

Holden Business

JANUARY/FEBRUARY 2000



FRONT COVER -

A 1962 EK Reappears!

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

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

NOTE: An arrangement has now been made to accept cheques in AUS\$ - Send the equivalent \$ amount to Ken but made out to - **N K Drews**. the sterling amount will then be transferred to The Register account.

Small items will be sent post free with next copy of the magazine, otherwise please add postage.



Hi all,

Yes, I know you have heard it a hundred times before but welcome to the year 2000.

Sorry for the delay in getting this first edition for the new year out but I was laid low for most of the last couple of weeks with the very fashionable Sydney flu which is sweeping the country. One other factor is having to find a new printer for the Magazine, obviously at the time of writing I have no idea what the quality of this edition will be like. I am hoping to maintain a reasonable quality for a reasonable price!

I am pleased to say that the 1962 EK pictured on the front cover has resurfaced. The picture was taken a number of years ago, when spotted in a backstreet of Manchester. A couple of weeks ago I had a phone

call from a Carl Taylor who had just bought it and is hoping to do some restoration (I believe the clutch-fork problems which it had at the time have now been sorted out)

I hope those of you who have vehicles which run on leaded petrol have decided what replacement to use. Most enthusiasts seem to be avoiding the Oil Company's dodgy LRP and opting for unleaded plus one of the approved additives (I am using Castrol Valvemaster in my old Landrover).

Hope the new year is successful for you all.

Regards

Ken

LETTERS - LETTERS - LETTERS

From: "IAN BUCHAN" <IANBUCHAN@bigpond.com>

To: <holdenuk@ndirect.co.uk>

Subject: Holden Parts

Date sent: Wed, 29 Dec 1999 23:27:22 +1100

Hello.

I have read about your club in our local magazine "Restored Cars". Very interesting too. Some 10 years or so while I was in England on business I had cause to travel to Paris for a couple of days. I was astonished to see a HQ Holden Wagon parked just off the Champs Elyse. It had English number plates. As I recall it was a Kingswood in light metallic bronze colour. I would have loved to have a yarn with the owner but there was nobody to be seen. Do you know of this car??

Any way the real reason for this email is I am wondering if I can do a service to any of your members. I have owned a rather battered old HJ Kingswood wagon for about 10 years. A six cylinder wonder. Sadly the old girl is failing in so many areas that commonsense has to rule and she is about to go to God. I bought it in a tatty condition purely with the thought of taking it up the bush where we used to go on holidays so my daughters could use it to learn to drive. Well, one thing led to another and I wound up fixing it up to roadworthy condition and registering it. 10 years on it has served our family like a true lion. It became my second daughter's everyday car for 4 years in which time she drove it from Melbourne to far North Queensland and back in 3BD weeks then Byron Bay last year for holidays. Plus it was used as a hack vehicle in my business for years. It just would not say die. I was driving it one winter night about 8 years ago when it smashed a piston so badly that it split the bores between number 1 & 2. An unholy explosion with a huge

cloud of steam out the exhaust. I was just changing up from second to third when it let go. I sort of coasted to a stop then realised it was still running. Pounding its guts apart but still running. I thought that if I can turn it around and head for home, every turn the wheels make will be one step I don't have to make. Needless to say it brought me all the way home. About a kilometre. I am still amazed. Even more so when I went out to it later to move it down to my garage for "surgery" and it started on the key. That engine went straight to the tip!!!20

The interesting part is it was fitted new with an astonishing array of unusual factory accessories such as Air Conditioning, Power Steering, Heavy duty radiator with clutch fan and shroud, Clock and Temperature gauge package, Dwell delay wipers (a very rare option), Electric rear window, plus a couple of other more common items such as chrome roof rack, rear window dust deflector, chrome kick steps, mud flaps, mats etc. Those afore mentioned items are very uncommon on a 6 cylinder MANUAL Kingswood Wagon. Whoever bought it new, had a strange option list in his hand at the time. However I think it was a country car which would explain the options.

