.

There is no news yet on the future of a lead replacement petrol, time is running out! Things are not helped by people like R T Cosic, the Corporate Strategy Manager of Elf Petroleum, opposing the introduction of lead replacement fuel in the hope that this inconvenience will encourage people to scrap older vehicles. However, it doesn't inconvenience me at all to stop buying fuel at Elf stations.

Finally, this being the last magazine of 1998. I will, as usual, wish you all a very early Happy Christmas and Good Wishes for the New Year.

Regards

A handwritten signature in black ink, appearing to read 'Ken', written in a cursive style.

Minutes of the 11th Annual General Meeting of the Holden UK Register held at Popham Airfield, Winchester, Hants. On 13th September 1998.

Those attending: Ken Garner, Chas Blake, Marilyn Garner (with proxy voting rights for Patrick Hemphill), Martin Blake (observer)

The Chairman opened the meeting at 02:00 pm. and welcomed those attending.

Apologies were received from: Patrick Hemphill, Rosemary Camp, Guy Hardy and Tony Grainger.

The Minutes of the last convened AGM on 29th September 1996 were approved. Proposed: C. Blake, Seconded: M. Garner.

Chairman, Editor and PR officers report:

We have formed better links with Rare Spares in Victoria and now have their spares catalogues etc. I also have an e-mail contact, who will be able to provide 'instant' information regarding availability and price.

The Club is now on the list of recipients for the official press handouts from Holden Ltd, many of which are reproduced in Holden Business.

We have had club stands at three shows this year, which have attracted a fair amount of interest, particularly the GM show at Billing, which we attended as part of our membership of the VBOA. (Vauxhall Bedford Opel Association)

I try and arrange shows that will suit the membership, trying to book those that are flexible on numbers on the stand and have few restrictions on entry and departure times. I am always open to suggestions of venues for future events.

We were approached by Holden Special Vehicles earlier in the year to provide some cars for an article in their Excelerate magazine. It proved to be an excellent piece.

We were rather sorry to see Paul Shaw return to Australia taking his very smart FJ with him, after having failed to find a buyer for it in this country. He was always a welcome sight on the club stand and added further interest to our display.

Membership Secretary and Treasurer's Report.

A written report was presented to the meeting and appears as an appendix to this document.

Matters Arising.

Insurance. It had been suggested that there might be some advantage to the Club investigating a group discount on insurance rates for members. It was felt that this is a difficult area particularly given the variety of cars in the Club and the varying locations and individual circumstances of the members. The Club does advise members from time to time of various classic car insurance schemes. The Chairman also stated that he is careful when entering the Club into any commercial event not to sign any unlimited liability clauses. It was agreed that personal insurance is an area best left to the individual, including any cover necessary for attending shows.

Election of Committee.

The present Committee were re-elected unopposed: K Garner (Chairman) Guy Hardy (Secretary and Treasurer) There being no applicants for the post of Editor or PR Officer the Chairman agreed to carry on with these duties, as previously. Proposed: C Blake, Seconded: M Garner.

Subscriptions.

In view of the present healthy financial state of the Club no proposal to raise the subscription rates was made.

Amendments to Constitution.

Minor amendments to the constitution were proposed:

To replace the words 'General Motors Holden's' in all cases with the current name 'Holden Ltd'

Add to 'DEFINITIONS': 'f. Holden Ltd means: - The inclusion of all previous trading names of this Company.'

Add to 'Fees and Subscriptions (a)': 'New members joining between May and August shall pay the full year's membership fee; those joining between September and April will be charged on a sliding scale.' (*which is the current practice*)

Remove from to 'Fees and Subscriptions (b): the words 'of subscription' and replace with 'in the subscription levels'. And remove the words 'published newsletter' and replace with 'issue of Holden Business'.

