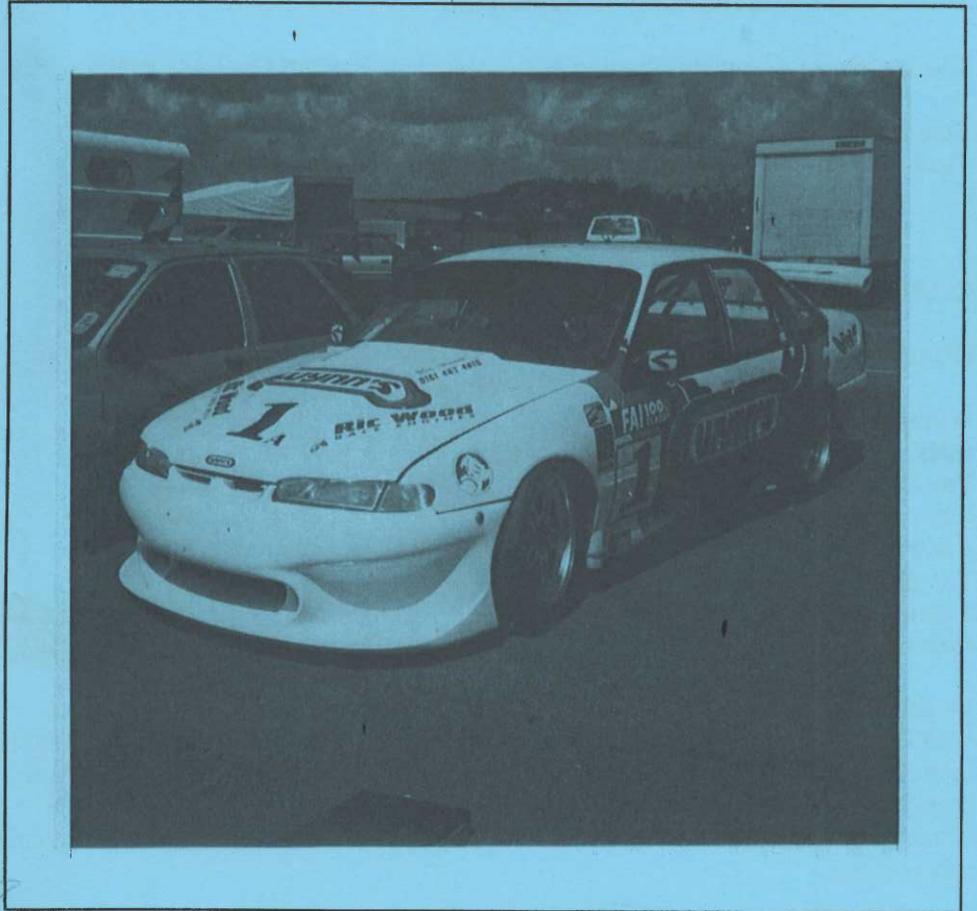


ISSUE 69

# Holden Business

JULY/AUGUST 1999



The Holden Statesman features a totally new exterior design, spacious and luxurious interior accommodation and a range of innovative electronic features.

June 1999



HOLDEN

## FRONT COVER - A VR, racing a Thruxton in June (Photo: David Hart)

### 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 ..
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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,

Coming up very shortly is our annual outing to Billing Aquadrome for the All Vauxhall Rally. As usual we have a large plot so there shouldn't be a problem accomodating all those of you who would like to come along. Although the rally is now on for both the 24th and 25th July, the Club stand will only be set up on the Sunday the 25th. If, however you would like to take your Holden along on the Saturday feel free to use the plot. Bear in mind, as this venue is a 'leasure facility' there is a entry fee of £5 per car to enter the site but you can camp over night if you wish!

If you would like to see what the GTS 215i in our Special Feature 'A Rare Wolf in London' on page 8, looks like, come along to Billing.



As you can see, a membership renewal form is enclosed with this edition of the magazine (I forgot to put it into the previous edition!) but apologies to all those of you who have already renewed.

