

HOLDEN



V8 Supercar of the next Century?

March 1999

ISSUE 68



# Holden Business

MAY/JUNE 1999



**FRONT COVER -** *Holden Director of Sales and Marketing, Ross McKenzie*

*with Australia's number one selling car.*

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\* The Register is recognised by Holden Ltd

Our website: <http://www.geocities.com/MotorCity/Shop/5356/>

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**CLUB ITEMS FOR SALE:**

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Holden 1948-1962 Book		£8 ..
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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,

I am please to be able to report that a couple more classic Holdens have arrived in the UK, both brought in by Charles Pinion, one of our members in Middlesex. One a 1958 FC, the other an FB. I haven't seen them 'in the metal' yet but from the images Charles sent me they look very nice cars.

Just a reminder about our main event of the year at Billing Aquadrome, in Northampton, in July. I will be putting more details about the event in the next edition of Holden Business and I am hoping there may well be not one but two Brock Commodores there. This year the event is to held over two days, 24/25th, and although the Club stand will only be set up on the Sunday, anyone who would like to occupy the pitch with their Holdens on the

Saturday is quite welcome to go along, even stay overnight! There are plenty of facilities at Billing for those wishing to camp.

Many thanks to Eddy Ford, Ian Saxton, Robert Vale and all those of you who continue to send me Holden articles and other bits of news connected with Holdens. Keep them coming.

I would also like a bit more news about those Holdens in the UK Are restorations underway? Have you been to any shows/won any awards? And don't forget the pictures!

Regards

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

# LETTERS - LETTERS - LETTERS

20/2/1999

SAXTON  
96 FRERE ROAD  
VINCENT  
EAST LONDON 5247  
SOUTH AFRICA

Dear Marilyn & Ken,

I've been sorting out a lot of papers & files & came across these photocopies which I know I did ages ago. I'm certain I did not send them to you before. Hope they might be useful in HB. & also the enclosed photos.

Vannie & I will probably be in Oz by June for 6 months. I'm arranging to do a tour at an outback hospital. It will be a nice change for us and then I'll probably retire from the hospital here & do tours for 6 month stints & relax for 6 months.

Perhaps we'll meet Robin Tripp on one of his outback adventures. We'll let you know where we go.

Cheers for news. G'day all you folk in the Holden Register.

Vannie, Jane & Alastair (Saxton)



1969 Holden Monaro V8 Photographed last year in Cape Town by Alf Kettles. a friend of the Saxton Family

## SPECIAL FEATURE

# My car

Kevin Norbury talks to people about the cars they drive.



**Allan Stephens, 54,  
farm machinery inspector,  
Hoppers Crossing  
1995 Holden VS Berlina, 3.8-litre V6**

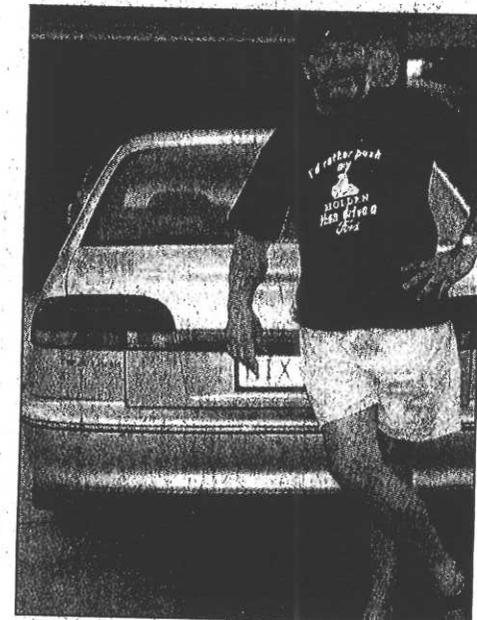
I've always had Holdens. I've had five Commodores, two Monaros, an FJ, an HR, an HT. My first car was an FJ, a 1956 ... GLL-716. I had that from '62 to '65, spent a fortune on it hotting it up, three SUs and all the works. I raced it at the drags at Fishermens Bend. Didn't do any good. For a road car, it was fairly quick. But it was never beaten by a Ford. Used to love Customlines because I could always whip 'em.