Remove from 'Committee meetings (c) the obligation to hold the AGM 'in June' (But retaining the obligation to hold an AGM annually) and removing the obligation to include 'Constitutional amendments' in every agenda. (unless changes are proposed)

Under 'Constitutional Amendments (c)' the words 'published newsletter' have been replaced by 'edition of Holden Business'

The above changes were approved. Proposed: C. Blake, Seconded: M. Garner.

Any other business

In his capacity of Technical Adviser, Chas Blake requested a copy of the spares listing sent to the club by Rare Spares. Ken agreed to provide one.

In a written proposal Guy Hardy suggested the club arranges some good quality colour brochures to advertise the club and also pamphlets to be passed on with any Holden sold on by members. Guy also suggested that an item of regalia be produced to mark the 10th anniversary of the Club. The PR officer agreed to follow up this idea with the proposed.

Chas Blake suggested that the Club might attract some more members if a half price 'associate or friends of the Holden UK Register' membership were available. Discussion took place with regard to benefits for these members, a reduced number of magazines was suggested. However it was thought that in view of the relatively low cost of the current subscription and the extra administration involved, it would have few benefits to either the Club or members. It was agreed to reconsider this proposal in the light of any future review of subscription levels.

The Editor stated that Don Loffler had included a mention of the Club in his new book 'She's a Beauty' about the 48-215 and FJ Holden.

There being no other business the meeting closed at 02:38 pm.

M Garner

M Garner 29-9-98

HOLDEN REGISTER ANNUAL ACCOUNTS YEAR ENDING 31st May 1998.

INCOME:

Opening Balances:

| | |
|---------------------------------|--------|
| Lloyds Bank Nottingham | 20-62 |
| Girobank | 402-18 |
| Anglia Nationwide TreasurersA/C | 260-48 |

| | |
|-------------------|--------|
| Subscriptions | 282-00 |
| Regalia/Ad Fees | 58-50 |
| Interest Received | 5-33 |

1029-11

EXPENDITURE:

| | |
|------|--------|
| Post | 155-49 |
|------|--------|

Balances Carried Forward:

| | |
|----------------------------------|--------|
| Lloyds Bank Nottingham | 20-62 |
| Girobank | 587-19 |
| Anglia Nationwide Treasurers A/C | 265-81 |

£1029-11.

TREASURER'S REPORT:

HUKR continues to maintain healthy finances. Subscription figure contains some arrears and payment in advance. Postal expenditure is also containing some arrears. I recommend sub rates continue as before.

MEMBERSHIP SECRETARY'S REPORT:

We have 26 paid up members at the time of writing (10/9) - new members and renewal failures continue roughly at the same rates as before.

I submit 2 resolutions to the AGM:

1. That the Register print a high grade leaflet to be left in the car when it is being sold with register info on spares, help etc - printed in colour and aimed at the new owner.
2. That the membership info leaflet is considerably upgraded and expanded with more detailed notes on the practical spares and technical advice/help available To be produced in colour on decent paper.

Further General Resolution: That the HUKR use some of its funds to produce either high grade leaflet or regalia to mark 10 years FOC to members.



Club outing and AGM at Popham airfield 13th Sept 1998



LETTERS - LETTERS - LETTERS

AUSSIE LAND

G Day to all,

I hope you are all well? And your Holdens are in fine working order as well. I am fine myself as I have been on holidays with no problems at all. I hope every one has been having a good summer going around in your Holdens. I had a good holiday as I always have on my little drives around the country side. One day some one will come along with me on one of my drives. The car is going as well as it has always been over the twenty three years I have had the F.B. This time I did not hit a roo or emu, just Eagles that liked the front of my car enough to fly in to the grill. Some roads on the way from Darwin to Brisbane have been damaged by floods. In Katherine in the Northern Territory the whole town was flooded out as the river rose thirty meters above the base level. The Katherine Gorge was sixty five meters above the base level. So some of the members of the motor vehicle enthusiasts club of the N.T. had their cars flooded out. The Darwin members went down and helped to get the cars going again and have ~~been~~ cleared up, a once in five hundred year flood. In Darwin I helped in the Darwin motor show that is on every two years. As this years show was very good with a few hundred cars in the show, I hope to be in Melbourne at G.M.H. for the Fifty years of Holden in November. I hope you all keep Holden on into the next year. By for now Yours

in

HOLDEN

R Tripp.

