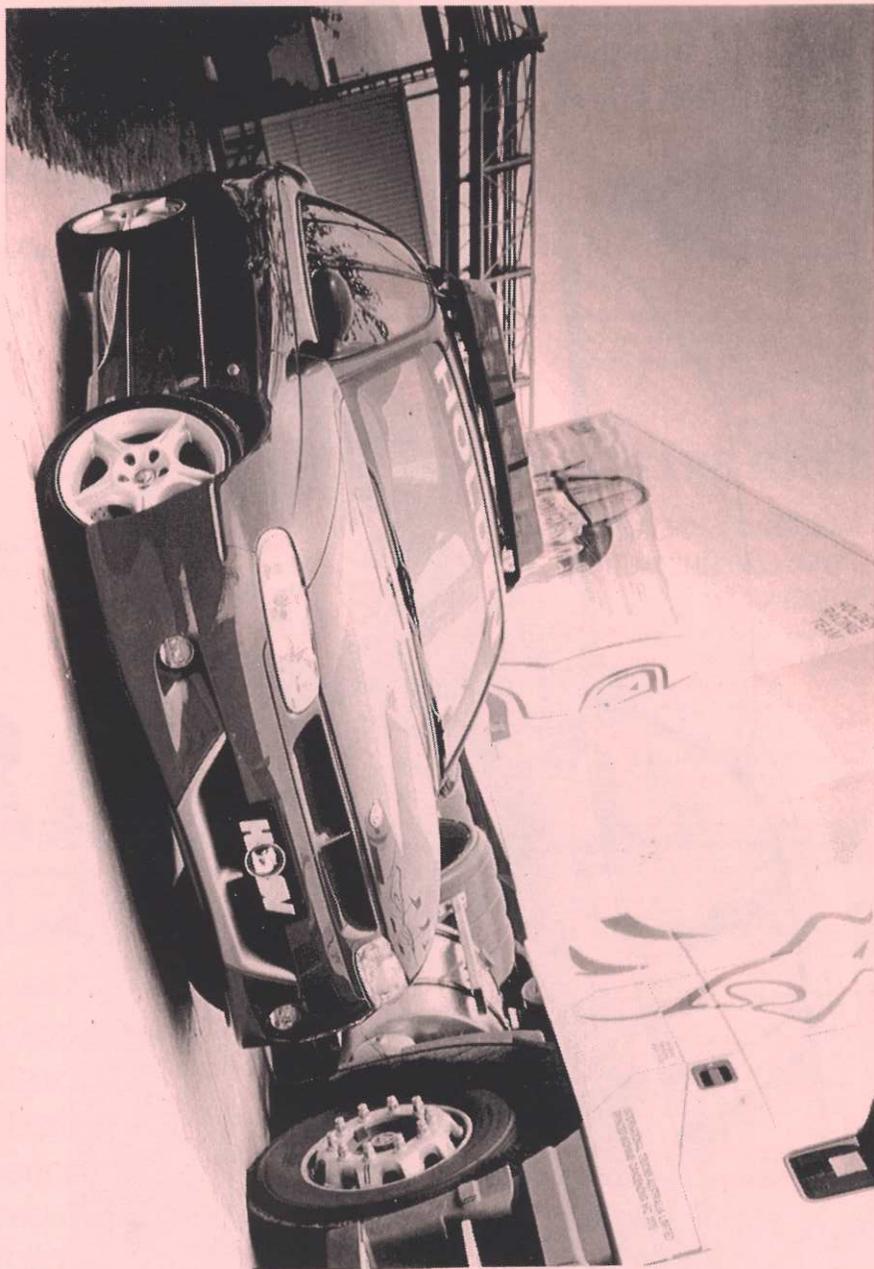
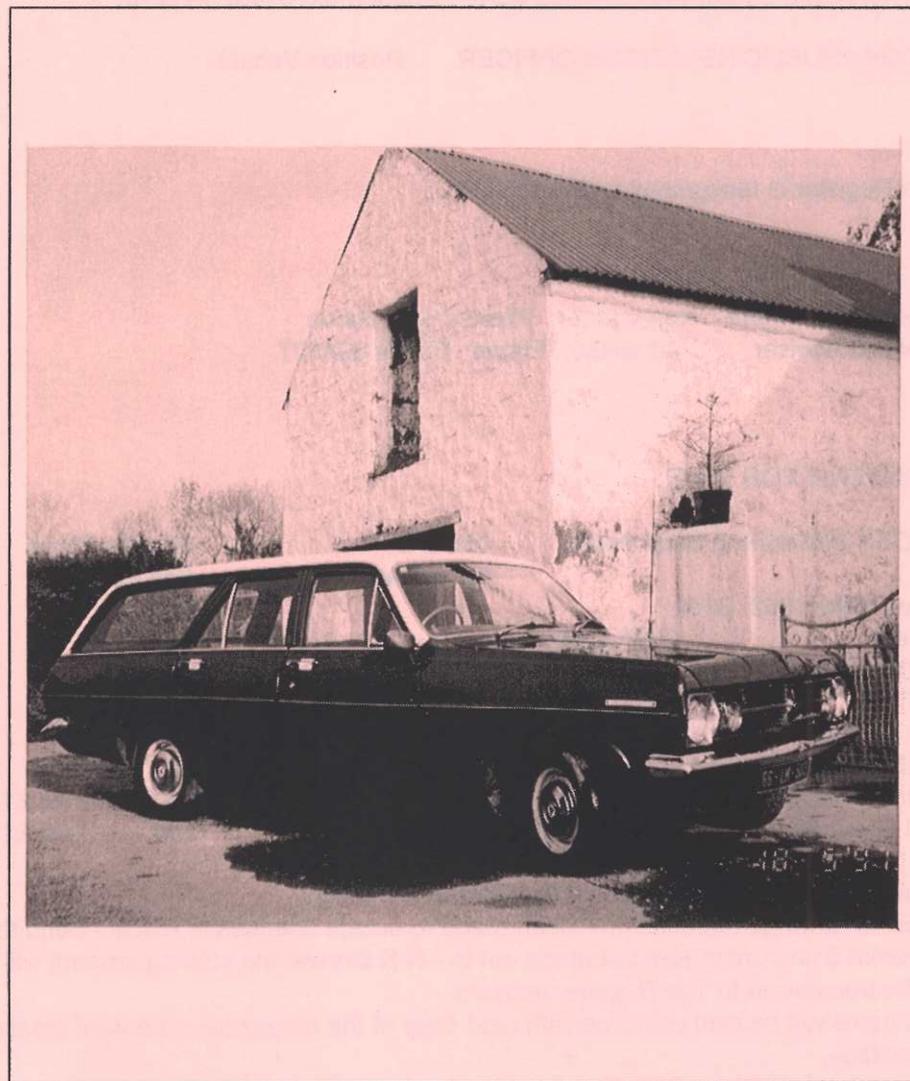


