



# Holden Business

NOVEMBER/DECEMBER 1999



# COMMODORE LION KING

Celebrating 21 Years

A black and white photograph of a man in a dark jacket standing next to a modern Holden Commodore sedan. The car is a four-door model with alloy wheels. The background is dark with a faint circular emblem.

As told by Bill Tuckey

Veteran motoring writer Bill Tuckey is author of  
*Commodore Lion King* – the story of Australia's most popular car.

October 1999



HOLDEN

## FRONT COVER – Martin Gartner's FE (Now up for sale. See letter)

### 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 Website:** <http://www.geocities.com/MotorCity/Shop/5356/>

### CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3 No. 4-Date.	50p the Three 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,

Well this is the last edition this year and indeed this Century. It always seems rather early to wish you all a Happy Christmas and a prosperous New Year, but it will be on top of us before we know it.

You will see on the next page, the minutes of our AGM, which for the first time in years was held at a dry and warm venue! My place. Those who attended will no doubt agree with me that it made discussion much more relaxed.

There are a couple of news items in this magazine about the new HSV Commodore 5.7 ltr V8. Only 100 are to be built with 12 coming to the UK in the middle of next year. So if you are interested you had better get your name down now.....

As you will all know by now leaded petrol will disappear at the end of this year. In fact it has already been removed from many of the filling stations, so if you are still using leaded be careful what you fill up with. A lot of the stations are just dumping the new LRP into the old leaded tanks without telling anyone. Remember too, that this concoction doesn't have a British Standard so you could be getting any selection of incompatible additives. Far better, in my opinion, to use normal unleaded with one of the tried and tested additives.

You can be absolutely sure nobody will be paying any compensation for engine damage!

Once again enjoy the extra long holiday this year end.

Regards

A handwritten signature in black ink, appearing to read 'Ken Garner', written over the printed name 'Ken'.

Ken

## Minutes of the 12<sup>th</sup> Holden UK Register Annual General Meeting

Held at, 39 Roebuck Rd, Chessington, Surrey, on 26<sup>th</sup> September 1999.

Attendees: Ken Garner, Patrick Hemphill, Gary Lennox, Secretary, Marilyn Garner

The Chairman declared the meeting open at 2:25 pm. and welcomed those attending.

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

Minutes of the 11<sup>th</sup> AGM held on 13<sup>th</sup> September 1998 were accepted as a true record. Proposed by Patrick Hemphill. Seconded by Gary Lennox.

### Chairman, Editor and PR Officer's report

Last year was a quiet one in respect of events. We have made the Billing show the main event of the year as it is usually well attended and always generates a lot of interest from those attending, which gives the club a raised profile. Previously other organised events have been poorly attended, however, if members would like to suggest suitable events we will be happy to set up the club stand.

It has also been a quite year with regard to the amount of material received from members. While the editor is able to put together a magazine from press releases and items received from Holden Ltd, together with material from other published sources, it is better to be able to have some local content with pictures and information on owners cars.

Many thanks to those regular contributors, such as Robert Vale, Eddie Ford and Robin Tripp and David Hart.

It is likely that printing costs of Holden Business will rise after the next edition as the past source of cheap printing will cease, although as you will see from the treasurers report below it is unlikely to require a raise in subscriptions in the near future.

### Membership Secretary's report

We currently [25/9/99] have 25 paid up members which is about the same level as last year - new members and renewal failures are about equal. I consider that we have adequate publicity as an owners club in the motoring media and feel that we should do more to ensure that info goes with the vehicle when it changes hands as a means of encouraging new owners to take out a subscription.

### Treasurer's report

A copy of the accounts was given to those attending (see copy attached)

Footnote to the accounts: HUKR owes postage expenses to chairman & secretary for the year. At 24/9/99 these are £106.44 & £11.17 but are offset by the 1999 subs totalling £20. During the year the a/c at Lloyds, Nottingham has been closed and the balance transferred to the Nationwide; this account had been retained for exchanging A\$cheques but is not needed now KG has a facility. £400 was also transferred to the BS from the Giro account. The Register is still in a solid financial position but the future will need to be analysed closely as we enter the position of paid for Newsletters. I recommend that the subscription rates continue as before.