Don Loffler
48 & FJ *Holden* Historian

19 Clarence Avenue
Klemzig SA 5087
Australia
Phone
(08) 8261-2738

Mr Ken Garner
Holden UK Register
39 Roebuck Road
Chessington, Surrey KT9 1JY

2 September 1998

Dear Ken,

All good things come to those who wait, they say. Well, you've certainly had to wait a long time for the return of your photos, and I'm most grateful to you for allowing me an extended loan of them, so that I didn't feel under pressure to return them.

My book, *She's a beauty! - The story of the first Holdens*, has been published at last, and it is a wonderful feeling to see the project completed. The book is devoted entirely to the 48-215 and FJ models.

I was able to squeeze in a brief mention of the Register and of some of the members' FJs, with two of the photos you lent me. It was good to be able to do this, as it gives a special extra dimension to the chapter, *FJ Holden Stories*. I am enclosing photocopies of the two relevant pages, and a couple of critiques of the book from car magazines.

Incidentally, Volker Janssen's FJ panel van is also featured in the FJ stories chapter.

Should any of your members wish to obtain a copy of the book, they could send me a bank draft in my name for 50 Australian dollars, which would cover the concession price of 35 dollars for the book and 15 dollars for surface mail postage.

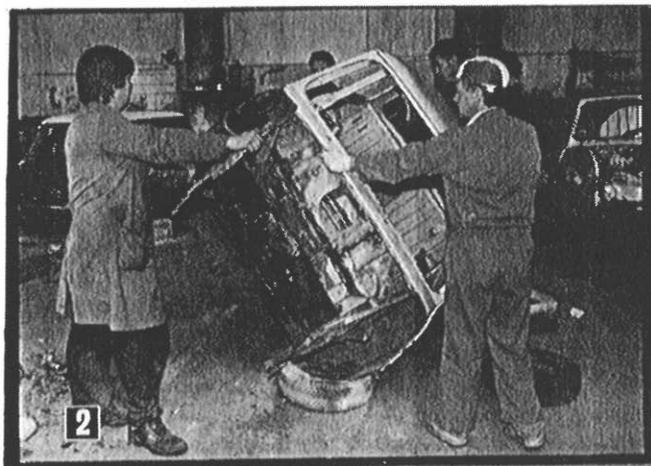
Meanwhile, thank you so much once again for your generosity, and that of your members, in providing me with the photos and the permission to have them reproduced in the book.

With best wishes,

Yours sincerely,

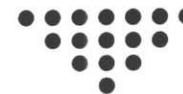
Don Loffler

P.S. I have already begun work on the sequel, a book devoted entirely to the FJ model, to be released in 2003 for the 50th anniversary of the FJ.



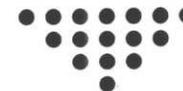
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Fax: (07) 5596 0077
Mobile: 015 591 151

AUSTRALIA

October 15, 1998

G. Hardy
Clun Felin
Wolf's Castle
Haverfordwest, Dyfed SA62 5LR
ENGLAND

Dear Mr. Hardy,

A friend of mine recently showed me a copy of "Practical Classics" October 1996 edition that he had purchased at a swap meet. There was a small article about Holdens in the UK.

I took a new Holden Torana XU-1 to England in June 1972. The car was the latest model of the very high performance models, and was an early production number of the LJ series. The car was painted "Strike me Pink" with black vinyl upholstery.