Well, what I am offering is whether any of your members would have any interest in purchasing any of the options or parts from this car? I am an Importer/Exporter in my business life and packaging and shipping to England is no problem at all. You can be assured that I will remove every part without damage and will label clearly all fittings and how to fit them to a car.20

The airconditioning will fit any SIX CYLINDER HJ, HX, HZ or WB (commercial) car. It will NOT fit HQ. Will NOTfit V8

The Power Steering will fit any SIX CYLINDER HQ, HJ, HX, HZ or WB. Will

NOT fit a V8 engined car

The heavy duty radiator with fan clutch and shroud will fit any SIX cylinder Manual or Automatic HQ, HJ, HX or HZ. Will NOT fit WB.

The gauge package will ONLY fit HJ Belmont, Kingswood or Premier.

The Dwell wipers will ONLY fit HJ (All models including Statesman)

The Electric Tailgate will fit any HQ, HJ, HX, or HZ WAGON

The items listed for Six cylinder WILL fit a V8 car but ONLY if the appropriate Brackets are used. These can be obtained if someone wanted them.

If any of the above is of any interest to any member or indeed any other parts I have or can get you, just let me know and we will work out a price including freight.

You might also be interested in that I have a 1979 HZ PREMIER WAGON with EVERY Option that was available New. This car is perfect in every detail. It has not been road driven for 16 years. It was purchased as a stolen & recovered car and I rebuilt it with as many new parts as I could obtain. It actually has a 1984 WB Caprice 5Litre Engine, Auto, 4 wheel disc brakes, Limited Slip Diff, Electric windows all round, Central Locking, Premier GTS Dash, Air Con. It has WB seats and has all new interior and paint.20

I just might sell it if I found someone who treasured its value. There would not be a better example in Australia. Period!!!20

I'll be interested if you have any desire for the above parts. respond to IANBUCHAN@bigpond.com.au

Have a good Christmas and Happy New Year.

Regards IAN.

6-12-99

David Hart
20 Romelean Rd,
Tolworth
Surrey
KT6 7LJ
0181-391-5621

Dear Ken,
I enclose a bit of info for the next Holden business.

Gary Martin of the Vauxhall Viva owners club, Tel 01493 731171 Can obtain small models of the Holden Torana S Prices are around £10 inc P+P

Classic + Sportscar Magazine Jan 2000 issue Features the South Australian RAA Birdwood classic car run. great Photos of older Holdens including 1969 Holden HT350 Monaco and 1952 Holden utility.

Dear Sir/Madam:

As so many people have suggested it to me, I have at last decided to set up an International Car Brochure Collectors Club. This will be open to all collectors of car brochures whether they concentrate on one particular marque or collect absolutely everything. The intention is to initially have a quarterly newsletter and a general collectors database, together with any articles, letters or information members may want to submit. I'm also happy for any dealers (wherever they are located) to submit brief adverts. Essentially, I'll go along with what people would like, so please let me have your thoughts and ideas.

As this will be primarily web-based, I see no need for there to be a joining fee. I hope this won't change.

I wonder if you may include this in your newsletter or pass it on to your club members, who may also collect specific marque brochures or have brochures they would wish to sell. I may be contacted by e-mail at i_hancock@hotmail, by telephone on 01268 761999 or by post at:

The Acers * Station Road * Wickford * Essex * SS11 7NE * England,

Kind regards

Ian Hancock

12/12/1999 17:30

Keeping Classics Alive...

Practical Classics is Britain's best-selling classic car magazine.

Every month it's packed with vital information.

Full and part-rebuilds, restoration techniques, parts and services, buying guides, home rebuilds, car discoveries - and hundreds of affordable classic cars for sale!

Published on the second Friday of every month, Practical Classics is available from your newsagents, or take

out a subscription and we'll arrange for a year's supply to be posted to you - direct and fresh from the printers.