ISSUE No:66



HOLDEN BUSINESS

JANUARY/FEBRUARY 1999



10TH ANNIVERSARY CLUB SPORT

FRONT COVER - Neil Smith's HR Estate, now up for sale.

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

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,

Another year is upon us already. I think it is going to be an unpleasant one for the motorist in general with the loss of leaded petrol without, it would seem, any viable replacement as yet. I doubt that will bother this government much as they would like to see everyone buy new vehicles to boost treasury funds. I only hope that the replacement petrol isn't based on the sodium additive which has caused so many problems in Sweden. The other threat is the 'proposal' to tax cars according to their cubic capacity, a rather crude method of determining engine efficiency. One thought occurred to me though. If you have a large engine will that mean you own more of the road! It will be interesting to see if it creates a new 'class' system on the road.



I haven't arranged any club events for 1999 as yet so if anyone has any preferences for venues please let me know.

Keep those letters and photo's coming in. These are the items which give the magazine its 'UK' flavour. If you do want your photo's back please let me know when you send them in.

Regards

A handwritten signature in black ink, appearing to be 'Ken'.

Safe petrol for emergencies cuts risk of fire in car boots

MOTORISTS can avoid being stranded with an empty tank by a new non-flammable fuel that can be stored safely in the boot, writes Keir Knight.

Spare Tank Emergency Fuel has been launched in America for \$40 (£24) a gallon and will soon be available worldwide. It is a petrol derivative that does not contain the volatile agents that make petrol so dangerous to store.

When poured into an empty tank, however, the fuel provides the same performance

MOTORING

and mileage as ordinary petrol.

"There is nothing in this product that isn't in gasoline," says William Hubbard, a retired Harvard chemical engineer who co-invented the product four years ago. "But there are a lot of things in gasoline that are not in this product. There are butanes, pentanes, hexanes and heptanes — all of which are volatile agents that make regu-

lar gasoline so flammable." While petrol will ignite at -40C, the emergency fuel will burn only at temperatures above 43C and even then it has to be lit directly. In a hot car boot the fuel could be set on fire, but unlike petrol it would not produce vapours that could ignite and explode.

"This fuel has 1% of the vapour pressure of gasoline — that's roughly equivalent to a carton of orange juice," says Hubbard.

"The ingredients have not been used in a fuel before. They are produced in the oil-refining process and are commonly used in various applications such as printer's inks, but we are the first to design a mixture that can actually be used as an emergency fuel."

The absence of volatility means that emergency fuel will not start a cold engine. For its designed use, however, it does not need to. When a car runs out of petrol there are still

traces of petrol left in the fuel lines. These are pushed forward when the emergency fuel is added.

The regular petrol starts the car's engine and as the cylinders heat up — typically reaching temperatures of 95C or more — the emergency fuel then burns in exactly the same manner without damaging catalytic converters or petrol filter systems.

The patented mixture — mostly a combination of paraffins and naphthalenes — can be stored for several years without deteriorating because it does not contain the olefines that cause regular petrol to deteriorate. For that reason, it is also a much cleaner-burning fuel.

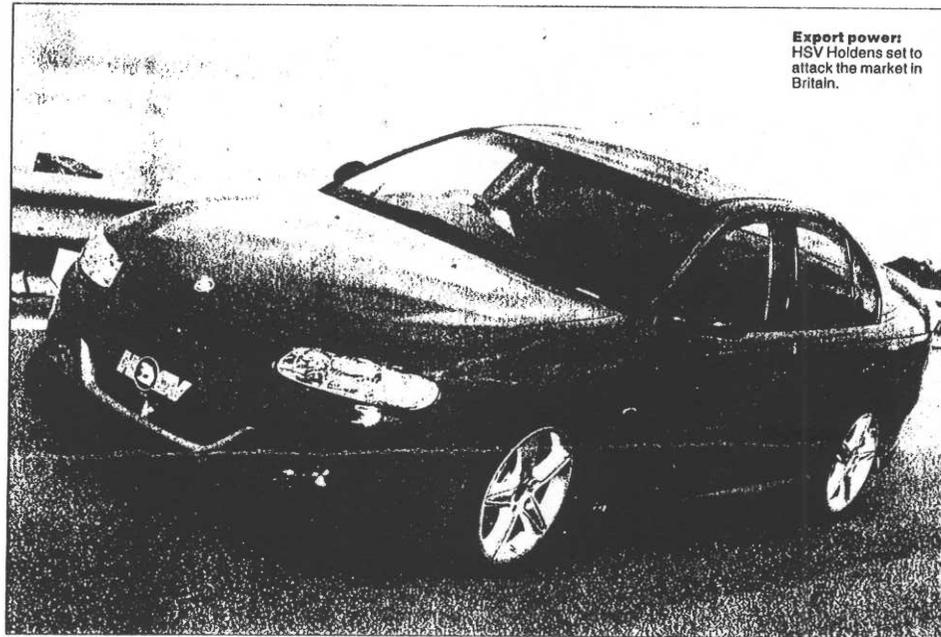
"The fuel is not going to damage an engine in any way," says Richard Jones, chief executive of Spare Tank Emergency Fuel, based in Baltimore, Maryland. "Unlike gasoline it can legally be carried in a car boot and it is also so safe to store that we are even able to send it through the post and can deal with mail orders."

