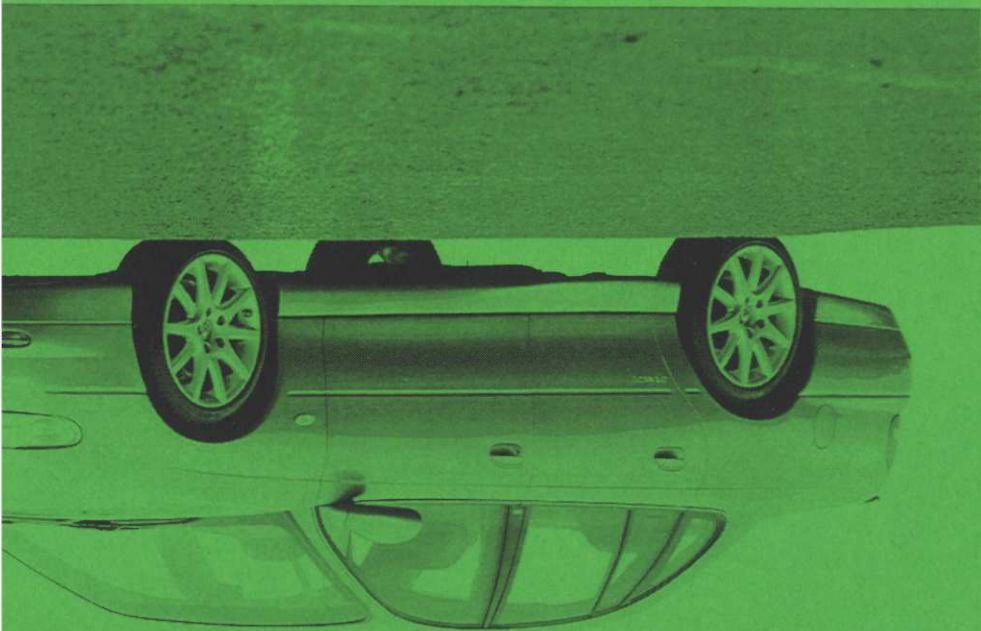
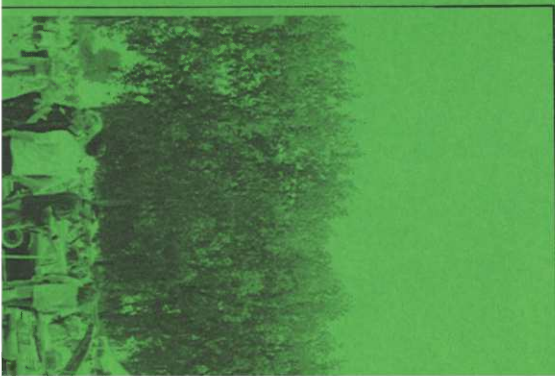


# THE HSV GRANGE



SEPTEMBER



# FRONT COVER -

Our club stand at Billing in July

## 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 Fells, 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)

Spare 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
Holden 1948-1962 Book	No. 4-Date.	50p Each.
Stickers	(With Club Logo)	£8
Tax Disc Holder	..	50p
Key Fob	..	50p
Cloth Badge	..	50p
Tie (Blue)	..	£7
T Shirts (S/M/L/XL)	..	£8
Metal Car Badge	..	£6.50 .. Post £1
		£10 .. Post £1

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

NOTE: An arrangement has now been made to accept cheques in AU\$\$ - 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,

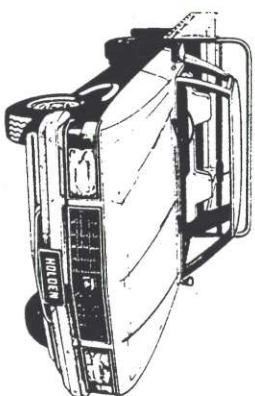
Although the weather at this moment is superb we are now at the tail end of the season, so I hope you all had a good time showing off those Holdens.

Our annual event at Billing was a great success with a good turnout of cars and a fine and sunny day. Again we had a great deal of attention from those Vauxhall and Opel enthusiasts attending and spent a great part of the day answering queries.

As you will see on the next page, it is AGM time again. As some of the previous AGM's have been held under less than perfect conditions at various shows at the tail end of the year, we have decided to hold this meeting at Holden UK HQ, (my house in Chessington actually). Lunch will be provided, but I would ask you to let me know in advance if you are planning to attend, so that, if necessary, I can erect a marquee in the garden! Also if you need directions let me know.

Regards

Ken





# HOLDEN

## UK

# REGISTER

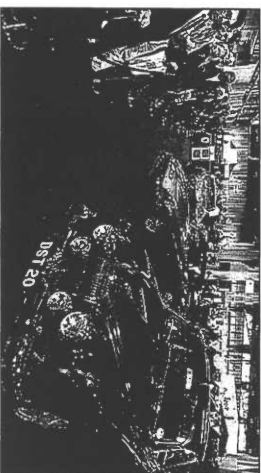
Notice is hereby given of the 12th Annual General Meeting of the Holden UK Register, to be held at 2pm on Sunday 26th September 1999, at Holden UK 'Head Office' 39 Roebuck Rd, Chessington, Surrey.