Regards

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

Ken



# LETTERS - LETTERS - LETTERS

AUSSIE LAND  
HOLDEN LAND

G, Day Ken,

I hope you are all well at NO# 39 I hope your Holden and the rest of the other members cars are going well, I am fine my self. As I have been out and about again for the 50<sup>th</sup> Anniversary of Holden in Melbourne. As I see in HB 66 page 10-11 that you have a few photos of the weekend at Lang Lang and Albert Park I hope some of us can be around for the 100<sup>th</sup> Anniversary of Holden. I was able to drive my car on the speed loop at Lang Lang. Much like on the German Auto Bahn on a fast day. That was like once in a ~~while~~ driving time, to go on a test track in your own car. On the way down back home I got my windscreen cracked from stones from passing vehicles. So I repaired them just in time one week after to get my car damaged by a hail storm that lasted 3/4 of an hour. My windscreen was full of cracks now and the body work has moon craters all over now. I changed the windscreen over, so now I have four screens left now. Lots of other cars that were near mine are for worse of than mine. As the hail was the size of mangoes. The car will be repaired before I head of on my outback drive around the country side again. I hope the Holdens of all other members are all going well. I say a Happy new year to all members of the Register. Holden on in your Holden, Bye for now work calling.

Yours in HOLDEN

Robin Trupp



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OUR REF:

YOUR REF:

DATE: 14 May, 1999

Holden UK Register  
39 Roebuck Road  
Chessington  
Surrey KT9 1JY

Dear Sir,

## REFERENCE CHROME RESTORATION

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Club members will receive a 5% discount on all work undertaken. I hope this information is useful to your members, if so, please telephone for further information or visit us at the above address where I will be happy to discuss your requirements and show you around our premises.

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Clive Wisbey  
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at the above address.

# An Australian Rare Wolf in London

"I was in the second year of owning the GTS 215i when I was asked to transfer to London for a one to two year assignment. Naturally my wife and children were coming with me, but how could I leave the HSV behind?

"John Crennan and Brad Dunstan at HSV were very helpful, including the marking up of the speedo to read in mph as well as km/h. Peter Byrne from Penfold South Yarra carried out a final Aussie service and also filled the boot with parts for the next service intervals, then the car was off to Kent removals at Clayton for the six week trip to England inside a container.

"It was English mid-summer in July when the HSV arrived in London. As a personal import, the paperwork was minimal and I was soon off through the rush hour traffic to our home in the country in Kent. After two months of driving little-engined Euro-cars, the torque and mid-range punch of the Aussie V8 were mind blowing.

"My wife heard the V8 across the fields and the whole family was in the drive to meet me. The car was full of toys and games that the children hadn't seen for three months - they were in heaven.

But so was Dad. I had the biggest toy of them all and a smile to go with it!

"The first shock, however, was at the petrol pumps. Even though standard unleaded is rated at 95 RON it still cost nearly A\$2 a litre - it was hard to keep smiling when handing over the equivalent of \$140 to fill the tank. Back on the road, though, the grin came back big time.

"Running with 'Victoria - On the Move' number plates, the car gets a lot of attention with many people thinking it is a rare Lotus Vauxhall Carlton. The little hot hatches and Euro buzz boxes can be annoying in the

narrow country lanes, but on the sweeping give and take A-roads, the big V8 really stretches its legs and humbles all but the most expensive local thoroughbreds.

"I took it to Brands Hatch for a Ferrari owners club meeting that my sister was driving at, and parked it in the Paddock besides millions of dollars worth of F50, F40, F355 and Maranellos. But guess what! It was the GTS they all came over to look at. I got so fed up opening and closing the bonnet, that I just left it permanently up on static display - that old V8 magic again.

"The HSV has certainly made a big impact over here. As far as I know it is the only one in London and gets a lot of attention. Everyone loves the subtlety of the design, its squat purposeful looks and the fabulous bellow. People follow me into petrol stations and car parks just to find out

what it is. The police have been very understanding about my occasional indiscretions, which include sweeping past an unmarked car at 90 mph (145 km/h) on the motorway.

The trouble here is that everyone drives at 80 to 90mph (129 to 145 km/h) and it's easy to get caught up in the flow - especially in a GTS.

"The local GM Vauxhall dealer couldn't wait to get the

car in for a look when its next service was scheduled. There is nothing in the GM range to compare it with and powerful sporting saloons are in very short supply. Aside from a couple of minor mechanical issues (faulty coil and weeping inlet manifold gasket) the car has been faultless and is run every day on the commuter rat race into London and back.