SUNDAY TIMES
13/12/98



Birthday bonus: this Statesman-with-the-lot is the latest in Holden's anniversary series, and just 250 will be built.

Herald Sun, Friday, December 4, 1998



Export power: HSV Holdens set to attack the market in Britain.

Go-fast exports

OVERSEAS owners could soon be sharing the best of Australia's Holden heroes.

Three new V8 HSV Commodores have just left for Britain and could be the start of a big new export future for Holden Special Vehicles.

The cars are expected to be big news in Britain, which is starved of V8 muscle cars, but HSV admits it is working on other export openings.

It is particularly keen to ride on the back of the left-hand drive Holden export program to the Middle East and says its high-performance Commodores could be popular overseas in the next few years.

"We want to be on the bus

Holden's muscle cars are on their way to Britain. Paul Gover reports

stop and give it a chance," Holden Special Vehicles' chief, Mr John Crennan, said yesterday.

"When Holden comes up with any new export markets, we'll be working hand-in-glove. We've appointed an export new business manager, Brad Dunstan, who was our engineering chief."

The company believes 20 per cent of its annual sales could eventually go overseas, with extra business for the Holden by Design link it feeds for the company's small cars including the locally-made Vectra.

Mr Crennan said there were openings for both long and short-wheelbase HSV models in the Middle East, although Holden's next export deal to Brazil isn't likely to have any potential for HSV.

"There is nothing on the horizon there at the moment."

But he said Asian sales of the Adelaide-made Vectra could bring bigger business for HBD.

"As the markets emerge for the locally-produced Vectra out of Europe our Holden by Design

Group is in a good situation. We are hopeful that we can make headway there."

The cars just shipped to Britain — two Club Sports and a GTS — could start a growing business through a dealer/distributor in Milton Keynes.

"We have had a lot of interest from many parties, essentially car distributors," Mr Crennan said.

"We're working on sending cars on an exploratory basis to England, Singapore and Hong Kong. These are just toe-in-the-water exercises.

"Modestly, we think export business could be 500 cars, which would add 20 per cent of our volume base."



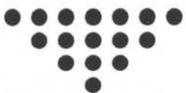
1 BUYING

The new Practical Classics is packed with essential buying info, plus the price guide used by insurance companies



2 RESTORING

The new Practical Classics has more restoration features to give you the confidence to tackle work on your own car

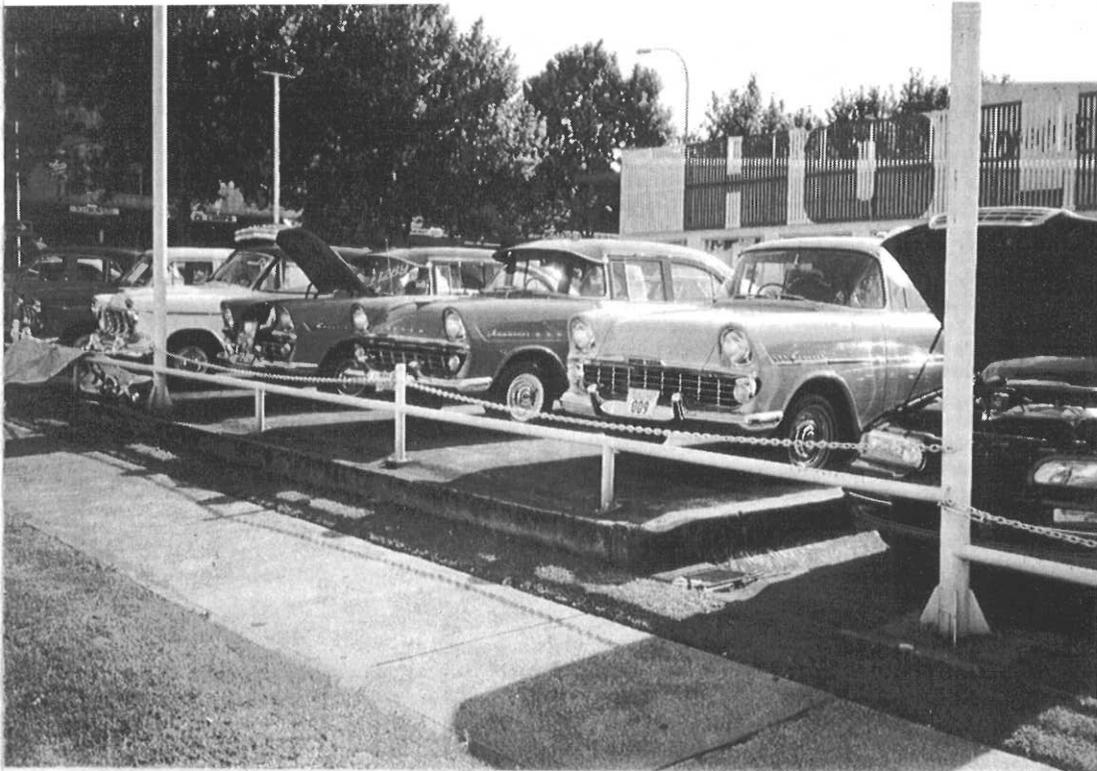
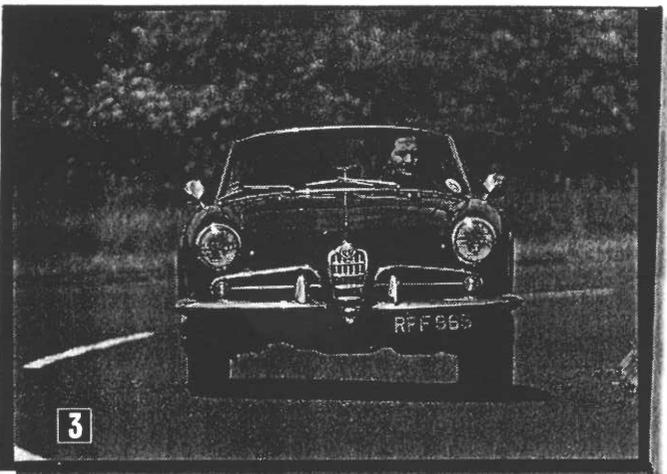
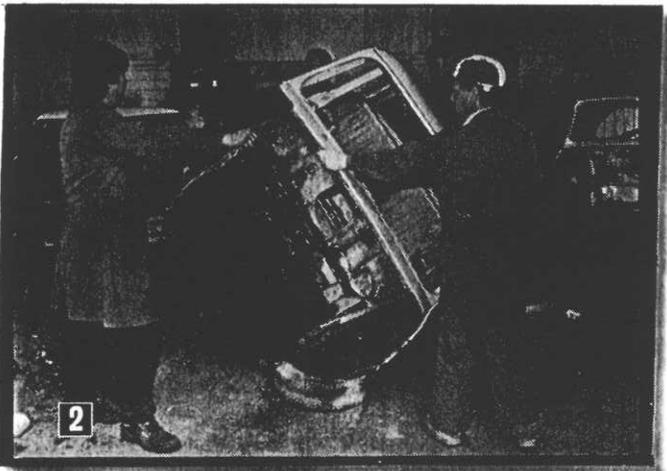