Patrick proposed that we adopt the accounts and this was seconded by Gary.

### Matters arising

Following up a item in the previous minutes on insurance Patrick said that Footman James do offer a very good rate of car insurance to members and a commission to the Jowett club he is involved with. He suggested it might be worth pursuing this again. Ken agreed to follow this up.

### Election of Committee

The Chairman/PR Officer and the Membership Secretary/Treasurer stood down and announced their willingness to stand for re-election. There being no other candidates Patrick proposed that Ken and Guy should be re-elected. This proposal was seconded by Gary.

The position of Editor is still vacant but no candidates were forthcoming so Ken agreed to carry on covering this position.

### Any Other Business

Patrick proposed a vote of thanks to Brian Kiloh for all his efforts in setting up and running the Holden UK website. It was endorsed by those present.

Some discussion too place about possible venues for club events next year. Proposals included the possibility of a barbecue, entering events that are more 'family friendly' (a show with some events of a non-car nature) These events should be agreed earlier in the year, so that members can arrange themselves around them. There is also the possibility of combining with other clubs as we have done in the past.

Guy Hardy submitted a written proposal to the meeting:

That we produce a folder to be retained in members cars glove boxes and it contains as per my resolutions at last year's AGM. I would like to suggest that the Chairman produces drafts for comment/circulation. (Feel pretty cheeky about this Ken, sorry) My resolution for 1998 AGM were:

1. That the Register print a high grade leaflet to be left in the car when it is being sold, with register info on spares, help etc- printed in colour and aimed at the new owner.

2. That the membership leaflet is considerably upgraded and expanded with more detailed notes on the practical spares and technical help available. To be produced in colour on decent paper.

Ken agreed to look into this but asked for input from any members with ideas as to what they would like to see.

There being no further business, the meeting closed at 3:25 pm.

*M Garner*  
M Garner



## HOLDEN REGISTER ANNUAL ACCOUNTS YEAR ENDING 31st May 1999

### INCOME:

#### Opening Balances:

Lloyds Bank Nottingham	20.62
Girobank	587.19
Anglia Nationwide, treasurers a/c	265.81

<b>Subscriptions</b>	252.00
Regalia/Ad fees	33.00
Interest Received	8.62

**£1167.24**

### EXPENDITURE:

Secretary's Expenses	17.55
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#### Balances carried forward:

Lloyds Bank Nottingham	NIL
Girobank	454.64
Anglia Nationwide, Treasurers A/C	695.05

**£1167.24**

# LETTERS - LETTERS - LETTERS

Bad Grund, M. 1999

Dear Ken,

I hope you're fine. I write to you because I am looking to sell my 1956 FE Special. It has got new tyres and runs well. But there is also some work to do (Body, nitser-parts). The price is 11.000,- DM. (~ £3.700) if someone is interested in, please contact me under my address:

Martin Gärtner

Osteroder Str. 28

37539 Bad Grund / Germany

I enclose a picture - you may put it into the next issue(s) of the Holden Business?!

Also I enclosed a copy of an interesting letter from 1957. I have found it at an "oldtime-market" here in Germany.

Regards

Martin

Hastings DIRECT  
CLASSIC

Holden UK Reg  
Mr G Hardy  
Clun Felin  
Wolfs Castle  
Haverfordwest  
Pembroke  
SA62 5LR

07 September 1999

Dear Mr Hardy

I am writing to inform you about a new insurance product that could be of interest to your members.

This new insurance is specifically designed to cater for the often encountered anomaly in Vintage, Historic and Classic Car restoration, where the cost of rebuilding a vehicle far outweighs its 'market' value upon completion.

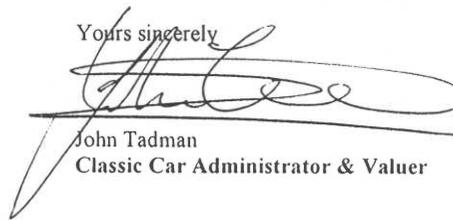
Our new insurance, 'Concours Plus' not only covers the market value of the vehicle, but any excess expenditure in rebuilding or restoring the vehicle to pristine or concours condition.