"Penfold's Peter Byrne has been a source of constant advice and assurance when needed, but the only real problem that has surfaced came when the snow started to fall

last winter. I had more fun than I have ever had on the skidpan at DECA Shepparton. Narrow country lanes, three inches of snow, 5.7 litres and gumball tyres do not make a good mixture, but we kept it all together despite some very close sideways ballet. The only embarrassment was getting bogged in the drive only 6 feet from the garage - it took over an hour to pull it free!

"Despite all the horror stories you hear about security in London, I have only had one small incident, but even then, HSV came up trumps. I parked the car in a hotel overnight and came out the next morning to find a rear quarterlight smashed. The electronic deadlocks had kept the thieves out and the uprated HSV immobiliser meant the GTS was still where I left it. The truly amazing bit is that the window glass was replaced exactly, by an identical piece from a Vauxhall Carlton. All I lost was my HSV racing jacket - a relatively small price to pay.

"I've met several homesick Aussies at the traffic lights, when they have raced up to see if it really is an HSV in London, then with a "Good on yer, mate", we've rumbled off into the rush hour home.

"It's all coming to an end soon and perhaps the "British Racing Green" GTS will be traded for one of the new Chev-engined VT models. But then again - maybe it won't. We've been a long way together and it might seem rude parting company after such faithful service.

"Would I recommend it to anyone else coming over to London? Absolutely! There is nothing quite like a Holden (Special Vehicle) in London - just like the ad says!"

## STOP PRESS

The owner, Martin Wenban tells me that he is shipping this car back to AUS shortly, unless any of the Club members would like to make him an offer for it... sensible ones please! For more details contact him 0171 747 9688 (work) or 01732 762439 (home).  
e-mail: Martin\_Wenban@Londonelec.co.uk  
Or come along to the Billing show and meet him in person.



HOLDEN

Embargo: 12.00 noon 4 June 1999

MEDIA RELEASE

## HOLDEN NUMBER ONE IN NEW CAR SALES

With another strong performance in May, Holden now tops new car sales year-to-date in 1999. Total sales of 12,874 vehicles represent Holden's best May result for twenty years, enabling it to leapfrog Toyota by 945 units for market leadership year to date, with a total of 59,403 vehicles and a market share of 19.0 per cent.

Holden's performance in May was highlighted by Commodore's leadership over Ford Falcon (6815 v 6340). Commodore has now led Falcon for twenty-one successive months.

Astra (706) outsold Ford Laser for the first time, doubling its own sales over May year-to-date last year.

The medium-sized Vectra also increased sales by 43 per cent over the same period, as Holden's four cylinder car sales continue to climb.

Holden Commercials once again performed strongly, led by best-ever monthly sales for Rodeo, with Jackaroo, Isuzu Trucks and IGM Light Commercials also recording best May results.

"Despite different marketing predictions, Holden is maintaining its sales momentum quite steadily," said Ross McKenzie, Director of Sales and Marketing. "In fact, we are consistently selling around 60 per cent more cars than several years ago.

"The introduction this month of new Statesman/Caprice and Series II VT Commodore will further add to our impetus," he said.

### For further information, contact:

Marc McInnes  
North Ryde, NSW  
(02) 9855-6300

[marc.mcinnnes@holden.com.au](mailto:marc.mcinnnes@holden.com.au)

Media can access Holden Media Online at <http://media.holden.com.au>

Toni Andreevski  
Melbourne, Vic  
(03) 9647-2543

[toni.andreevski@holden.com.au](mailto:toni.andreevski@holden.com.au)



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Visit their website at [www.hsv.co.au](http://www.hsv.co.au)



Holden Ltd  
ACN 006 893 232

241 Salmon Street  
Port Melbourne  
Victoria Australia

All correspondence to:  
GPO Box 1714 Melbourne  
Victoria Australia 3001

Melbourne (03) 9647 1111  
Sydney (02) 9855 6333  
Adelaide (08) 8282 8111



Pieces of eight: after 30 years, it's finally the end of the road for the Aussie V8.

# D-Day for Aussie V8

**A**n all-Australian hero has been put to rest. Holden Special Vehicles farewellled its last hot Commodore with a locally built V8 engine at its Clayton plant on Tuesday as it gears up to build the most powerful Holdens of all time with the new 250-kilowatt Chevrolet V8.