The car covered 26,000 miles with me as I drove it around the UK for eight weeks, and then went over to France and toured through all the Benelux countries, Germany, Denmark, Sweden, Norway, into the then communist countries of East Germany, Czechoslovakia, Roumania, Bulgaria, Greece, Yugoslavia, Italy, Austria, Switzerland, France again, Spain, Portugal, Andorra and back to England. The only problem I had was in Bergen in Norway when the Alternator voltage regulator stopped working. The local GM dealer was able to fix it on the spot. It wore out one set of the original Goodyear tyres at 18,000 miles, and I fitted a new set of Swedish made Goodyears.

I left the car in the UK with the late Brian Muir, an Australian racing driver who had a garage at Pershore. It was then used by another Australian racing driver who sold the car to a chap in the Bugatti Owners Club. I believe the car still exists in the UK.

At that time there were quite a lot of Holdens in the UK. The Australian Embassy has used black Holden Sedans and Station wagons from 1953. The first were three FJ Special sedans, then followed a number of FE and FC sedans and wagons. These were replaced by two FB wagons, and then a large number of EJ with at least four black Premier sedans in the fleet. The entire fleet was changed over to EH Premiers, business sedans and special wagons in 1964.

With the introduction of the HQ series not all the embassy cars were black, and the various later models were shipped over, but from 1974 the Government sort tenders from GM, Ford and Chrysler to supply embassy cars and Holden was not the preferred make anymore.

I do know that a white LC Torana GTR was shipped to the UK in 1971 but I have no other details.



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Nerang 4211
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Tel: (07) 5596 3100
Fax: (07) 5596 0077
Mobile: 015 591 151

2.

Holdens were sold new in Spain from around 1970 to 1979, and in Greece from 1962 to 1979. The sedans were popular as taxis whilst the Holden utility was a very good selling model, outselling the locally modified Mercedes 180/190 utility. I know there are still a number of operating Holden utility in Greece to this day, with very big mileages (like in excess of 1 million.)

The engineering of those early Holdens was very high with rugged use being a major factor in the construction of the cars. Even today in Australia there are people using original 48/215 models for everyday business and pleasure.

The only photos I have of the XU-1 in UK and Europe are 35mm slides but I will try and have some copies made.

I have sent a copy of this letter to "Practical Classics" as I am sure they will be interested.

Kind regards,

Grahame Ward

The Motorists Bookshop



International Historic Vehicle Organisation

PRESS RELEASE

End of Life Vehicles

At the beginning of September, representatives from the IHVO met with various officials from the European Parliament, the European Commission and the Austrian Presidency to express their concern about this proposal.

The rights of historic vehicle enthusiasts to store non-roadworthy vehicles for future restoration or to dismantle them to use their parts will be seriously prejudiced. Only establishments with permits will be allowed to dismantle vehicles for spare parts, and in an amendment proposed by MEP's, the sale of second hand parts will have to be checked for safety and environmental protection. This would close all autojumbles overnight. Before cars can be de-registered, a certificate of destruction will be required from a licensed dismantler!

Problems mostly centre around the lack of proper definition for an 'End of Life Vehicle' (ELV). Assurances have been obtained to better define ELV's so as to exclude historic vehicles and to allow storage of de-registered vehicles for spare parts or restoration.

It is the contention of the IHVO that the re-use of vehicle parts by private individuals is a most effective and satisfactory way of recycling vehicles at the end of their life.

The IHVO will continue to monitor the progress of this directive and its future amendments to make sure this will not be the End of Life as we know it.

A copy of the statement sent by the IHVO to the European Commission and Parliament is enclosed.

3rd October 1998

Horst Brunning, IHVO Chairman, c/o MHRF, Box 211 52, 100-31 Stockholm, Sweden.
Tel: 46 8 320354. Fax: 46 8 312706.

Duncan Rabagliati, IHVO Hon. Legal Advisor, c/o Wedlake Bell, 16 Bedford Street, London, WC2E 9HF, England.
Tel: 44 171 395 3055. Fax: 44 171 836 9966.



New Member, Garry Lennox's 1984, VK SS Brock Commodore

By PAUL GOVER,
motoring editor

THE Holden Monaro could be coming back from the dead.