I had two Monaros, yeah, an HK 327, 1968, the first model. It had an imported Chev engine. I had it from '69 to '71. It was red. Then I had a brand new HQ Monaro with a five-litre engine in '74. I had that 'til '82.

Why have I stuck to Holdens? Because nothing else can get near 'em. I bought the Holden Berlina in September '97. I had a VN Commodore before that, a V6 again. Our other car is a five-litre V8. We've had that since it was six months old. It was a demonstration model with GM-H.

Which is the best Holden I've ever owned? For sportiness, the 327, for go and that; it was the GTS, four-speed, but for ride and comfort, the latest Berlina, the VS. It's very quiet, it goes well, excellent fuel economy. Coming back from Bright recently, we got 8.2 litres per 100 kilometres, which is about 35 miles to the gallon, and that was with three people and our luggage - and wine. It was only two dozen bottles. But that's excellent fuel economy. We were sitting on 110 on the highway, 100 everywhere else. It would have similar performance to this five-litre VK (his other car).

The Berlina's done 57,000km. When we bought it, it had done 33,000. We're the second owner. It was owned by the Swinburn Tech. I maintain it myself, change the oil, the filter, any servicing. It doesn't need much maintenance. What Holden



Picture: KEVIN NORBURY

does? Love driving. I've driven to Queensland six times, ... and there's nothing better to drive to Queensland in than a Holden (laughter). Why did I buy a Holden in the first place? My father had a Holden at the time. And Holdens were all the go with the young guys (in West Footscray). Hot Holdens, hot FJs in particular, around the early '60s. Living in Roberts Street, near Sam's Coffee Pot, where we all assembled. That was the local hang-out, on the corner of Geelong Road and Roberts Street, where there's a McDonald's now, and we all hung out there and we were sort of a Holden group of guys. At any one time there could be 20 or 30 FJs parked around the street. Norm Beechey was racing one at the time as well. I mean we were fairly keen on our motor racing. We followed all

the motor racing around, to Calder, Sandown, Winton, Hume Weir. My car was painted the same color as Beechey's, Neptune racing blue, with two white stripes. There was the odd Ford, but they were short-shrifted, because at that time they only had Customlines. Well, they weren't in the hunt. Have I ever considered buying another car, other than a Holden? I owned a Volkswagen for a short period of time, a 1959 Beetle, which I had for 18 months after I first got married, for economy reasons, and I also owned the first model Valiant. I had an S-series Valiant for six months, woke up to myself and went back to a Holden. Is there something I don't like about the Berlina? What's there not to like about it? No, the suspension's not soft. You either have a good ride or firm handling, don't you? I think they've got their balance fairly right. I think they're a little bit better than the VN. The VN was a little bit softer, leaned a little bit more. But I'm quite happy with that. A 10-stacker CD in the boot, maybe, that's all I'd add. Have I ever had a what? Never had a fa...fa...fa ...and never likely to buy a fa...fa...fa. Can't say it. Have I ever driven a fa...fa...fa Ford? I may have been seen in the ute from work, but that was a case of necessity. Apart from that I don't

think I've ever had to drive one of them. Ah, went to Bathurst in the second-model GT Ford, in 1969 or '70. Was it all right? Well, it got us up there and back. Why do I dislike Fords so much? Because they were originally developed to keep the idiots out of Holdens. That was their purpose in being built (much laughter). To sum up my Holden, how would I describe it? Maaagnificent! Do I have a dream car? Well, I suppose when they bring out the two-door VT (coupe) that they had at the motor show, that would be a dream car. Or the VT Senator, which is the Calais with all the sporty bits on it. Buckets of money? Aah, I think the BMW M5, a BMW of some sort because I think they've got the balance between luxury and performance.