There were no tears as a silver X08 was paraded in a celebration of patriotic spirit and engineering endurance.

"The engine in many ways is surrounded in symbolism to Australia," HSV boss John Crennan said.

By **ANDREW MACLEAN**

But after 30 years of service, it was time to move into a new era with the Chevrolet engine, Crennan said.

"I don't think that resistance to buying Australian-made is as important as it was 10-15 years ago," he said.

"The source of the new product will allow HSV to expand and improve to new levels."

HSV has been an important part of keeping the V8 alive. Before the hot Holden subsidi-

ary began building its race-inspired machines in 1988, the V8 was on its death bed.

HSV's first mainstream model, the SV88, punched out 140 kilowatts. Today, the same engine in the range-topping GTS produces 220kw.

"There would have been no business for us without the V8," Crennan said.

"In the latter years, our commitment to the V8 has been our mainstay.

"We couldn't have survived without it and it wouldn't have survived without us. It's been a great relationship, but it had to end one day."

"Obviously, that would be to the Middle East. It would be easier if we could arrange them through a General Motors dealer group where the Statesman and Commodore are recognised."

HSV will release details of its latest Series II VT range, with the new Generation III Chevrolet V8, in a fortnight, including the Grange, an updated version of the Clubsport and an exclusive, limited-edition model.

Harvey says the top-of-the-line Grange and GTS could be big hits in the Middle East with space and grace to match their power.

HSV says it is aiming to ship up to 500 cars overseas each year by 2002.

HSV export manager Brad Dunstan is overseas promoting the hot Holdens, which have received rave reviews.

"He's had two or three trips overseas this year, and it's looking reasonably well," Harvey says.

**ANDREW MACLEAN**

Herald Sun, Friday, June 25, 1999

## Hot cars for export

**H**OT on the heels of Holden's export push to the Middle East, Holden Special Vehicles is looking to reap the same rewards with its souped-up Commodore and Statesman range.

HSV's new long-wheelbase Grange and its power-packed GTS Commodore sibling, which will be updated with a 5.7-litre V8 next year, are being evaluated as big export earners.

"It's early days," HSV spokesman John Harvey says, "but we're looking to export our cars wherever Holden has positioned its cars.

# EH, the golden Holden

Herald Sun, Friday, August 23, 1996

By **JOE KENWRIGHT**

**Y**OU can hardly blame young people for wanting to drive older cars. A young buyer who has saved \$13,000 against the odds would find little more than a stripped-out poverty model from Japan or Korea in today's new-car showrooms.

So a neat Holden EH starts to look good, especially when you can buy an average car under \$2500 and the best for around \$5000.

The Holden EH of 1963-65 is recognised as one of the best Holdens of all time.

Its 256,959-car production run was second only to the HQ-Kingswood, which ran for more than twice as long. Compared on an annual sales basis, no other Holden model comes close.

For many Australians, the EH was and still is the perfect car. Its no-nonsense shape offered plenty of interior room and a big boot, yet it wasn't big on the outside.

### Red engines

Great visibility, where you can see all four corners from the driver's seat, and well-proportioned styling, a long-lasting bodywork and trim and sturdy bumpers make just as much sense today as they did then.

But, best of all were the new red engines including a 149 (2.4 litres) and 179 (2.9 litres). Both could cover huge distances without overhaul, and they remain easy to service while providing silky smooth and flexible performance that will keep up with modern traffic.

They even lived on to power the Commodore until 1986. That's the good news.

The EH, unbelievably, is now 33 years old. When it was new in 1963, its 33-year-old equivalent was an A Model Ford.

Like most cars of its time, the EH had dreadful brakes with no safety back-up circuit or power booster. Lose your fluid and you could lose all your brakes — without warning.

## CHECKPOINTS

**ENGINE:** Oil leaks from cam timing side plates, timing seal and rocker cover. Engine compression, air filter smoke, piston slap and rudder rattles, chopped camshaft and noisy lifters, worn camshaft and generator, noisy coolant, blocked or leaky radiator, noisy water pump, soggy hoses and frayed belts.

**SUSPENSION:** Cracked or rusted subframe and structure, worn front suspension king pins, worn steering joints and bushes, worn steering box, worn dampers, sagged rear springs and worn bushes.