3 ENJOYING

The new Practical Classics has more about enjoying life with your classic once you have bought or restored it



**MORE CARS, MORE ON BUYING,
MORE ON NOSTALGIA, MORE
FEATURES AND MORE LIFE**



Some of the cars owned by members of the Illawarra Early Holden Club at a display put on to celebrate Holden's 50th birthday.

Just a warning of what might happen in the UK if our masters in Brussels get their own way!

The following article appeared in the October 1998 issue of the German historic vehicle magazine 'Oldtimer-Markt'. Original German text written by Dirk Ramackers.

Keeping a car for spares - the quickest way to land yourself in court?

Is there a car in your garden awaiting restoration or as a source of spares for your historic vehicle? Then you may face the same ordeal as this Stuttgart car dealer...

The delegation consisted of three men and a woman all from the Ministry of the Environment in Böblingen and two police officers from the WKD (Industrial Control Dept.). They met in the car dealer's sale room on 8th December and got straight to the point. There were a few old cars on the property of Mario Lichtherz, which the delegation wished to inspect. Five old Fiats to be exact.

"Alright, three of the cars were covered in a layer of moss" admits Lichtherz, "the bonnet and wing were missing on one car and the steering wheel from another". There was also a covered car belonging to his son Daniel Lichtherz waiting for accident damage repairs. After a brief inspection the protectors of our environment concluded that it was all scrap. Thoroughly convinced, they took a quick look at the dipstick of a Ritmo and diagnosed a leaking cylinder head gasket that allowed cooling water to contaminate the engine oil. The six of them ran around taking photos of everything and kept repeating that it was all scrap.

"I told them it was only scrap when I decided it was" said the car mechanic, still annoyed even today. He was quite wrong there. He should have realised something was going to happen when the policeman kept saying he could use his authority against him.

Lichtherz couldn't believe it when on 9th January he was summoned to a hearing by the WKD. He sent a fax to them admitting that two of the cars were scrap. That was all that was needed. In the middle of January a summons landed in Lichtherz's mailbox. He was accused of breaking Paragraph 326 and 52 of the German environmental laws because he failed to dispose of environmentally damaging rubbish, and he was further accused in line with Paragraph 327 of operating an unlawful scrapyards because he held on his property the following cars: a silver Fiat Ritmo covered in moss, a smashed up blue Fiat Ritmo, a red Fiat Uno with no bonnet and missing one wing that still had brake fluid and motor oil in it, a blue Fiat Regatta covered in moss, a red Fiat with no steering wheel, covered in moss and with thinning, contaminated oil. He was fined DM 2,400 - to be paid over 60 days at DM 40 per day. He also had to pay the court costs.

At this point Lichtherz got himself a lawyer. The lawyer filed an objection reasoning that the cars weren't scrap because, firstly, the silver Ritmo (which was actually blue) was entered on the dealers books as still worth DM 500, and driveable after minor repairs. Furthermore, the car was the rare TC 130, now almost a classic, and was sold for DM 450 that January. The accident damaged blue Fiat, wrongly identified as a Ritmo, was actually his son's Uno. This car was definitely not scrap, but waiting to be repaired as soon as his son had the money. The red Uno minus one wing and bonnet, still had a valid MOT and was to be sold after repairs. A client of Lichtherz was waiting for an exchange motor for the blue Regatta and also planned to sell that car. There were no environmentally damaging fluids in the car.

Mr. Lichtherz had hoped to sell the last car, a red Ritmo, to the buyer of the collectable TC 130. Since the customer chose not to buy it, it was to be scrapped but at the time of inspection the intent was still to sell the car. The lawyer further argued that the declaring of the cars as scrap was wrong because scrap cars cannot be driven anymore which would lead to the conclusion that a repair of the cars was illogical and unnecessary. To say that the remaining substances in the cars, i.e. motor oil and brake fluid, was damaging to the environment would have to be proved by checking the amount still in the cars. A photograph of the dipstick was not acceptable as evidence.

Furthermore, the accusation that Mr. Lichtherz was running an illegal scrapyards held no water either. Mr. Lichtherz was in one of the most well established motor businesses, that of buying, repairing and selling older cars. When interviewed by the police, Mr. Lichtherz's neighbours said they never had the impression he was running a scrapyards, rather that it was quite clear he was running a used car business.