All your members need to supply, over and above our usual documentation, is a letter or certificate from the Holden UK Reg, stating that the vehicle is in pristine or concours condition and copies of invoices and our receipts for the work carried out.

Alternatively, we are prepared to consider, instead of copy invoices/receipts, a qualified engineer's report upon the extent of the work carried out.

Should any of your membership be interested in this new insurance, full details will be provided upon them telephoning 0800 11 1066 and asking for me.

Yours sincerely



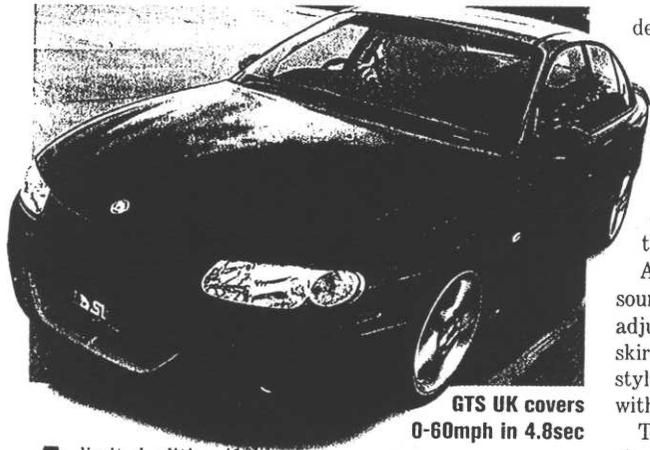
John Tadman  
Classic Car Administrator & Valuer

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GC4034 02/98

## Holden rocketship hits UK



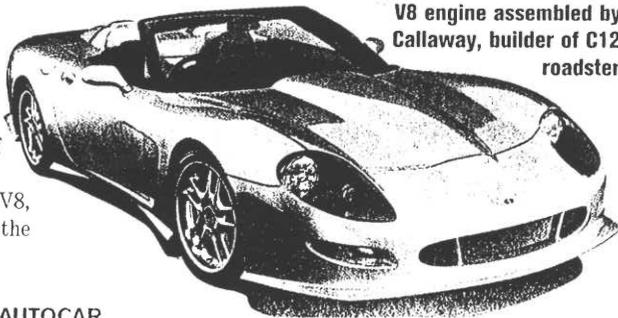
GTS UK covers 0-60mph in 4.8sec

A limited-edition 410bhp Holden Commodore HSV aims to break the world record for the fastest production saloon – and a handful of the shatteringly quick “factory” conversions are on their way to the UK.

Australia’s Holden Special Vehicles will build 100 examples of the car, codenamed GTS UK, which is capable of 0-60mph in 4.8sec.

The saloon’s 5.7-litre V8, which is also used in the

Chevrolet Corvette, will be hand-built in the US by Callaway, the company responsible for the Corvette-based C12 roadster. It will



V8 engine assembled by Callaway, builder of C12 roadster

develop more than 410bhp and 405lb ft of torque – up 70bhp and 58lb ft on the standard unit.

Limited production begins in March, with the first of a total of 12 cars scheduled to arrive in the UK as early as June.

According to *Autocar*’s source, the GTS will sport an adjustable rear wing and side skirts, plus huge Porsche-style cross-drilled disc brakes with four-piston calipers.

The GTS package will also include unique 18-inch alloy wheels, a six-speed manual transmission possibly with close-ratio gearing, a limited-slip differential and traction control.

29 SEPTEMBER 1999 AUTOCAR

## GTS Commodore set for 305kW

By Todd Hallenbeck  
London

Holden Special Vehicles is building a limited number of Commodore-based supercars due to be launched in March. Expected to re-introduce the famous GTS designation, only 100 examples of the high-performance sedan, capable of a claimed 0-100kmh in less than five seconds, will be built using the all-aluminium 5.7-litre V8, hand-built by Callaway in the United States. Over 400 metres, the GTS has the potential to dip below 13.5 seconds.