## Keeping Classics Alive...

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# FIELDGATE CLASSIC CAR SHOW AND SOUTHERN OPEL DAY



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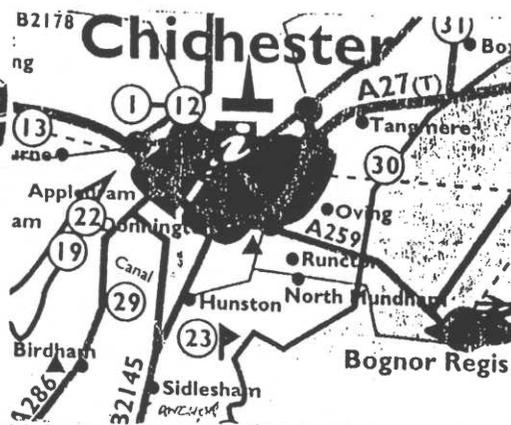
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## Commodore no more

TNT UK 813

DARRYL Kerrigan's Commodore becomes a Honda Civic and his wife Sal's rissoles are turned into meat loaf in a series of subtle renovations to *The Castle* — in order to make the hit Australian movie more accessible to Americans.

The film, about a tow-truck driver who fights to save his family's home from an airport expansion, is scheduled for release in the United States in May.

*The Castle* cost a reported \$A500,000 to make and was Australia's top locally-grown movie in 1997. After winning the support of American audiences at the 1998 Sundance Film Festival, Miramax offered a hefty \$US6 million (\$A9.4 million) to secure its distribution rights.

But before its long-awaited US release, Miramax, with the support of the Australian film-makers, tweaked the movie because test screenings found that Americans were confused by some of the Australian dialogue.

Fixing a few of the references to food was particularly challenging.

In the original version Darryl asks his

wife Sal what she has cooked for dinner.

"Rissoles. Everybody cooks rissoles," says Sal. But that became: "Meat loaf. Everybody cooks meat loaf" for the US. The meal's ingredients are also altered. Topside and silverside become "sirloin" and "tenderloin".

The alterations are made using new voice-overs that are a near perfect match to the actors' lip movements on screen.

One scene in which the Kerrigan family sits down to watch *Hey, Hey It's Saturday* is made over to include the *Funniest Home Videos Show*; a caravan is changed to a mobile home, a two-stroke engine becomes an outboard motor and a petrol station is swapped for a gas station.

Perhaps the most difficult conversation conversion came with the references to cars in this tricky section of dialogue:

"Steve, could you move the Camira ... I need to get the Torana out so I can get to the Commodore." In the US voice-over the Camira becomes a Corolla, the Torana an Escort, the Cortina a Hyundai and the Commodore a Honda Civic.

## Hailstones as big as cricket balls (really) create havoc and \$400m damage

**SYDNEY:** Australia's costliest hailstorm killed one man and devastated some of Sydney's most affluent suburbs, which now face a repair bill of hundreds of millions of dollars.

Parts of Sydney have been declared natural disaster areas after the vicious overnight storm, which insurers said would cost a record A\$400 million.



**SHATTERING:** Car yard workers tape plastic over smashed windows. Every car in this yard was damaged.

Photo: FAIRFAX

Huge hail stones, some the size of cricket balls, smashed thousands of roofs and cars, damaged passenger aircraft and knocked out traffic lights.

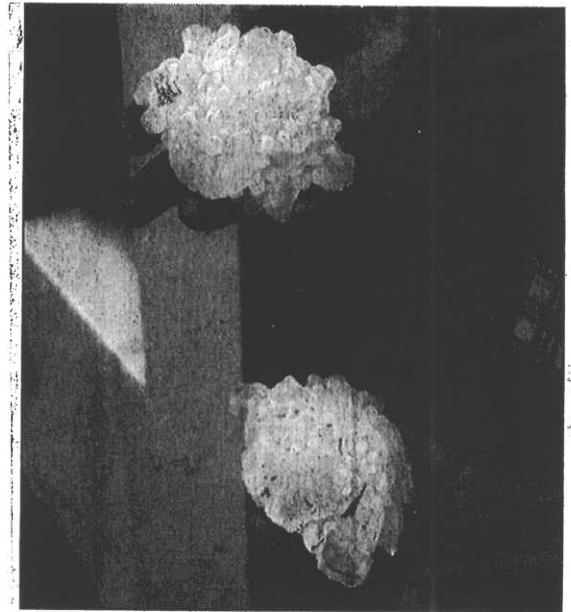
Lightning sparked at least 25 fires, thousands of homes were blacked out and phone lines cut.