The judge, Herr Viehweg, was in no way swayed by the arguments of the lawyer. Mr. Lichtherz had admitted that two of the cars were scrap, but the judge found it quite easy to consider a further two cars as scrap. For each of the

cars he considered scrap he gave a sentence of 40 days, totalling 160 days, and a fine of DM 40 per day, totalling DM 6,400.

Following the advice of his lawyer, Mr. Lichtherz retracted his objection. By sending the fax to the police admitting that two of the cars were scrap he had dug his own grave. It would have been too much to accept this heavy fine and above all the sentence since a conviction of more than 90 days puts you on record as a convicted criminal.

At the same time in another room of the court a case of grievous bodily harm was being heard. The defendant had jabbed a broken beer bottle into someone's face. The victim suffered gaping wounds along his jaw and was in pain for weeks. On top of that, four of his teeth were broken requiring extensive dental surgery. Shortly after the witness left the stand the verdict was given. A sentence of 150 days and a fine of DM 40 per day totalling DM 6,000. A classic case of justice. Four smashed teeth viewed as less damage than a potential oil leak.

One thing stands out from this case. The moss on the cars and the weeds around them were the main reason that they could be declared as illegal scrap. Had the cars been kept reasonably clean and covered no one would have considered them scrap. So, don't let moss and grass grow wild around your historic vehicle. No one thinks of a wreck covered in bushes a collector's item to be restored. Cover vehicles that are missing panels and always put an oil pan under the engine, gearbox and axle. Above all, get the vehicle into a garage or covered area with a solid floor as soon as possible. If the vehicle can be seen from the street hang a price sticker in the window to show it has some value and you are not dealing in scrap. These tips are only for a temporary period. One more point, should you be visited by our environmental angels, our lawyer advises: "Strike the words 'scrap', 'wreck', 'spares', and 'junk' from your vocabulary and don't make out that you have removed all fluids from the vehicle because that is a sure sign of scrap dealing. Do not admit guilt and get a lawyer immediately.

A warning about more anti-car legislation about to arrive from our own Government. If you would like to put in your 4p's worth, get in touch with the DVLA and fill in their questionnaire, or visit their website: <http://www.dvla.co.uk/>

The following article appeared in the January 1999 edition of 'Classic and Sportscar' magazine:

Big engines in tax shocker

Some classic owners face crippling car tax under a scheme being considered by the Treasury, but tax exempt pre-1973 cars have escaped any charges. The news was revealed in a Government policy statement issued alongside Chancellor Gordon Brown's pre-budget speech.

The statement says that the Government is to punish owners of older, bigger cars in the pocket on the assumption that their vehicles cause more pollution. The suggestion is that the level of taxation will be based entirely on engine size and regardless of the emissions of individual models.

Suggested bands would rate cars up to 1250cc, 1251 - 1600cc, 1601 - 2000cc and over 2000cc.

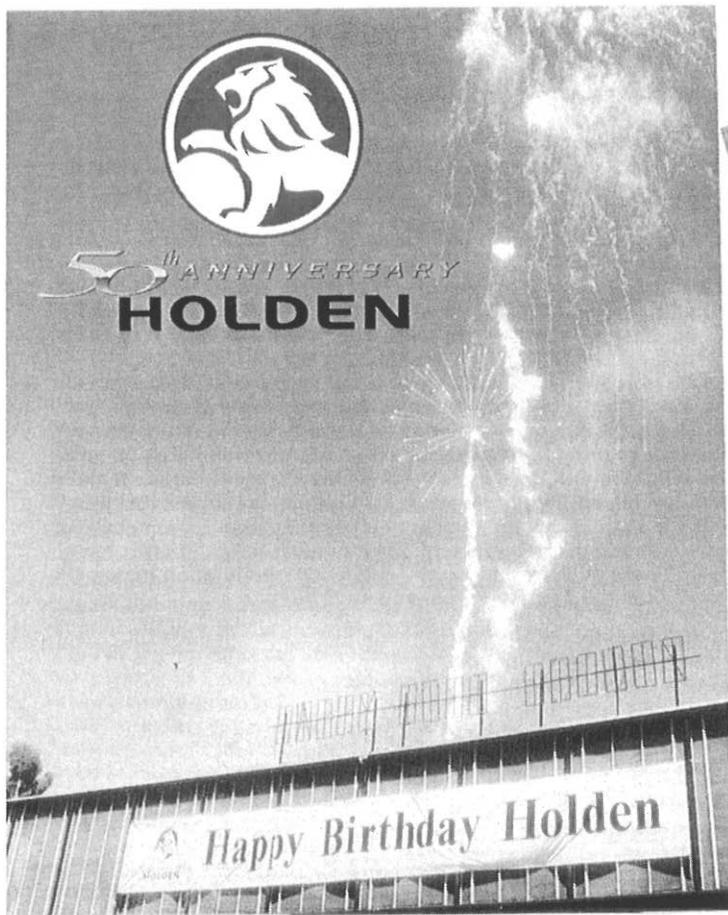
Although no exact figures have been quoted, owners of post-1973 cars could see their current road tax doubling - or worse.

Vehicles classed as Historic (pre '73 cars) will remain exempt from road tax. The statement reads: "It is accepted that many vehicles in the 'historic' tax class are well-maintained and cover a low annual mileage and they consequently do not make a significant difference to overall pollution levels." But as the Government has already called a halt to allowing any more cars into the 'historic' class when they are 25 years old, owners of '70s and '80s classics (particularly large-engined cars) could be facing a hefty bill.

Full details of the proposals are available from (and responses should be made to) Environmental VED Consultation, B1, DVLA, Longview Road, Swansea, SA6 7ZL. Fax: 01792 782056.