Each engine will develop better than 305kW and 490Nm of torque, 55kW and 17Nm more than the standard engine. Without doubt, the GTS will be the most powerful production sedan ever built in Australia.

The GTS is also said to easily out run Mercedes-Benz’s E55 and BMW’s M5, to lay claim to being the quickest production sedan in the world. In future, the GTS drivetrain could be used in a limited number of HSV-developed coupes.

Pricing for the GTS is likely to settle around \$90,000 and could possibly break \$100,000 with options. The GTS will not be a light-weight street racer in the sense of the 75 yellow GTS-Rs built in 1996, but all 100 will be highly appointed, possibly with leather interior and front airbags, side airbags and anti-lock brakes.

The GTS will sport an adjustable boot-lid wing and body skirts to tie the car visually with the Holden Racing Team’s Group A touring car efforts. Huge Porsche-style cross-drilled disc brakes, with four-pot calipers, are standard equipment. The GTS package will also include uniquely styled 18-inch alloy wheels, a six-speed manual

transmission possibly with close-ratio gearing, a limited-slip differential and traction control.

Although the GTS will weigh more than 1800kg, HSV cars have a reputation as being a driver’s cars. The GTS’s handling is said to be agile, with quick and aggressive turn-in followed by slight power oversteer on exit. The GTS’s suspension will be developed in-house by HSV engineers, who tuned the Series II ClubSport and R8.

In comparison with other HSV models, the GTS will be biased more towards performance than comfort. Firmer springs in the rear will help to minimise squat on full power and maximise traction, while the front springs should carry over from the ClubSport.

Of the limited number built, most will be sold in Australia but 12 have been allocated to the United Kingdom and possibly that many again to New Zealand.

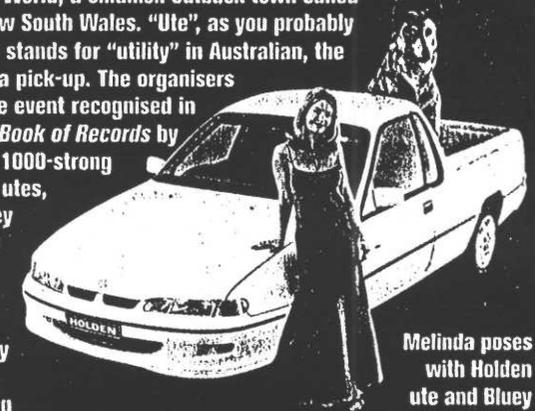
THE AGE, THURSDAY 9 SEPTEMBER 1999

Cadillac, General Motors’ upmarket car brand, has been sent packing by Holden. Cadillac bosses were pushing the sale of the new generation Seville STS here, as the brand expands its sales coverage to include right-hand drive markets. The V8-powered car has been under local evaluation but Holden has said “no thanks”, finding it’s not up to scratch dynamically, nor does it offer any real advantages for customers over the Calais or the new-generation Statesman due mid-year. However, Holden management won’t rule out Cadillac sales a few years down the track, when the brand will have a wider range of new generation models.

THE AGE  
18 MARCH 1999

A SHORT, PITHY GUIDE to how things are done in Australia comes from the fact that Holden (the Down Under equivalent of Vauxhall) is sponsoring a so-called Ute Muster at the self-styled Ute Capital of the World, a smallish outback town called Deniliquin, New South Wales. “Ute”, as you probably know by now, stands for “utility” in Australian, the equivalent of a pick-up. The organisers plan to get the event recognised in the *Guinness Book of Records* by assembling a 1000-strong procession of utes, something they assure us has never been done before.

To mark the event, they sent us this photo of racing driver Melinda Price posing with the latest Holden ute, complete with a twice-the-size inflatable Blue Cattle dog, an accessory which is becoming increasingly de rigeur with Aussie ute owners. Rubber dog comes courtesy of an emporium called Bluey’s Ute World, which is alleged to sell ‘em in all shapes and sizes.