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CLASSICS**
& CAR RESTORER

EMAP National Publications Ltd, Bushfield Hse,
Orton Centre, Peterborough, Cambs, PE2 0UW
Tel: (01733) 237111 Fax: (01733) 236940

To: All HSV Retailers

Issue: December, 1999



Status of HSV Production

Production in December will be on our forecast of 269 cars which will bring our full year output to 2218 HSV vehicles. Through November and December production we have experienced various parts supply difficulties, in particular Premium Brakes, Spoilers, Body Kits and Seat trims. Your Sales Specialists and customers are well aware of the delays being caused by these shortages. Please refer to Sales Bulletin 77/99 in relation to HSV close down dates and arrangements for the despatch of the last completed cars in 1999.

HSV administration offices close at Clayton from 12.00 pm Thursday December 23, re-opening on Tuesday January 4.

Product Changes

The cloth trim colour combination with Phantom on ClubSport and XU6 will change from Firebird Yellow to Heartbeat Red from January 2000 production. January build (Holden) cars will pick up this change.

Orion Silver is now available on level 1 XU6 and ClubSport models. This is matched with C5 Blue cloth trim.

Please ensure your Sales team and Stock Controllers are advised of these changes. A revised colour trim combination chart is attached for your VTII product manual.

Merchandising Material

The following items are in production for supply to you early in the New Year:

- VTII/WH Flipchart or Podium Book
- HSV Corporate Brochure

- 2 -

- XU6 Brochure
- Maloo Brochure
- Collector Series Poster Number 6 (300 kW GTS)

HSV/HRT Open Day

On Sunday November 28 the HSV/HRT Open Day brought over 1400 owners and supporters through our facility at Clayton in Victoria.

Many people came from interstate to visit the place where their vehicle was made, and to see the headquarters of the 1999 Touring Car Champions.

During the day activities included:

- Comprehensive tours of HSV production and HRT workshop areas
- HRT Drivers signing autographs
- HSV 'Classics' display by the owners club
- Inspections of our CAD Operations

The Open Day was an outstanding success with many people commenting that it could become a major bi annual event for the future.

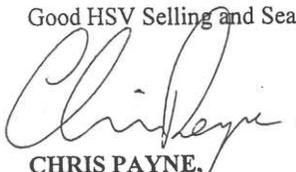
www.hsv.com.au

The popularity of the HSV Internet site continues to build, as we now regularly attract in excess of 120,000 'hits' per day.

Recent additions to the site include 'HSVTV' - a weekly news update on events around HSV and HRT. Since it's release in October 'HSVTV' has been down loaded by visitors almost 5000 times.

The Online Sales inquiries facility was also introduced to the site in October. Since then we have received some 70 direct Online requests for orders, that have been passed onto the nominated Retailers for follow up.

Good HSV Selling and Seasons Greetings from everyone at HSV.



CHRIS PAYNE,
National Sales & Marketing Manager.



Quick off the marque

By **PAUL GOVER**

THE hot new HSV GTS Commodore is fast — really fast.

The 300 kilowatt speed machine is so quick it has already disappeared, less than a week after it arrived.

It took only four days from its preview at the Sydney Motor Show to clean out the 100 cars that will be built early next year.

But there is still some hope for

GTS dreamers. Holden Special Vehicles is working on another run of 200 cars towards the end of 2000.

The instant sell-out has even surprised the head of HSV, John Crennan.

"It only took four days," Crennan says, "and they're all retail customers with paid-up orders, not just dealers taking stock."

Crennan says the build plan for the cars is locked away and most will be black — from a customer choice of black or red.

The new owners are spread across the country, including two in Kalgoorlie, WA.

"We're looking at 100 for Australia and another 20 for overseas. I think they're predominantly black," he says.

HSV says it has been overwhelmed by the response, but Crennan has resisted the temptation to go all-out on the car.

"We took it easy in the start-up so we haven't gone overboard. In the second half of next year year we can increase our

engine rate and maybe do another 200."

He says the GTS could become a regular member of the HSV family.

But he stressed that its future — despite an \$89,000 price — will probably be limited by the number of hopped-up 5.7-litre V8s it can get from America.

"Halfway through next year we'll definitely be able to spear them out, according to demand," he says.

Stolen cars take \$330,000 joyride

By **MARK BUTTLER**

en across the West Gate Bridge early yesterday.