50th ANNIVERSARY HOLDEN



Old Holdens hit the road after the national car club day at Lang Lang



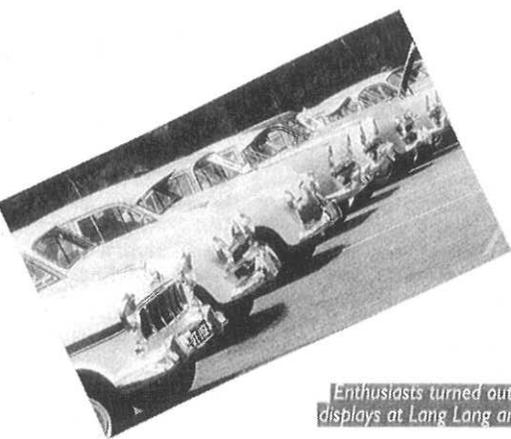
Charles McCarron J.P. (Holden Dealer in N.S.W.) pictured with the 46th car that Holden made.



Athol and Pam Hodgson, Central Coast Car Club



Holden Cavalcade proceeds down Swanston Street.



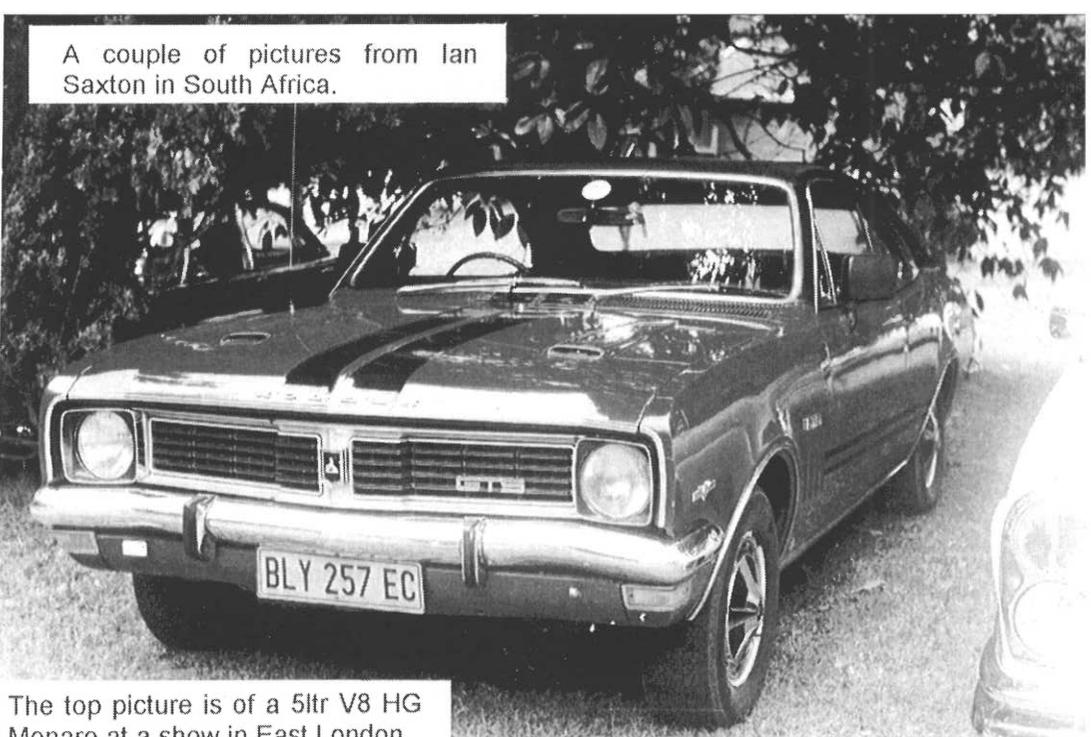
Enthusiasts turned out in huge numbers to view displays at Lang Lang and Albert Park.



Howling Holden Humpies hit the circular track



Robin Tripp, Motor Vehicle Enthusiasts Club of Darwin, drove his car to Lang Lang to be part of the historic gathering.



A couple of pictures from Ian Saxton in South Africa.

The top picture is of a 5ltr V8 HG Monaro at a show in East London.



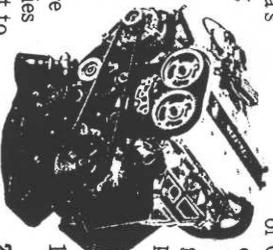
The bottom picture is of a 1969 HK Premier with the 4.1 ltr Chevrolet 6cyl with a three speed box and column change. The car is in original condition and has done 200,000 km.

Bottom end grunt is tops down under

Holden Vectra 2.2
PRICE n/a
ON SALE Australia-only



The 3.8-litre V6 that sits under the bonnet of Australia's best-selling car (GM's Holden Commodore) has a mighty 224lb ft of torque. But because of the absurdly low, heavily-policed speed limits - you don't dare exceed 68mph - Aussies like bottom-end grunt to



2.2 four develops 148lb ft

indulge in the ancient sport of traffic light grands prix.

So it's no surprise that when Holden began local production of the Vectra it adopted the long-stroke 2.2-litre version of GM's Ecotec engine, complete with twin balancer shafts. The goal wasn't so much power (up 5bhp), but improved torque.

An eight per cent increase brings 148lb ft at 4000rpm,

compared with the 2.0-litre's

136lb ft. Longer gearing (22.6 vs 24.9mph per 1000rpm) in fifth can't prevent a small rise in fuel consumption, but

the advantages of the bigger engine are obvious.

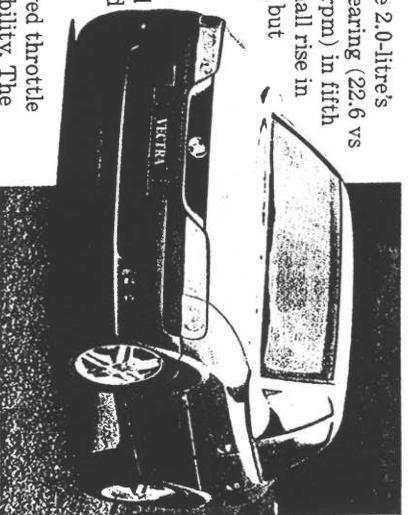
Accept that fifth is for cruising, and the broader spread of torque brings immediate benefits in improved throttle response and flexibility. The 2.2 feels stronger, more nimble and refined than the 2.0.