### AGENDA

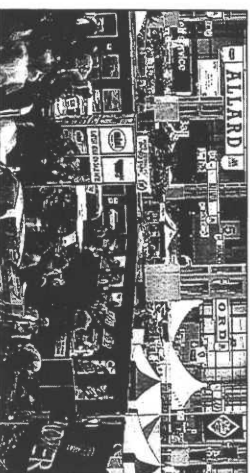
1. Welcome and Apologies for Absence
2. Minutes of the 11th AGM held 13th September 1998
3. Chairman, Editor & PR Officer's Report
4. Membership Secretary & Treasurer's report
5. Matters Arising
6. Election of Committee
7. Any Other Business

# CLASSIC MODELS GALORE !

The Classic Motor Show at the beginning of May offered a fantastic feast of beautiful classic models... including the ever popular Jaguars of every description.



With over 100 car club stands the weekend was a huge success.



The next date for your diary is

**Saturday & Sunday  
6-7 November 1999**

**Ticket  
Hotline 0121 767 4767**

Transaction fee 50p per booking

THE INTERNATIONAL

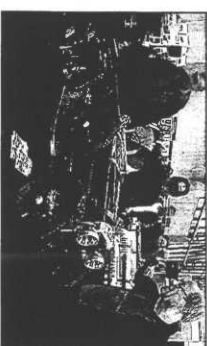
# CLASSIC

MOTOR SHOW

The NEC, Birmingham



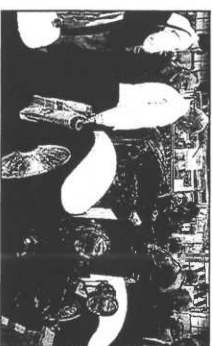
... some were naked ...



... some were small ...



... some partially dressed ...



... some very big ...



... some only in dreams ...



**HOLDEN**

4 August 1999

MEDIA RELEASE

## THE HOLDEN COMMODORE COMES OF AGE

Australia's most popular car, the Holden Commodore, is about to reach a major milestone. In October 1999, it will be 21 years since the first Holden Commodore, the VB, was launched in 1978.

To mark the occasion, a book entitled *The Lion King: 21 Years of Commodore* (Quill Visual Communications), written by veteran motoring commentator and author Bill Tuckey, is due for October release.

*The Lion King* chronicles the stories behind the evolution of the Commodore – all the way from the original European-inspired and downsized VB model that replaced the beloved Kingswood right through to today's hugely successful, all-Aussie VT Commodore.

Peter Hanenberger, one of the senior engineers responsible for establishing the ride and handling qualities that earned the first Commodore its 'driver's car' reputation, has since become a group vice president of General Motors Corporation. Hanenberger recently returned to Australia to take up his appointment as Chairman and Managing Director, Holden Ltd. Having assisted the birth of the Commodore nameplate 21 years ago, he is delighted to witness its coming of age.

"Of course, the first thing that should be acknowledged is that the VB Commodore in its day was exciting and innovative as the VT is seen to be today. The incredible customer reaction to the first Commodore was very like the great welcome that's been given to VT.

Having said that, we must look at the environment in which each of these cars was launched

.../2

- 2 -

and customers' expectations at the time. So much has changed in 21 years – it has been the most explosive time for technology in automotive history," Peter Hanenberger said.

"We designed the VB during an extremely volatile period as far as energy supplies were concerned. The focus was on making dramatic improvements to the car's packaging efficiency and its mass, safety performance was increasing, and aerodynamic efficiency was a key objective. The VB Commodore was a revelation to many drivers at the time with its steeply inclined engine hood and unobstructed forward view," he continued. "Holden was in the midst of re-designing the ride and handling of family cars in Australia; we were determined that the VB Commodore would be a benchmark car – and history shows that Holden succeeded so well that now ride and handling are key brand characteristics."

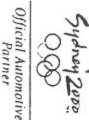
Peter Hanenberger says if there's a single way of expressing the difference between the VB and VT Commodores, it relates to the extraordinary advances in computer technology and related electronics.

"Wherever you look in the car, they're in evidence. They take care of security, personal safety, fuel efficiency, transmission, engine performance, lighting, braking, vehicle safety, airbag, climate control, sound systems – all kinds of convenience items. But the fundamentals are still the same: the car must still look good, feel right and deliver what today's customers want in terms of size, performance and emotive appeal. Importantly, it must do so at a cost that delivers these attributes at genuine value," he said.

"The VT is a local design that is going global with a key objective – to succeed on the world stage. The success of the car in terms of domestic and export sales supports Holden's own belief that it got the VT formula right – just as we did with the VB back in 1978.

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