The cars had been stolen from Finemores transport yard in Dohertys Rd, Laverton North.

It is believed the gang cut through an electrified fence between 11pm on Saturday and 1am yesterday and fitted the cars with stolen number plates.

The five HSV Club

PRESTIGE cars valued at \$330,000 have been stolen in Melbourne in what is believed to be Australia's most expensive joyride.

The seven brand-new Holden Commodores were driven in convoy with no headlights along a major freeway.

Witnesses have told of seeing the HSV Club Sports and SS-model Commodores being driv-

THE AGE
20th December 1999

Sports, valued at \$50,000 each, and two SS-models, worth \$40,000 each, had been hauled from Adelaide.

Two of the HSV Sports models were recovered, virtually undamaged, in the western suburbs.

Anyone who saw the convoy or whose number plates were stolen can contact Crime Stoppers on 1800 333 000 or Sen-Det. Gary Carson on 9742 9442 11

Middle East power pitch

THE AGE
18th November 1999



By Alastair Doak

Holden is poised to introduce a high-performance, flagship Statesman SS in the Middle East. But don't expect it to go on sale here.

The Caprice SS, as the car is called in the United Arab Emirates, comes with a 240kW version of the all-alloy 5.7-litre V8. The retuned engine develops 20kW more than the standard V8 sold here, with the power gain coming from running leaded fuel and no catalytic convertors.

The engine makes its power 400rpm higher in the rev range at 5600rpm but its peak torque of 468Nm, which is 22Nm more than the standard engine, comes in at the same 4400 revs. A four-speed automatic is the only transmission choice.

The SS, which goes on sale in the Middle East early next year, features 17-inch wheels and tyres as well as Holden's firmer and lower "FE2" suspension, with slightly stiffer springs and dampers.

To maximise the Statesman's sporty look, it has fewer chrome highlights – including a body-colored grille – and a small lip spoiler as well as unique alloy wheels. Inside, it will get more

heavily bolstered sports seats.

Local buyers looking for a more sporty and powerful Statesman will have to fork out \$78,500 for the 250kW V8 HSV Grange. A V8 Statesman is priced at \$56,320.

However, Holden is planning to produce a limited run of Statesman cars in the second half of next year, complete with many of the features found on the export SS.

However, the engine will remain the standard 220kW 5.7-litre V8.

The limited-edition model will get the FE2 suspension, single body color paint and the larger 17-inch alloys, but it won't be called SS.

The decision to keep the SS for Holden's biggest export market is not surprising given that the company will sell far more long wheelbase cars in the United Arab Emirates than in Australia.

And this export market focus is something that Holden engineers and designers are said to be slowly coming to terms with as they plan changes to the current car and start the long process of developing the next all-new Statesman due about 2005/2006.

With Holden's export sales focus Middle East customer tastes are likely to take precedence over local buyer demands.

14th December, 1999

To: All HSV Retailers

Sales Bulletin No. 77/99

HSV PRODUCTION

Production will cease at HSV Clayton on December 22nd. Prior to this day we anticipate the completion of our forecast 269 cars for December.

You will continue to be invoiced for completed cars up until close of business on Wednesday 22 December.

Vehicles completed and paid for will be released to Finemores up until 11.00 am on Thursday 23 December. Please note that to ensure the release of your completed vehicles you must ensure payment for the HSV modification is banked into our account by end of business on December 22, or a cheque is presented to HSV Melbourne by 11.00 am on December 23. Local pick ups can be arranged up until this time.

Delays in the processing of cars this month have been caused with unexpected shortages of premium brakes, body kit components, spoilers and ongoing problems with seat trims. Please accept our apologies for these difficulties whilst we overcome these shortages.

HSV production will recommence on Wednesday January 19. Please note that administration at Clayton will be closed between 12.00 pm December 23, re-opening on Tuesday January 4.

HSV/HBD Rocklea, (QLD) office will close Friday December 24 and reopen on Wednesday January 12.

HSV (Michael Curtin) at North Ryde (NSW) will be closed between Friday December 24 and Tuesday January 4, 2000.

Good HSV Selling

CHRIS PAYNE,
National Sales & Marketing Manager.