Returned suspension, for harsher Australian roads, means an 11 per cent reduction in rear spring rates, and changes to damper valving front and rear to increase rebound control.

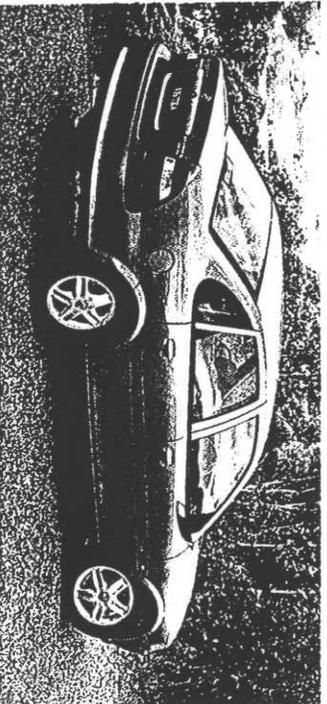
The softer ride doesn't detract from the handling, though the steering still lacks the crispness of the better European rivals.

Apart from the GSi, this is the best Vectra. Grunt, man, grunt. Nothing beats it.

Peter Robinson



Best Vectra bar GSi is not for UK



Vectra enjoys better throttle response and flexibility thanks to extra torque

FACTFILE

0-62mph	9.7sec
Top speed	124mph
Combined mpg	n/a
Weight	n/a
ENGINE	
Type 4 cyls in line, 2198cc	
Max power 139bhp at 5200rpm	
Max torque 148lb ft at 4000rpm	

All manufacturers' figures

VERDICT

Vauxhall says it has no plans to sell the 2.2-litre Vectra in the UK. A shame.

TRUE STORIES

Thieves broke into a factory in Dallas, Texas, and made off with hundreds of starter motors, dynamos and alternators. They're in for a let down, though: all the parts were faulty and returned for repair.

AUTOCAR 15 APRIL 1998

AN ENGLISH FRIEND related an amusing incident about a recent holiday driving on a very lonely stretch of highway near Broome, Western Australia.

He noticed a flashing red beacon moving slightly back and forth on a very dark night.

"Couldn't believe my eyes," said Robert. "It was pretty scary, and to top it all there was no noise, just a light flashing on and off in the dark night. I sped up to get by and, at the last moment, caught a glimpse of a camel. It turned round at me. I almost wet myself."

Later, locals at the local pub told me it was a tail-light on the camel's rear.

It seems Broome Council had insisted that after dark tail-lights must be attached to the rump of camels. One wag at the pub suggested there had been a spate of phone calls to the local police of UFO sightings.

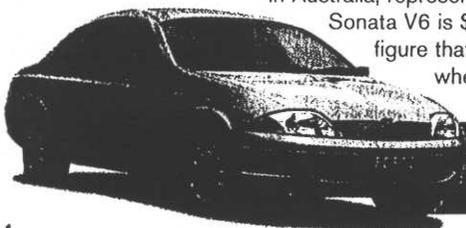
Southern Cross 529

PUTTING FALCON'S PRICE IN A EURO PERSPECTIVE

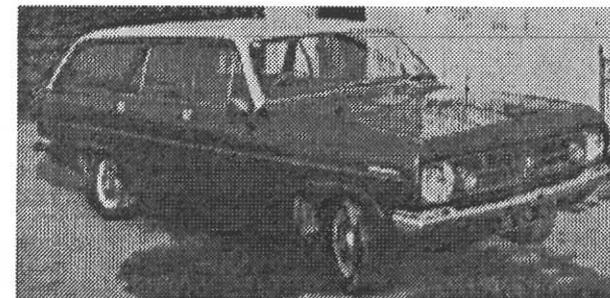
A Falcon costs the equivalent of £11,000 in Australia. But to put it in perspective, we need to know the price of an Escort. Trouble is, Ford doesn't sell the Escort in Australia. It was replaced by the Laser - a rebodied Mazda 323 - back in 1981.

But we can look to other small cars instead - such as the Holden Barina, a rebadged Vauxhall Corsa. The Barina 1.6 GSi lists for \$23,490, or £8120; the equivalent Corsa sells in the UK for £11,250. However, you must remember that the Australian dollar has fallen with the Asian currency crisis; today it takes 2.79 to buy a pound, but only a year ago it was 2.1, which makes a huge difference. Imported car prices also include a 20 per cent duty.

Falcon-sized European cars are even more telling evidence of the value of the \$30,000 Falcon and GM's rival Holden Commodore. The Volvo S80 2.9 sells for \$83,950 (£30,089), while in the UK the 2.9 SE is £30,780. A Mercedes E240 at \$90,900 (£32,580) is £30,410 in the UK. Hyundai, now the best-selling imported marque in Australia, represents better value. The Sonata V6 is \$26,990 (£9674), a figure that's inflated to £18,999 when it arrives in the UK.



£11,000



Neil Smith is selling his HR Estate Car, see the front cover of this magazine for another picture. The asking price is: £1,500. Neil can be contacted by either phone or fax on: **072 42219**. His address is: **Buckode, Kinlough, County Litrim. Via Sligo, Ireland.**

TRUE STORIES

Sticker on a van in New York: "Honk your horn three times if you've never been shot at from a van."