**TRANSMISSION:** Leaky rear axle seals, worn shaft joints, auto must engage each gear, sticky and crisp, noisy gears, bearing rattle and stiff selection in manual, noisy diff.

**BODY:** Rust panels including floor to find body rust, check all frames and mounting points for stress cracks, rust holes anywhere, perished rubber seals, porous paint.

**BRAKES:** Leaking hydraulics, especially inside drums, dirty fluid, seized handbrake, leaking clutch and brake master cylinders.



to be painted, let alone rust proofed.

Holden built everything from quality steel and figured the EH would be long worn out before it rusted out. Holden didn't factor in anybody still wanting to drive an EH 33 years later,

so watch out for terminal rust in the panels, floor and structure.

If you expect an EH to increase in value, you need to be fastidious about keep-

There were no seatbelts and no head restraints to protect you from nasty whiplash injuries and a non-collapsible steering column could spear you against the seat.

Tyres were ordinary and safety rims that prevented the tyre from rolling off the rim if you had a flat were not yet commonplace.

Cabin hardware was sharp, unyielding chromed



metal which also picked up reflections. Windscreens shattered easily and could blind you in the process.

The Hydramatic auto sapped power and economy while you had to bring the manual three speed to a dead stop to select first gear. Try that in modern traffic.

Crumple zones to absorb a crash impact? The headlights might break but from then on it was rock solid.

There are several pages of the EH owner's handbook devoted to items which require attention every 1500km. Any metal surface you couldn't see was lucky

ing it exactly the way it left the new-car showroom, right down to the last accessory. It's not easy keeping it that way when original parts can be difficult to find.

An immaculate, unrestored car which still looks new will deteriorate very quickly when left out in the street and its value could drop to almost nothing.

You need to make the choice between preserving an original car for Sunday drives or keeping it up to scratch for the day-to-day cut-and-thrust.

It's not too difficult to turn an EH into safe and reliable everyday transport when most later model Holden parts can be retro-fitted.

Start with a sound, tidy car but not a perfect one when you won't get your money back.

The genuine collector with dollars to spend won't want an EH that's been "improved," and young dreamers are usually poor.

For everyday driving, a later-model disc brake front end with ball joints, along with a modern dual circuit master cylinder and power booster, are almost a must.

A late-model Holden four-speed manual gearbox, safety rims and radial tyres, late-model bucket seats and head restraints, inertia reel seatbelts, a heater-demister, laminated wind-

screen and a dished steering wheel would need to be there if you want modern safety standards.

While overhauling the engine, it could be worth modifying it for unleaded petrol.

### Safeguards

By now, insurers would be getting nervous and, with the EH's crude security measures, you mightn't hang on to it for long.

In an age where speed and alcohol are demised, it is easy to forget the lack of safety features in cars before 1968 were a big factor in the nasty injuries and high road tolls of 20 years ago.

Young drivers can achieve their dream of owning an EH, but key modern safeguards mean that some aspects of this dream are better left in the past.

A.M. for January 4, 1955

WE TAKE IT FOR GRANTED

# RUBBER

**T**WENTIETH-CENTURY man can hardly imagine his life without rubber. Used in dozens of industries, rubber has become one of the most important and sought-after raw materials in the world.

Christopher Columbus, discoverer of America, is believed to be the first white man to see rubber in any form. During his visit to the West Indies, Columbus noticed native children playing a game with a crude ball. This, as scientists later established, was made from rubber.

Rubber as a raw material was in fact "discovered" by an English chemist, Joseph Priestley, in 1770. Priestley got hold of a piece of material which went to England from South-East Asia and found that pencil marks could be "rubbed" out with it. He named this gummy substance rubber.

In the 1820s a Manchester inventor, Charles Macintosh, devised a method by which rubber could be used for the manufacture of cloth, especially rain-coats.

Somewhat later Charles

Goodyear, of New Haven, Connecticut, U.S.A., made a revolutionary discovery. Goodyear spent many years and great sums of money on research trying to find a way to prevent rubber from melting or cracking with the changes of temperature. During one of his experiments he was mixing rubber with sulphur and accidentally dropped a small piece of the mixture on his stove. Before he could pick it up, the heat and sulphur combined to "vulcanise" the rubber. (Vulcan was the name of a mythical god of fire.)