Melinda poses with Holden ute and Bluey

Autocar 8<sup>th</sup> September 1999

From our long standing member, Tony Hancock.

MY EH 149  
ARRIVING AT  
VAUXHALL'S  
TESTING GROUND  
AFTER THIS  
YEARS RALLY  
MAY 30 1999  
SHE ACHIEVED  
27.4 M.P.G.



12, THACKERRY CLOSE,  
BRAINTREE,  
ESSEX.

CM 7 13W.

21. 7. 99.

Dear Guy,

For what its worth I would like to comment on the article entitled RUBBER page 12, 14 B 69.

I have in my collection of books no fewer than 4 about the subject of Buses, I am an ex London Transport bus driver, and in each book they name Walter Thomas HANCOCK, B1799, as having discovered Rubber in 1826, some 16 years ahead of Goodyear.

W. J. Hancock came from east London as do myself, my father, his father and his father,

I am at present involved in a family search to find out if myself and W. J. Hancock are indeed related, interesting eh!

By the late 1820's Hancock had built and was running 4 or 5 Steam Buses in the London Metropolis

Please receive the above cheque.

Faithfully,

Tony



## MEDIA RELEASE

8 October 1999

### HOLDEN LEADS SUCCESSFUL WORLD RECORD UTE MUSTER

A mammoth convoy of 2,839 utilities converged on the NSW country township of Deniliquin recently to set a **new world record** for the largest number of utes ever assembled in one place.

The Ute Muster, sponsored by Holden, was the showcase event of Deniliquin's inaugural *Play on the Plains* festival.

Unique Aussie icons of every make, model and description lined up on what is the flattest natural open plain on earth to shatter the previous record of 700. Participants travelled from as far away as the Northern Territory, Western Australia and New Zealand – and had each Ute been lined up end to end, the convoy would have stretched over 14 kilometres.

Holdens dominated the field of utes – accounting for over half the 2,839 entries. Owners displayed models ranging from early FJs to the ever-popular WB one tonners, HQs and late model Commodores.

“We were overwhelmed by the number of utes that participated,” said Ute Muster organiser, Kate Pitt. “With Holden’s support, the event turned out to be bigger and better than we could have hoped. There was every kind of Ute imaginable and people drove them here from all over Australia to be a part of the action.”

-2-

“It just goes to show that Australia still has a very strong culture and tradition built around the ute. People are just so passionate about them,” Kate Pitt said.

Over 10,000 people attended the Muster which also featured a ‘Ute of the Century’ award, won by Garret Kelly of Lethbridge, Victoria, for his well-accessorised 1972 HQ Holden ‘Roozzer’ Ute.

“I’m wrapped,” said Garret after being presented with a \$1,000 cheque and a commemorative Holden Ute plaque by Holden race driver and ute enthusiast, Melinda Price, who acted as an official judge. “I’ve had a lot of fun, been a lot of places and done a lot of things in my Ute, so I’m really proud,” he continued. “It’s a pretty good feeling knowing that out of so many entries, the judges thought mine was the best,” Garret said.

Two fellow Ute Muster patrons drove away from the event just as happy after each won a current model Series II SS Commodore Ute in the Ute Muster raffle.

Ends.

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## Mr. & Mrs. MOTORIST



May we take this opportunity to wish you the heartiest of Christmas Greetings.

Depicted above is a scene that will be commonplace over the next few months, let's title it "Preparing for a Happy Holiday". It could be you, your neighbour, or even a friend.

Did you notice the accessories fitted to the vehicle. They are all designed to provide comfort and utility value for your motoring holiday.

Let's briefly tell you about them and some of the other accessories for Holden that are available from any Branch of the Eager organization.

Sunshade - Available in sheet metal or expanded metal and priced from £10.1.0 or £11.17.0. Painted to suit colour of car.

Pak - Rak Carrier - Tailored to suit your car, provides ample roof storage space, Priced from £9. 0. 0.