18 NOVEMBER 1998

FOR SALE

TWR HOLDEN 3800cc Buick V6.
2,000 km. Full TWR bodykit. Metallic Purple, 17in Magnesium alloy wheels. new 215/40ZR17 Yokohama A520 Tyres, remote alarm, Full Leather trim included but not fitted. This is the actual car used by TWR to develop the Australian Group A Touring Car - receipts included
£6995
Call 0181-306 7021 (eves)



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**

Above ad Seen in Fast Car December 98

EPSOM AUTOJUMBLE

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 approx 150 indoor stalls & 50 outdoor pitches
 all ground floor access, ample car parking,
 from 10.30am - 4pm.
 Stalls & information
 M. Allen - Reigate 01737 248202

The Great YORK Autojumble

Saturday 20th February 1999

York Racecourse Exhibition Rooms
 To book your stall ring Barry Swallow
 on 01904 431549

WHAT'S ON

CLASSICS CLASSICS Greenwood's Exhibitions

THE LONDON CLASSIC MOTOR SHOW

ALEXANDRA PALACE

Alexandra Palace Way, Wood Green, London N22 4AY

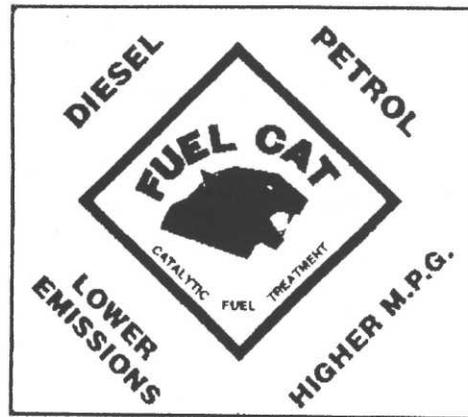
20 & 21 MARCH
 10am - 6pm Adults: £7.50 OAP: £6.50 5-16 yrs: £3
 Trade, Dealer, Restoration, Small Business, Autojumble Marquee -
 Special Feature Displays & Celebrations - Club Displays - etc etc

HOLLAND'S MAIN EVENT FOR CLASSICS

VEHIKEL

CLASSIC CAR & BIKE SHOW
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 19th-21st FEBRUARY '99

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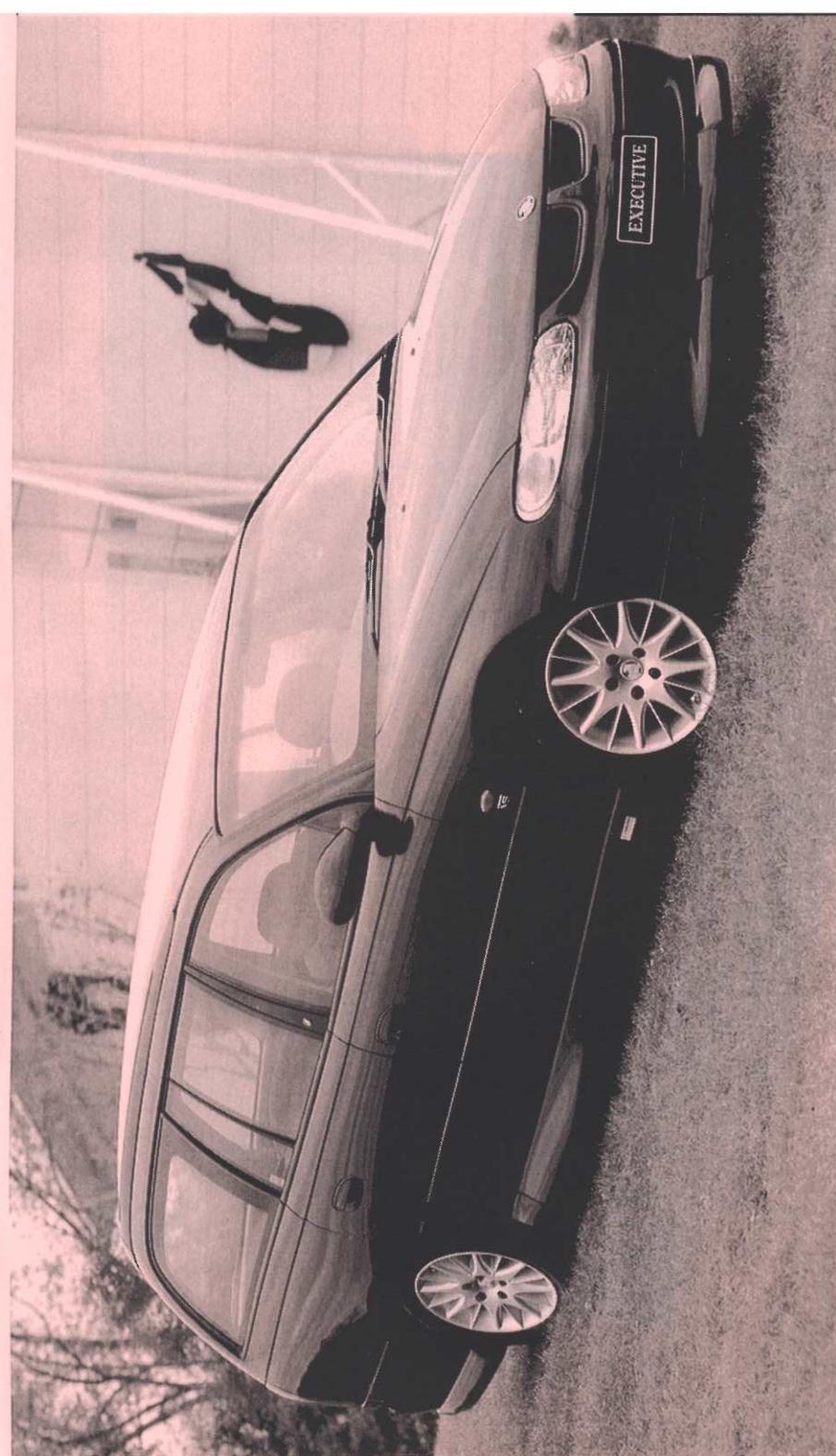
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