And the likely price-tag for the 5.7-litre, 250kmh beast would top \$70,000.

The last Bathurst-buster Monaro was built in 1967. The price back then was \$3700.

But a new Monaro could join the Holden line-up within two years.

The two-door coupe began as a secret, after-hours project — code-named Monica — at the company's styling centre in Fishermens Bend.

It was quickly adopted and fast-tracked for the opening of the Sydney Motor Show yesterday.

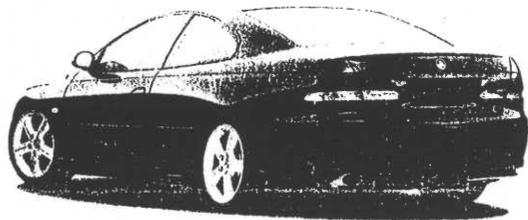
And it started, upstaging Ford's latest AU Falcon and imports including Mercedes-Benz's new S-Class flagship.

If there's enough interest, the car could get the production go-ahead.

"We could do it. It's desirable, affordable," Holden styling chief Mike Simcoe said.

"It's built for exhibition. It's hand-made but deliverable. This is a real car, a drivable car."

If the Monaro does make it to production, it will take over from the Statesman and Caprice as



Monaro magic: Holden's new coupe has sparked an incredible reaction.

Holden's flagship. Holden chairman Jim Wemels confirmed the car was a serious chance for production and export. He said Holden had production capacity available at Elizabeth in South Australia, but visible production volume for the Monaro had not been calculated yet.

The VT Coupe doesn't have an official name yet. It shares most of its major mechanical components with the regular four-door Commodore, which has been Australia's best-seller since its debut just over a year ago.

It is shorter, wider and slightly lower, but shares its front-end bodywork with the regular family model. The changes are all in the tail. Behind the

longer two-door coupe cabin, it has wild flared mudguards, a high boot-line and a special rear window.

It is still obviously a VT Commodore but — just as the Monaro was developed from the Kingswood in its day — has many unique bits.

It is powered by the rip-roaring 230kw Chevrolet Corvette V8 engine, which will be transplanted from America into the local Commodore some time next year.

The VT Coupe has been one of the quickest projects to come from Holden in recent years, only begun in May.

"The design guys had a passion to do it," Mr Simcoe said. "It was initially on our own time. It

started in the design staff. It was done in the back room, deliberately."

The car was quickly picked up and financed by Holden, and construction work began in August. It was kept secret right up to its unveiling in sinister black bodywork at Darling Harbor yesterday.

Mr Simcoe said the car had already sparked an incredible reaction, with strong support at Holden for a production model for Australia.

There is also backing for an export model alongside the Commodores being shipped to the Middle East and the Vectras exported to Asia.

"The whole project is being investigated. It's an exportable vehicle," Mr Simcoe said.

- A 5.7-litre, 230-kilowatt, V8 engine
- Top speed: about 250kmh
- 0-100kmh in 7 seconds

- 18-inch wheels
- Blue leather seats

- 78mm lower and 99mm shorter than the VT Commodore sedan
- Cost: about \$70,000

Herald Sun, Friday, October 16, 1998

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Authorised HOLDEN DEALER

Luxury battle

Australia's Big Two are gearing up for a new challenge. Paul Gover reports

ANOTHER Ford against Holden showroom race has just begun. This time the biggest rivals in local motoring are competing to get their full-sized luxury cars into showrooms first.

The on-sale dates for the Fairlane and Statesman are likely to be just weeks apart, before the middle of next year, but Ford hopes to reverse the order by getting to customers first.

It plans to get the Fairlane into showrooms in April, around a month ahead of the scheduled on-sale date for the Statesman.

Neither company will talk

about its luxury car plans, and Holden has denied any Statesman delay despite a gap of more than 18 months between the arrival of the VT Commodore and the stretched prestige version.

By contrast, the gap between the AU Falcon and Fairlane will be less than six months.