Rubber tyres, used mainly in the car industry, are not new. In 1845 Robert William Thomson took out a patent in England to manufacture pneumatic tyres. The beginning of the "bicycle boom" in the 1880s resulted in a great improvement in the quality of rubber tyres. In 1888 an Irishman from Belfast, Boyd Dunlop patented a double-tube bicycle tyre, which was actually the forerunner of the modern automobile tyre.

Today about 95 per cent. of all raw rubber comes from South-East Asia.

48 & FJ HOLDEN OWNERS CLUB of NSW INCORPORATED

Bits & Pieces ...

●An Aussie Holden - one of over 1,400 vehicles at Weston Park over Easter - another excellent Transar event.



Damien Smith showing the flag for Holden at the Midland Festival of Transport at Weston Park earlier in the year

**PRICES:**

Executive V6 manual	\$26,760
Acclaim V6 auto	\$36,170
SS V8 manual	\$46,680
Berlina V6 auto	\$39,800
Calais V6	\$43,760

Herald Sun, Friday, June 4, 1999

## FAST facts

**Commodore VI Series II**

**MAJOR CHANGES**

- Generation III 7 litre V8
- 220 kilowatts/446 newton metres
- Remote central deadlocking all models
- Electric boot/disable all models
- Optional side air bags all models
- Optional cruise control on auto
- Air con standard on Acclaim
- New 6 speed manual on V6
- Transmission Indicator on Berlina and Calais



## Best Family Car QCAR 1998

# Holden Commodore

STORY Chris Bishop

It was touted as a battle royal between Australia's heavyweights for the QCAR Family crown, but in the wash-up the defending champ made mince meat of the newcomer.

Holden's heavyweight, the dominant VT Executive sedan, triumphed over Ford's AU Forte in a surprisingly one-sided QCAR bout.

And it did so despite carrying a dollar disadvantage onto the roads.

The 20 QCAR testers, who drove both cars back-to-back, awarded the title to GM's prizewinner by an amazing 15-3, with two judges unable to split the contenders.

A combination of safety, better refinement in ride and handling, a plethora of space, a well set-up interior and better chassis development delivered the knockout blow to its rivals.

The base Commodore hits the showrooms at \$29,760 and, crucial to its reliable handling, offers independent rear suspension as standard on all models (IRS is optional on the Forte).

Also standard fare is a driver's airbag, remote central locking, engine immobiliser, electric height-adjustable driver's seat and trip computer.

In value for money terms, it loses ground to the Ford which offers air conditioning and an automatic transmission as standard, but is competitive on option prices, servicing intervals, resale values, parts and fuel economy.

Space is an obvious strength of the VT, with plenty of room for three adults in the rear and ample storage space, but opinion on test was mixed about its fit and finish.

The dash has an overtly plastic look,



the boot release is hidden in the glovebox and the optional cruise control is fiddly.

In terms of design, the boot hinges hamper luggage space and a "ski hole" is not as good an option as a split fold rear seat, water has a tendency to flow off the boot lid onto possessions and the seal around the petrol cap on our test car looked ragged. However, the boot is huge and has a good, flat floor, making it more user-friendly than the Falcon's.

The Commodore's design and quality, however, were just good to pip the Ford.

The Holden lags a little behind the AU powerplant in terms of "off-the-mark" performance, and has been criticised since its launch for its extra weight.

The VT is heavier than the Forte by 36 kg, but its engine is still lively enough for a big vehicle.

While the Commodore's engine offered a less harsh performance than the Falcon's, the test car we had produced some noise, vibration and harshness under hard acceleration.

It does offer a bigger 75-litre fuel tank, meaning an approximate range of about 650 km.

Drivers will appreciate the

Commodore's ride quality with an understated ability to soak up obstacles on rough roads. The only criticism is a touch of wind buffeting from the mirrors at higher speeds.

Its handling is solid, more neutral than engrossing, but with good balance and a forgiving nature. The brakes are a class above

previous Commodores and cornering ability impressed critics.