**HOLDEN**

6 September 1999

**MEDIA RELEASE**

## HOLDEN'S BEST AUGUST SALES RESULT IN TWENTY YEARS

### Record continuous 24-month sales leadership for Commodore over Falcon

Holden continued its best-selling industry performance in August with new car sales of 13,662 units, the best August result since 1979 – and a passenger market share of 24.2 per cent, the company's best result since August 1995.

Highlights included record continuous sales leadership by Commodore against Ford Falcon, a first in the history of the nameplates since the introduction of Commodore in 1978. In the battle for the mantle of Australia's most popular car, Commodore has now established 24 successive months of sales leadership over Falcon, translating into an 18 per cent advantage year-to-date – or over 25 per cent since AU Falcon launch in September 1998.

All-new Statesman and Caprice outsold their Ford competitors in the models' first full sales month, while Astra and Vectra have improved year-to-date over 1998 record results.

Holden's best August result since 1979 was supported by strong commercial vehicle performances, with Rodeo, Jackaroo, Isuzu Trucks and Light Commercials all selling well.

"If there is a GST downturn, Holden is not participating," says Holden Director of Sales and Marketing, Ross McKenzie. "For the eight months to August this year, Holden's sales are running on a par with the equivalent period in 1998, which was a record year for Holden and the industry. From our perspective, there is no sign of the market slowing," he said.

"We see Australia's economic circumstances remaining positive as consumer sentiment continues to run high," Ross McKenzie concluded.

#### For further information, contact:

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**HOLDEN Specialists**



1958 FC Manual



1961 EK Auto



1960 FB Manual



1962 EK Auto

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HSV 215 GTS, 5.7 litre V8, 6-speed, hydrotrack diff, air-con, SRS, ABS, FSH, 1994 metallic racing green. Owned from new by Oz director in UK. Genuine sale or return to Oz. All original, no accident damage. Truly awesome touring car performance/build number 143.

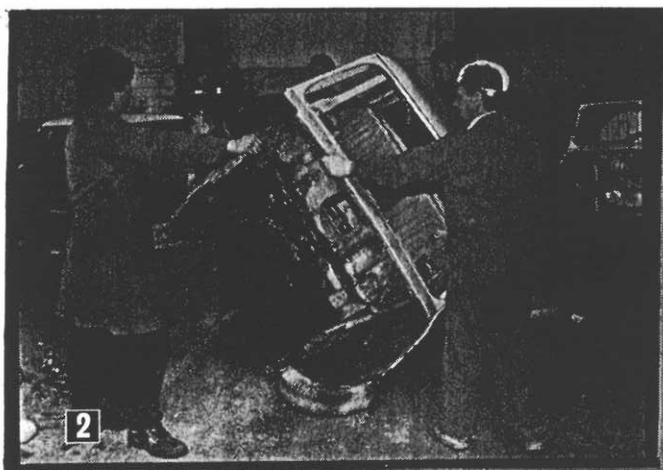
**O.I.R.O. £18,000**  
Tel: 01622 721448

From Autosport 20<sup>th</sup> Oct 1999  
For more details see Holden Business  
No. 69 July/August 1999, page 8

**WANTED, HOLDEN OR FORD FALCON** (Australian) up to the value of £1,500, must be MOTd and ready to drive. Anything considered, but must be from Australia. Please phone after 6pm or leave message on answer-phone Tel: 01473 424363 (Ipswich).

**WANTED, AUSTRALIAN CAR MAGAZINES.** Motor, Wheels, e.t.c. Any Australian Motor Sport also wanted, from 70s, 80s & 90s. Also any brochures for Holden or Ford (Australian). Please phone after 6pm Tel: 01473 424363 (Ipswich).

Classic Car Mart Oct 1999



**1**  
**BUYING**

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



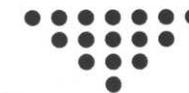
**2**  
**RESTORING**

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



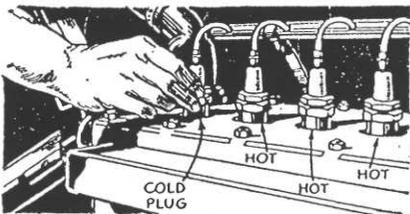
**MORE CARS, MORE ON BUYING, MORE ON NOSTALGIA, MORE FEATURES AND MORE LIFE**

**RUMMAGING** through some old copies of *Condor*, the American ornithology magazine, Andrew Ferguson came across a paper by M. E. Heitmeyer entitled: "Body-composition of female mallards in winter in relation to annual cycle events".