The densely populated and affluent southern and eastern Sydney suburbs were worst hit.

Premier Bob Carr said the declaration of a natural disaster would cover areas from Nowra north through to the northern beaches of Sydney.

TNT UK 810

19th April 1999



The Insurance Council of Australia said he insurance payout would surpass the \$300 million high of the March 1990 Sydney storms, until now the most costly.

Insurance Council corporate affairs manager Rod Frail said preliminary indications showed repair claims of at least \$350 million — a record amount for a hailstorm.

The Council was expecting at least 40,000 to 50,000 claims to be made on houses and motor vehicles.

The freak storm struck without warning.

A fisherman died when he was struck by lightning in a small aluminium boat off the city's south.

The body of the 45-year-old Guildford man was discovered in his fishing boat anchored 100

metres offshore at Dolans Bay.

The weather bureau was also criticised for not issuing a storm warning.

Premier Bob Carr said thousands of tarpaulins were being shipped from interstate for homeowners to patch holes in roofs.

"We have ordered another 10,000 tarpaulins which will bring to 18,000 the number being used in this rescue operation," Mr Carr said while inspecting damaged homes in Kensington.

Mr Carr also issued a strong warning to people stealing tarpaulins and said such acts were regarded as looting.

"This is appalling behaviour," he said.

Reports also emerged of profiteering, with unscrupulous tradesmen overcharging for repair work and emergency supplies.



April 15, 1999

**HSV's NEW MALOO IS NOW AUSTRALIA'S MOST POWERFUL SPORTS UTILITY**

HSV's new VS III Maloo is now Australia's most powerful sports utility following the biggest drivetrain upgrade since the Maloo was first released in 1990. The addition of the upgraded 195 kW engine from HSV's sporty VT models has given HSV's sports ute a big lift in performance and refinement to take it into the year 2000. This will make the Maloo the last HSV model to be powered by the Australian Holden V8.

For HSV, the Maloo has always been a sporty two door coupe with a load bed instead of a boot. The latest upgrade places a stronger emphasis on the sporty side of this dual purpose model.

The new 195 kW engine is the first HSV specific engine for the Maloo with different internals from mainstream Holden models. Add the lighter and more compact VS III body coupled with the reduced weight of a utility and this new Maloo is one of the quickest HSV models ever. Conservative factory figures include a 0-100 km/h time of 6.8 seconds for the manual and 7.1 seconds for the auto. The manual will blitz the standing 400 m in 14.8 seconds with the auto not far behind at 15.1 seconds.

The addition of the new 195 kW engine was not a simple engine transplant over the previous enhanced 185 kW unit. The V8 engine developed for the VT passenger car range is significantly more sophisticated and required a wiring harness specifically developed for the VS III utility application before the new engine could be slotted under the bonnet.

The HSV 195 kW engine has the VT's sequential port fuel injection with air flow meter compared to the old speed density port fuel injection. The new engine also comes with the latest VT cylinder heads with a new combustion chamber shape for better combustion, better economy and reduced emissions. HSV took advantage of the new fuel injection system by adding a lean cruise and deceleration fuel cut off function specifically for the Maloo application to further improve fuel economy with extra engine braking in keeping with the Maloo's load carrying focus.

Specific HSV internal modifications for the 195 kW VT engine include a high lift, longer duration camshaft with roller cam followers. Timing sprockets and timing chain design are also unique to HSV. The new VT cylinder heads are fitted with larger HSV exhaust valves with stronger valve springs. HSV's stainless steel exhaust extractors are combined with the latest VT style intermediate mufflers and rear muffler to reduce back pressure and to cut "boom" in the cabin.

The actual power increase over the previous 185 kW engine feels more substantial than the 10 kW difference on paper would suggest as the new engine breathes easier at the top end and pulls strongly right up to the rev limiter. Torque also goes up from 400 Nm to 430 Nm. To place these figures in perspective, the power figure is only just short of the SV5000 performance engine while the torque figure is significantly higher. The Maloo retains its engine driven cooling fan with viscous coupling for heavy duty applications instead of the thermo electric fans of the VT.