The left-drive only Statesman SS, which will be sold in the Middle East, packs a 240kW V8.



HOLDEN

MEDIA RELEASE

Embargo: 12 noon 6 December 1999

HOLDEN MAINTAINS SALES MOMENTUM

With one month to go, Holden's industry-leading performance in the November market has consolidated its number one position in 1999 new car sales.

November sales of 13,771 vehicles place Holden ahead of Toyota year-to-date by 3,000 units, and Ford by 22,487 units. Holden last entered December with year-to-date market leadership in 1981.

Significant Holden highlights for November included:

- Commodore outselling Falcon for the 27th consecutive month, or 25 per cent since AU Falcon release in September 1998
- Holden Statesman recorded best selling November results ever
- Best November sales for Holden 4 cylinder product since 1988
- Best ever November sales for Isuzu/GM Rodeo and Trucks

For further information, contact:

Toni Andreevski
Melbourne, Vic
(03) 9647-2543
toni.andreevski@holden.com.au

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

Geoff Weatherley
Elizabeth, SA
(08) 8282-8736
geoff.weatherley@holden.com.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
Facsimile (03) 9647 1997

SPECIAL FEATURE

SPECIAL TEST



HOW GOOD IS THE HOLDEN?

by Paul Higgins

THE CAR buyer has never had it so good. He's the most wanted man since Jesse James.

After him — and his cheque book—is the biggest posse of car firms yet mustered.

They are baiting their traps with all sorts of goodies to get Mr. Buyer into the showrooms.

These include price cuts, bigger trade-in offers, better finish, smoother, more modern styling, and a general improvement in design and workmanship.

Range

The choice has never been wider—it ranges from £600 baby cars to £8000 super-tax specials.

A few years ago it was a one-horse race. Holden dominated the market—and still does. Now the competition is tougher. Much tougher.

Which raises the question: How good is the Holden? And: Can it take on all-comers and still stay on top?

Sales says yes. But Truth decided to give the Holden a special double test to make doubly sure.

Prepared

Choice of the test car was made from a fleet of cars at General Motors.

The car was given no special preparation. It was one of the first of the new models off the production line and had clocked nearly 3000 hard miles.

First the car was extensively road-tested by motoring writer Paul Higgins. Then a report on its construction was made by a leading motor engineer, Jack

Hunnam, who races and prepares his own Formula Junior Lotus racing car.

Hunnam, the top Formula Junior driver in Victoria, is a stickler for good brakes, handling, and body strength in any car. You have to be to stay in front in the racing game.

Higgins reports:

Looks play a big part in selling a car, and the Holden doesn't give short order here. It is neater and smarter than the earlier EK.

Room inside is the same, but the gearbox hump is now bigger—a penalty you can't escape when making a car lower.

Seating

Seats are firm without being uncomfortable and give fairly good support. But the trim is jazzy, to say the least. It could do with toning down.

Front seat adjustment will suit the followers of the straight-arm school of driving—with this drawback: When the seat is right back the curved screen pillar forms a blind spot on right-hand turns.

Instruments are confined to speedometer and fuel gauge. Coloured lights are supposed to keep tabs on the rest of the car's health. Also missing are a heater-demister system and screen washers.

Foam padding is used on the sloping dashboard, which also houses a lock-up cubby with an enormous lid.

Improved linkage makes gear changing crisper and easier.

First gear has no synchro-mesh.

On the road the Holden is quite smooth and quiet. Brakes stand up well to punishment, and the suspension takes a pasting without protest. But back axle hop is noticed in the rough.

The steering is heavy at low speeds.

On the test car the bonnet fluttered a bit at 60 miles an hour and above—possibly due to a faulty catch—and heavy braking started off a series of rattles under the dash.

Hunnam says:

On testing the EJ Holden I was impressed with the improvement in braking first of all, and in the ability of the car to handle rough roads.

A general tautness in the body design is perhaps the biggest improvement on the earlier FB and EK models.

On examination of the test car I found the earlier front cross-member and suspension being used, but mounted to shorter and much more rigid sub-frame members.