Both cars will show the usual links to their family car roots, although they will have stretched cabins, independent rear suspension and a full kit of luxury equipment.

Ford's AU plan will also finally see the company update its dowdy old Falcon ute

into an AU model, although it won't discuss details or timing.

It's staying quiet about the next Statesman, but Holden is crowing about the 50th anniversary car it has just unveiled.

It is the latest in its anniversary series of Commodore models and only 250 will be built — at \$54,560 each.

All will have the latest Holden supercharged V6 engine, 17-inch alloy wheels and low-profile tyres, electric front seats, Howe leather trim and special paintwork with a dark blue base and lighter blue highlights.

Attention: Electric Winch Owners

As this issue goes to press, we are trying to validate this information which is being circulated in the auto industry, but if true we felt that you would or should be very interested. The author is unknown to us.

If you own an Electric Winch on your 4WD, then you may wish to fit some kind of battery isolation device to disable the winch power supply.

Apparently there are some youths in the Sydney area that have worked out a way to destroy your 4WD. What they are doing is free spooling out your winch cable, running it over your roof, hooking the cable onto your towbar or rear axle, and then shorting out the control box socket with a paperclip or bobby pin (we believe). They then bugger off and leave your 4WD to destroy itself.

The way to stop this from being done to your 4WD is to isolate the power supply to your winch. First

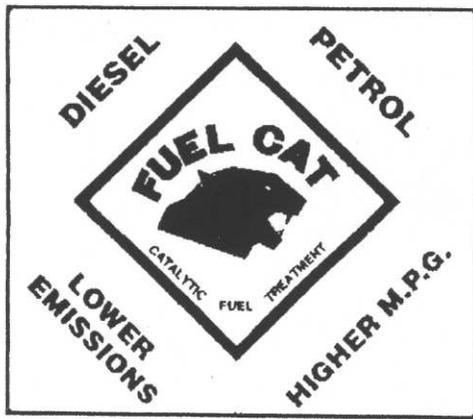
check what AMPS your winch draws and then go see an auto electrician or 4WD repair shop to see what isolators are available.

Slippery stuff

Motor oil made from oilseed rape (canola) will be available in the US in around six months.

Fuel from oilseed rape has been in use for several years. Last week, a company in Michigan that makes cooking oil joined forces with another that specialises in agricultural research in Colorado to mass-produce and sell lubricating oil from rapeseed in Michigan. The companies say replacing petroleum-based motor oils with the new oil cuts friction by half, so engines can run at lower temperatures and will wear more slowly.

Current prices for some of the popular Holden models



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Bits & Pieces...

Clothes cure-all

A cure for irritation, lumbago, constipation, impotence, obesity, dermatitis, excessive computer gaming and refusal to attend school are claimed by Hisashi Mineta of Tokyo in EP 841 056. These problems, he says, result from using a VDU while wearing anything metallic. Using Zen



Spike Gerrell

theory, Mineta claims relief can be had from a T-shirt with a pad of natural salt, benzoic acid or citric acid in the cloth just below the navel, so it covers "a key meridian or acupuncture point". The inventor tried the idea with swimming trunks, trousers and an apron, but the trunks create too strong a stimulus, and can lead to "actual harm", he says. But trousers or an apron are safe. So that's alright then. Barry Fox

New Scientist • 5 September 1998

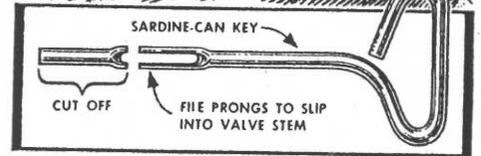
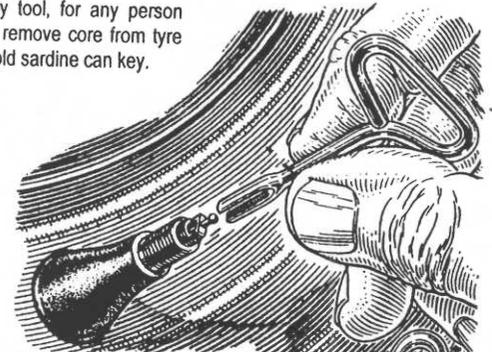
SHE'S A BEAUTY