Transmissions are also revised. Late in the production run of the previous Maloo 185i, the German Getrag 5 speed manual was added as a running change. It now meets up with the new 195i engine for the same engine and manual transmission combination as fitted to HSV's VT sports sedans. The upgraded THM4L60E automatic transmission, also specified for HSV's VT models, is now available in the Maloo.

Externally, the new Maloo is a real sleeper with few changes over the previous model to alert other drivers to one of HSV's ultimate performance models apart from a discreet 195i badge at the rear and the choice of the latest VT colours. The Maloo continues with the latest VT ClubSport style 17 inch alloys and premium Bridgestone S02 tyres introduced late in 1997. Similar to the items on HSV's VT models, these wheels and tyres are unique to the Maloo with a slightly narrower section to maintain full wheelhouse clearance under load ensuring that the Maloo's dual purpose nature is not significantly compromised.

The Maloo continues to exceed sales expectations for HSV and used models remain in high demand as a combination work and weekend escape vehicle. The beefy low speed torque and extra power output at the top end of the new 195 kW engine has further enhanced the working capacity and high performance credibility of one of HSV's quickest and most exclusive models. The recommended retail price for the new Maloo is \$46,295 (manual) and \$47,295 (auto).

For more information contact:

Mr John Harvey  
Holden Special Vehicles  
Ph: (03) 9265 9500  
Fax: (03) 9265 9555

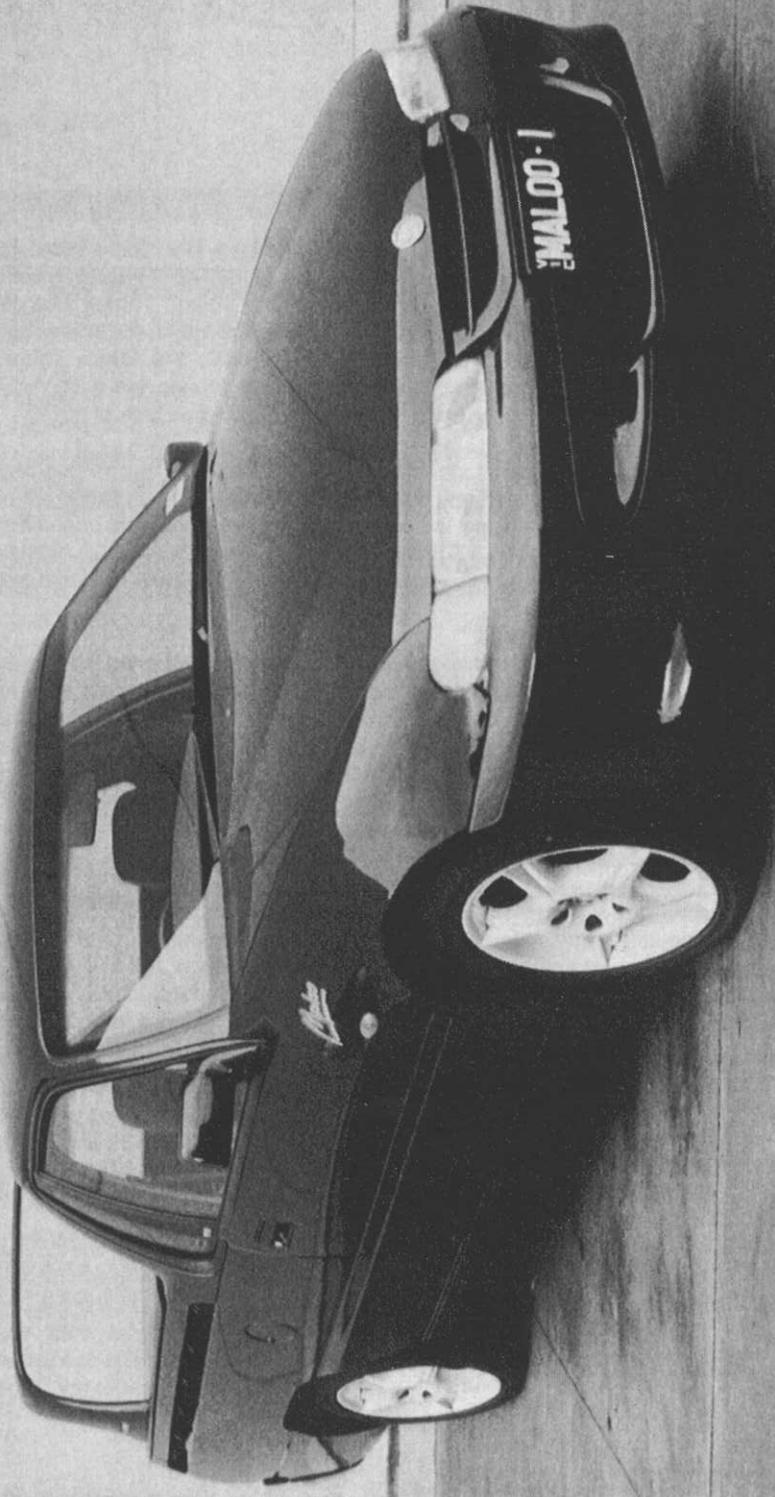
Mr Chris Payne  
Holden Special Vehicles  
Ph: (03) 9265 9500  
Fax: (03) 9265 9555