Depth

The floor panel pressing has been stiffened by increasing the depth of ribbing, and by the general shape.

Also all mounting brackets

have been designed to contact the floor over a larger area.

The longer, flatter, roof-line must weaken the unit construction to some degree, but this would be more than compensated for by the general design and panel shapes.

Brakes, although not enlarged, are more powerful. The change to Bendix-type, single-anchor system has increased the self-energising action of all shoes to a point which should cope with all braking emergencies.

The life of the brakes may reasonably be expected to be greater because of the relatively even shoe pressures.

All accessory brackets, such as exhaust pipe and hand-brake cable attachments, are more substantial, reducing the chance of rattles, and also reducing maintenance.

All door hinges and rear check straps appear to be readily accessible and adjustable—much improved over the earlier design.

My conclusions are: This model is by far the most robust Holden yet produced, and more than compares favourably with any of its competitors in the medium-price, family car range.

The design is simple and shows plenty of thought, planning and research. This car is extremely hard to fault.

FOR THE TECHNICAL

Miles a gallon: 21.9 over 253 miles, driven hard.

Will it fit your garage? Length, 14 ft. 9 in.; width, 5 ft. 8 in.; height, 4 ft. 10 in.

Price: £11,110.

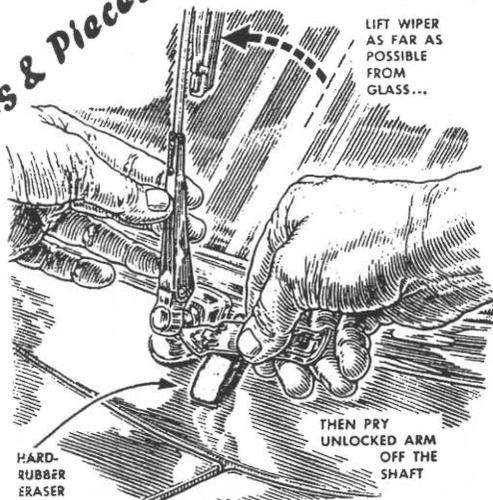
Engine: Six cylinders, overhead valves, 2262 cc, 75 bhp.

Suspension: Coil springs front, semi-elliptic leaf rear.

Speeds in gears: First, 31 mph; second, 63; top, 81.

Performance runs: 0-30 mph, 5.1 secs; 0-50, 13.2; 0-60, 20.8; 0-70, 31.2.

Bits & Pieces... Restored Cars #135, Jul-Aug '99



Remove a stuck wiper arm, using a can opener, it's much easier than a small screwdriver.

Accord a real steal in US

THE Honda Accord is America's most popular car — with thieves. It was the most-stolen car in the US in 1998, despite a solid reputation for theft resistance here in Australia.

The Accord topped a poll that almost mirrors the sales performance of America's best-selling new vehicles, edging out the Toyota Camry — America's best-selling car — and the full-sized Chevrolet pickup.

The theft targets were ranked by the National Insurance Crime Bureau, using more than 403,000 stolen vehicle reports from last year, about a quarter of the country's thefts.

Targets varied wildly by regions, with the F-Series fopping the tally in Albuquerque, New Mexico and the rival Chevy pickup the most stolen choice in cities including Memphis, Tennessee, and Phoenix, Arizona.

The oddest theft results came from Chicago, where the Oldsmobile Cutless led Chevrolet's Caprice and Van in a win for anti-style cars.

The results also showed that the global boom in four-wheel-drive and recreational vehicle sales is also reflected in America's theft results. Close to half of the most-stolen vehicles were outside the passenger-car family.

MOST STOLEN VEHICLES IN THE US (1998)

1. Honda Accord
2. Toyota Camry
3. Chevrolet pickup
4. Jeep Cherokee/Grand Cherokee
5. Honda Civic
6. Oldsmobile Cutless
7. Ford F-Series pickup
8. Ford Mustang
9. Dodge Caravan
10. Toyota Corolla

Source: National Insurance Crime Bureau

PAUL GOVER

A DRUG craze is sweeping across Queensland. This time, though, it is dogs, not humans, who are just saying "yes". According to a recent report in the Melbourne newspaper *The Age*, man's best friend is getting high on the hallucinogenic venom of the cane toad.