For a giddy moment, he wondered by what possible means bicycle races such as the Tour de France could influence the weight and shape of female ducks. Then he realised that perhaps the author should have used the word "cyclical" instead of "cycle".

New Scientist

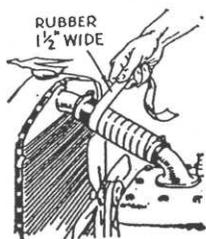
14 August 1999



**FINDING A FAULTY PLUG**

Many tricks are used to locate a spark plug that is 'missing', an easy way to locate a faulty plug, requiring no tools or homemade testers, is to simply start the motor when it is cold and allow it to run until it is warm, then stop the motor and feel the base of each spark plug. The spark plug that has been 'missing' will be colder than the rest.

*Restored Cars #135, Jul-Aug '99*



**MENDING RADIATOR HOSE**

To make an emergency repair on a leaky radiator hose, your first thought will be to use ordinary insulation or duct tape. However, if tape is used alone, the heat and water may soon dissolve the adhesive. A better method is to use a long strip of rubber cut from an old inner tube. Wrap it around the hose in the manner shown. Then apply a layer of friction tape to hold it in place.

**IT'S A HOLDEN BODY**

**S**omeone sent us this photo and asked for an identification, but the letter's gone astray. We referred it to Kit Foster, our guru on all matters American, and he noted the 'Down Under' number plate, which gives a clue. The car is a 1940 Chevrolet, but is fitted with an Australian-built body by Holden. During this period, apparently, regulations required local bodies on imported US chassis, so a number of particularly Australian variants developed. This one appears to be in New Zealand.



The 1940 Chevrolet with Australian-built Holden saloon bodywork.

Classic Car Mart Oct 1999



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# WHAT'S ON

## CHAPMAN'S AUTOJUMBLES

### AYLESBURY

CIVIC CENTRE - BUCKINGHAMSHIRE  
SUNDAY NOV. 21st & FEB 27th 2000

### KIDLINGTON

EXETER HALL - OXFORD  
SUNDAY JANUARY 23th 2000

### FARNHAM

THE MALTINGS - SURREY  
SUNDAY JANUARY 30th 2000

ALL VENUES COMMENCE 10AM

INFORMATION: 01908 502272 ☎ FAX: 01908 502385

## ENFIELD NEW YEAR AUTOJUMBLE

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

MONDAY JANUARY 3rd, 2000  
10am - 4.30pm

Stalls from £15 - Adm. £2

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

Details: EDVVT, Whitewebbs Museum, Whitewebbs Road, Enfield, Middx., EN2 9HW  
☎0181-367 1898, Fax: 0181-363 1904

MAKE A NOTE IN YOUR DIARY:  
The Enfield Pageant of Motoring  
27/28/29 May 2000



**Auto Jumble**  
JANUARY 8<sup>TH</sup>  
**Rufforth**

EST. 20 YRS

WE ARE NOT OPEN ON JANUARY 1st BUT PLEASE VISIT OUR MILLENNIUM OPENING ON JANUARY 8th 10am - 4pm

- 350 PITCHES ■ 3000 BUYERS
- DRIVE IN PITCHES, INDOORS & OUT £12.00
- ADMISSION £2.00 PER PERSON

RUFFORTH PARK BETWEEN YORK & WETHERBY (A1) ON B1224. TEL: (01904) 738620

## ABINGDON <sup>CHRISTMAS</sup> AUTOJUMBLE and AUTOMOBILIA FAIR

SUNDAY 5th DEC. '99

THE GUILDHALL (aka Abbey Halls)  
ABINGDON, OXON.

Admission 10am-4pm £1 (9am pass £3) PARKING CLOSE BY

TEL & FAX 01296 651283 MOBILE 0860 497339