Bluey One - a near stock VL Commodore is part of Operation Drag Safe in Victoria, this operation is a community project with strong ties to the Victoria police, the aim is to provide young drivers with a venue and the opportunity to drag race safely, rather than take part in illegal street drags. Bluey One covers the quarter mile in around 11 seconds.



Our thanks to Keith Gaff, Marketing Manager of RARE SPARES (one of the sponsors) for the picture.

HSV Series III Maloo 195i - With optional 'Sail Plane'





24 March 1999

**THE V8 SUPERCAR OF THE NEXT CENTURY?**

The much-acclaimed Holden Coupe design should become the race shape of the next decade, according to leading V8 Supercar drivers.

The Coupe, given a green light for production after sensational receptions at both Sydney and Melbourne Motor Shows, is ideally suited as a future replacement for current four-door Commodore sedans in the popular V8 Supercar race category.

While Holden has declined to elaborate on specific timing for Coupe production, the race fraternity remembers with some affection the debut of two-door Holden Monaros at Bathurst - with victory in 1968/69 events being the first of a record seventeen V8 victories for Holden on the mountain.

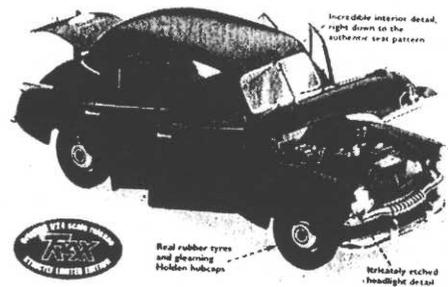
"I can't wait to get my hands on one," announced team owner/driver Larry Perkins. "If this is the sporty shape of Holden's to come let's race the bloody things. To just look at the design, it's obvious that it will make a fantastic race car."

Holden Racing Team driver Mark Skaife agreed. "The Australian public has voted for this car in a big way, so we should take notice. After all, we are in the entertainment business and if the public want it, we should deliver."

Holden Motorsport's John Stevenson said that there was no homologation process in place at this early stage of development, but it would come under review at a later date.

For further information, contact: Tim Pemberton (03) 9699-3244

*Bits & Pieces ...*



From Trax, The Original 1953 FJ Holden Special, 1:24 scale, black with red upholstery. As you can imagine in this larger scale the detail in the engine bay is extremely good. Code Number TRLI, priced at \$179.95 or by instalments. Top Gear 02 9637 0666

*Restored Cars #132, Jan-Feb '99*

A couple of weeks ago a newspaper ran a strange advertisement in its "Lonely Hearts" section. It read:

"Professional man, 45, head on a stick, seeks similar woman."