The Raymant family first knew their spaniel Emma had a problem when she returned home one night frothing at the mouth, shaking her head and wandering around aimlessly. Her desire for drugs had even replaced her desire for food.

Emma the stoned spaniel is just one of the many dogs in Queensland who have taken to sneaking out of the house for a quick fix. When cane toads are antagonised they release venom from special glands on the back of their head. In the past, dogs have given the toads a wide berth, having learnt the hard way about their poisonous properties. But now it seems they have discovered that a gentle "mouthing" can annoy the toads enough to release just the right amount of venom for a high.

New Scientist

PATENTS

New Scientist
8 January 2000

Mind the hump

Speed fiends in Israel are in for a rough ride. Defence researchers have "improved" a traffic-calming road hump. Conventional humps are made of concrete or asphalt, and make a car bounce even if it's travelling within the speed limit. The new hump is made of rubber, with a sealed air chamber connected to the atmosphere by two valved vents (GB 2 336 867). Both valves let air in, but only one lets it out. The weight of a car forces air out of the one-way valve. If the car is driving slowly, the hump has time to collapse into a near-flat surface. But if the car is driving fast, the air cannot escape fast enough to flatten the hump and the errant driver gets a severe shake.

www.newscientist.com

WHAT'S ON

EPSOM AUTOJUMBLE

Sunday 27th Feb. at Epsom Racecourse Grandstand
 EPSOM DOWNS, SURREY
 approx 160 indoor stalls & 40 outdoor pitches
 all ground floor access, ample car parking,
 from 10.30am - 4pm.
 Stalls & information
 M. Allen - Reigate 01737 248202

HOLLAND'S MAIN EVENT FOR CLASSICS
VEHIKEL
 CLASSIC CAR & BIKE SHOW
 KONINKLIJKE NEDERLANDSE JAARBEURS
 UTRECHT/HOLLAND
10th-12th MARCH 2000
& 18th-20th AUGUST 2000

FRTS DE GRAAF, VEHIKEL
 PO Box 611, 3500AP
 UTRECHT, HOLLAND
 TEL +31 (0)30 2328808
 FAX +31 (0)30 2368037

UK AGENT: MIKE DUFFY I.S.M.
 24 WATERSTONE PLACE
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SUNDAY MARCH 5th
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AUTOJUMBLE
 THE BOROUGH HALL, Headland, Hartlepool
SATURDAY MARCH 11th
 10AM-4PM. ADMISSION £1.25 100 indoor stall - £10 each
FREE PARKING - REFRESHMENTS
01429 262627

 **DOUBLE 'L' CLUB**
ANNUAL INDOOR AUTOJUMBLE
March 12, 2000
 10am - 3pm
 at
THE GRANGE CENTRE
MIDHURST, WEST SUSSEX
 Admission £1, Stalls £12
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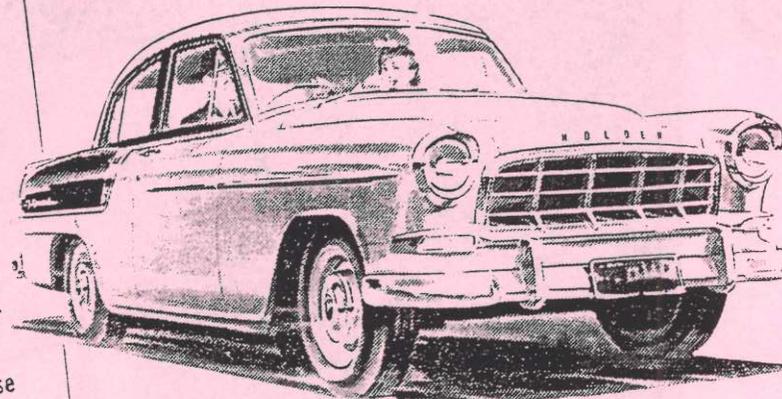
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