BY DON LOFFLER
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\$39.95

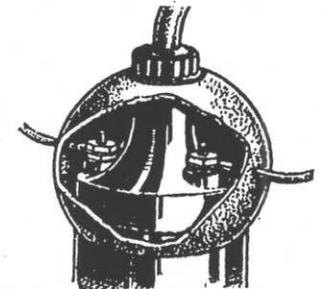
Australian Classic Car September 1998

What a beauty this book is! At last, between one set of covers you'll find the story of the first Holdens, the 48-215 and FJ. Don Loffler is to be applauded because his work has filled a gaping chasm in the recording of Australia's motoring history. I was enthralled by Loffler's attention to detail, the collection of never-before-seen photos and the history of the first Holdens. As far as I can see, nothing is left out in this 246 page missive. Read about how the car was designed in the US, the conflict between GM and GMH, and even the names of all the US staff and their families who travelled to Australia with the first prototypes. Want to know how the Holden was simultaneously released throughout the country? It's all here. Want to know what was on the menu at the celebration dinner at the release of the Holden at Brisbane's Lennox Hotel? As I said the attention to detail is amazing. How were the first US prototypes tested? What tests did the Australian pre-production cars face? Where are these cars now? It's all in this book, along with what the press and public thought, and anecdotes from workers involved in construction of the cars. A truly welcome publication and a must for Holden fanciers or just for those amongst us who have an interest in Australia's motoring history. Buy it!

RIGHT. A cheap handy tool, for any person with a car, is this key to remove core from tyre valves. Make it from an old sardine can key. Cut off the slotted part and file up the prongs so that it fits easily. Look for the cans with the keys at your supermarket.



RESTORED CARS #117 July - Aug 1996



Waterproofing the Ignition Coil. This is one from an old motorcycle book, but would be effective on car coils of the round design. Made from a rubber ball as shown.

she's a beauty!



THE STORY OF THE FIRST HOLDENS

DON LOFFLER

Sales & Wants



1952, 48-215 ute. Picture also on front cover. This car is currently in Heerlen in The Netherlands. It is bright red and has a number of modifications including; four speed gearbox, chrome wheels, servo brakes etc. All done in Australia. The asking price is £7,000 The owner can be contacted via Brian King, at the Great Australian Bite restaurant in Belgium:

Tel 089/71.85.61
Fax 089/73.19.58



HZ Monaro GTS V8 Dark Green excellent condition with a new MOT £3650. Contact Tony Grainger in Rainham, Kent on: 01634 388065 or Mobile : 0403 173074



1969 Holden Premier. Black Classic Saloon. MOT until Aug 1999. Only £550 to a Holden Enthusiast. Ring Tim Thompson on: 01677 422277



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WHAT'S ON

ENFIELD NEW YEAR AUTOJUMBLE

Our New Year Autojumble will once again be held at our Museum building at Whitewebbs Road, Enfield, Middx., (junc 25 on M25).

SUNDAY JANUARY 3rd, 1999

10am - 4.30pm

Stalls from £15 - Adm. £2

Get out of house, forget the cold turkey, come and enjoy our New Year Autojumble. Tea room open all day for hot and cold refreshments

Details: EDVVT, Whitewebbs Museum, Whitewebbs Road, Enfield, Middx., EN2 9HW

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MAKE A NOTE IN YOUR DIARY:

*The Enfield Pageant of Motoring
29/30/31 May 1999*

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(M90, Junc 9)

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01738 850673

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SUN: 6 DEC ONLY 10 MILES FROM STAFFORD SHOWGROUND

The GRAND NORTHERN AUTOJUMBLE

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100 stalls - £10 each
FREE PARKING

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