People who work at the newspaper were as puzzled about the ad as their readers must have been, and wondered what, exactly, this man was into. Then it emerged that the man had given the wording for his ad over the phone and the typist who answered the call had taken it down wrong. What the man actually said was "hedonistic".

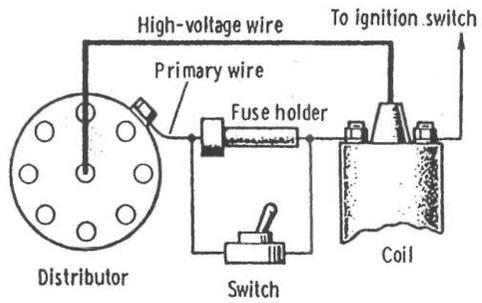
New Scientist • [www.newscientist.com](http://www.newscientist.com)

8 May 1999

**GTR XU-I TORANA 1:43 scale.** Just out from Trax, the makers of those limited edition Aussie model cars, is the mighty little LC Torana. For those of us with fading memories, after all, we are going back to the very early seventies, the LC was the first home grown Torana. This Trax version is based on the most famous of the LC's, the two door GTR XU-I. Commenting on the release of this latest Trax model, Marketing Director Robert Hill said that with the launch of the LC, Trax now covers four Toranas in the range, the LC, LJ, LX and A9X hatch. "This is a the car we should have done ages ago as this is the model that really started it all for the Torana, not just on our roads, but at Bathurst."

The model is available in two original colors, Tomina Aqua and Baroda Silver. The model is highly detailed, right from the bold GTR XU-I decals on the front guards and boot spoiler, to the signature front grille and wheels. The models are only available direct from the maker for \$32.95 each

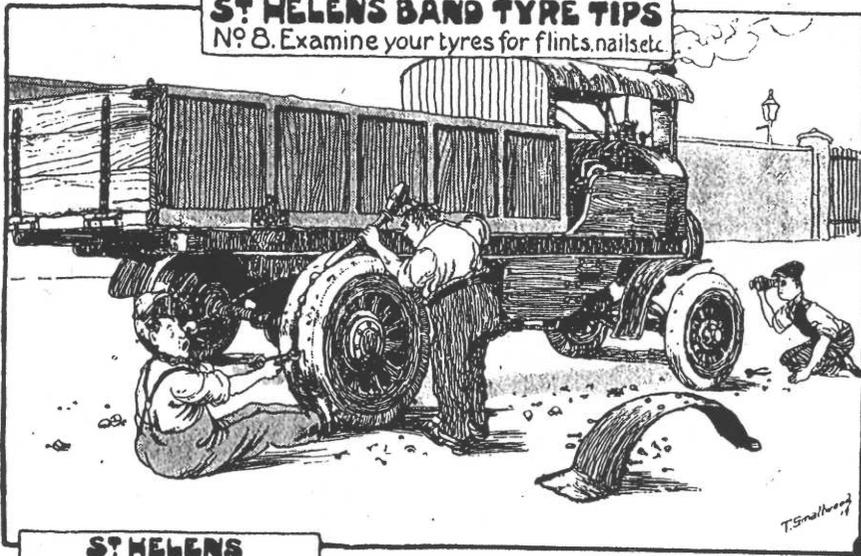
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**The Anti Theft Device** for cars is down right cruel. It lets a thief start your engine by crossing the ignition wires, but then shuts it off before he can get a few feet. Since the engine starts normally, he isn't likely to suspect that the car is bugged. He simply assumes you have a bum power plant and abandons the assault. First connect a fuse holder between the coil and distributor, as shown above. Then bypass the fuse holder with a toggle switch hidden under the dash board. Use 18 gauge or heavier wire. With the switch closed, the fuse is out of the circuit and the engine runs normally. As you leave the car, you just flip the switch open, cutting in the fuse. A fuse of the right size will let the engine run for about 10 seconds before blowing. For a big V8 engine a 1 1/4 amp slow blow works perfectly. Smaller engines will require lighter fusing. Do some tests before you decide on the fuse rating.

RESTORED CARS #117 July - Aug 1996

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Spotted by London member  
 Dave Hart in the 18th March  
 edition of Autosport

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**HOLDEN**

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