Although involved in another tough contest, the VT Executive remains the leader in the family field. **TRA**

**Commodore VT Executive**  
**PRICE:** \$29,760  
**STANDARD FEATURES:** Driver's airbag, remote locking, independent rear suspension, immobiliser, electric height-adjustable driver's seat, seat belt webbing clamps and pretensioners, lap sash centre rear belt and trip computer.  
**MAJOR OPTIONS:** Air conditioning (\$2190), auto (\$740), ABS (\$990), passenger airbag (\$510), cruise and traction control (\$760), CD (\$450), metallic paint (\$239).  
**ENGINE:** 3.8-litre, cast-iron, fuel-injected V6, with 2 valves per cylinder.  
**MAX. POWER:** 147 kW @ 5200 rpm.  
**MAX. TORQUE:** 304 Nm @ 3600 rpm.  
**KERB WEIGHT:** 1551 kg.  
**WHEELBASE:** 2788 mm.  
**BRAKED TOWING CAPACITY:** 2100 kg.  
**SERVICE INTERVALS:** 10,000 km.  
**WARRANTY:** 3 years/100,000 km.

Bits & Pieces...

### AUTO SUPPLIES AND EQUIPMENT

**BEARTRAP - PROACTIVE CAR ALARM** - Prevents the theft - Catches the thief - Driver's seat slides forward 18" hindering escape - Complete prototype plans \$35.00 - 1-800-828-8130 ID # 078 - For orders only - **WHY JUST MAKE NOISE?**

POPULAR MECHANICS • MAY 1999

From Bruce Ellis, Turners Enterprises: Years ago in England, a bloke buys an Armstrong Siddeley. On the way home, he hears this little tapping noise every time he turns a corner. Next week, he takes the car back to the dealer. The dealer can hear the noise but can't work out where it's coming from. Eventually, they stick a mechanic in the boot, drive around for a while but no, the mechanic can't figure out where the blasted noise is coming from. Nothing seems loose and nothing is flapping in the breeze. It's starting to drive the owner mad. After about 12 months of this, the Armstrong is rear-ended in traffic. And when the panel beater removes the double-skinned rear bumper and separates the two parts to fix the outer, what do you reckon he finds? A 7/16" spanner, hanging by a piece of wire that's been banging on the inside of the bumper and causing the noise. And stuck to the inside of the bumper, right next to the spanner is a little sign which says sweetly: "Serves you right, you rich bastard".

APA JOURNAL

## Garbled speech

The "head on a stick" item in Feedback (8 May) reminded me of a story told to me by an ex-colleague at the British Trust for Ornithology. A scientist dictated a letter onto his Dictaphone containing the word "juxtaposition" and sent the tape to his secretary. He was rather surprised when the typed version came back with this word rendered as "jock strap position".

I wonder if the letter made any sense, and exactly what the secretary thought he was on about.

Simon Gates  
Oxford

New Scientist 5 June 1999

## Mysterious spillage

AN UNUSUAL ADVERT IN the *Akaroa Mail* raised quite a few eyebrows last month, but failed to get many genuine responses.

Southern Cross 551

After all, how many people would be in the market for a "parachute, only used once, never opened, small stain".

## LPG engine scare

REPORTS of valve sticking on vehicles using propane (liquid petroleum gas - LPG) have come to the notice of the Motor Vehicle Repair Industry Council.

The council warns that if such vehicles are not run for more than two weeks, valves can seize.

If this happens the

valve train, pistons and possibly the head can be damaged.

If the engine is not run for an extended period it should be turned over by hand to make sure everything works.

Alternatively, the council advises, run the engine for a few minutes at least once a fortnight.

# WHAT'S ON

**1999 UXBRIDGE**  
Classes for Veteran, Vintage, Classic, US, Kit Cars, Commercial, PSV's, Military and Motorcycles

## AUTOJUMBLE Auto show

All autojumblers welcome. Contact for details; 01895 230421

**Sunday JULY 18**  
10 am to 5.30 pm

**MIDDLESEX SHOWGROUND off A40, UXBRIDGE**



## WROUGHTON 99 NOSTALGIA SHOW

Wroughton Airfield - Swindon - Wiltshire  
**JULY 31<sup>ST</sup> & 1<sup>ST</sup> AUGUST**  
Gates Open 10am to 5pm

Over 1,000 Vintage/Classic Vehicles - Cars, Commercial, ex-Military, Tractors, M/cycles, Steam & Stationary Engines, Historic Caravans, plus exhibits of Models & Bygones.

Antique & Collectors, Toy & Train Fair, Automobilia, Autojumble, Craft & Trade stalls. Old Tyme Fair, Organs, Helicopter Rides, Trips In Vintage Buses, Silver band, Street Entertainers, Arena Events, catering/bar facilities, and many other attractions

Entrances: Adults £5, accompanying under 14's FREE

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ALL ENQUIRIES: REGAL FAIRS - 01242 577853 OR MOBILE 0850 300636/0411 905510



 **THE CLASSIC CAR & COUNTRY SHOW**  
Loseley Park, Nr. Guildford, Surrey - 10am to 6pm  
**AUGUST 14<sup>th</sup> & 15<sup>th</sup> - 1999**

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- Hundreds of veteran, vintage & classic vehicles set in the grounds of a beautiful Elizabethan country house
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- We are inviting entries from traders and autojumblers who would like to take stands at one of the UK's premier family entertainment events.
- Details are available now from Wendy White, Show Organiser, Queen Elizabeth's Foundation for Disabled People, Woodlands Road, Leatherhead, Surrey, KT22 0BN. Telephone 01372 841100. Charity No. 251051

*Early Booking is Advised!*



**Swan Classic Car Show**  
at the Swan Inn, Falmer  
(off A27 between Brighton and Lewes) on  
**25th July 1999**

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All the Family

Book early! For further details:  
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**CLIFTON PARK, ROTHERHAM**  
**SUNDAY 12<sup>TH</sup> SEPTEMBER 1999**

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COMMEMORATIVE PLAQUES AND TROPHIES

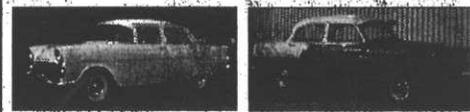
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Grove Road, Moorgate,  
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WITHAM HISTORIC VEHICLE CLUB  
**22<sup>nd</sup> ANNUAL VINTAGE VEHICLE GATHERING** at  
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nr. Braintree, Essex (signposted) on  
**SATURDAY/SUNDAY  
JULY 31/AUGUST 1**

Open to the Public 10am-5pm  
All classes pre-1970  
Contact for vehicle entries;  
J. Goodman on 01376 516918  
Stalls/Autojumble contact;  
D. Brown on 01376 516354



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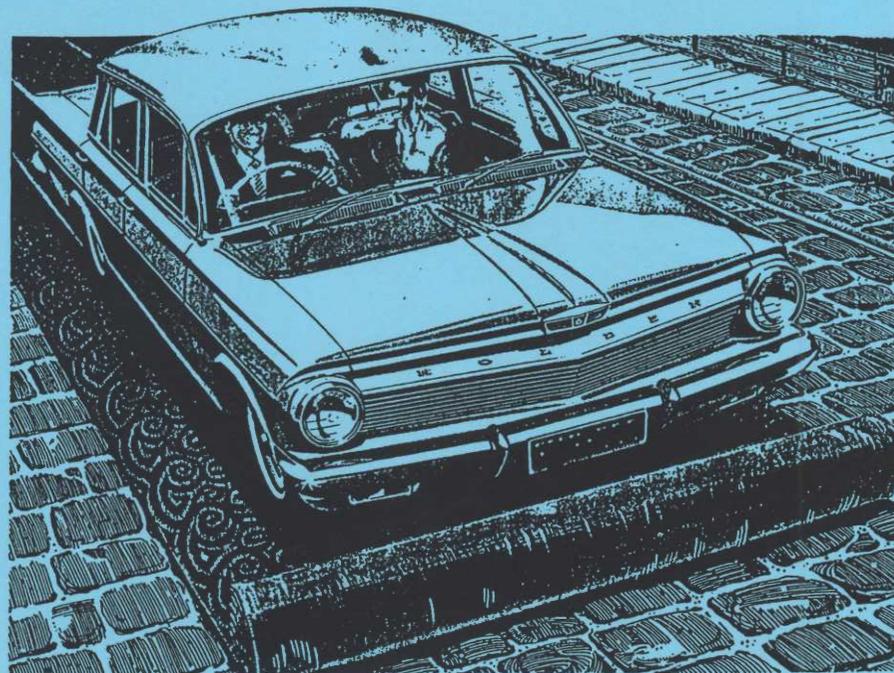
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