

Holden Business

SEPTEMBER/OCTOBER 2000



The Holden-designed YGM1 concept vehicle



FRONT COVER – The Club line-up at Billing on 16th July this year

COMMITTEE:

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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

Club Website: <http://www.geocities.com/ikiloh>

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.

The Club day out at Billing in July was a great success. Thanks to all those of you who attended. As you can see from the cover picture we had a good turnout of cars including one of the new HSV cars which was recently imported into the country. I believe this was the one used in all the motoring magazine road tests. There are also some road tests on the new GTS-R in the August edition of EVO magazine, Autoexpress issue No. 611 and 5th July edition of Autocar if you are interested.

As you will see on the next page it is AGM time again. As last year I am holding it at Holden UK HQ (My Place) starting 2pm on Sunday 23rd of this month. We are laying on a light lunch as an incentive! and on past experience these meetings rarely exceed one hour, so try and come along and put in your twopenneth.

If you need directions to the address, contact me and I will give you all the details. If your interest is FE's or FC's and you have a web connection, go to: www.fefcholden.org.au/techinfo/ a superb site with listings of everything you could possibly want to know about these models.

Finally, if you are interested in subscribing to CLASSICS magazine the Club can save you £4. Just get in touch with me and I will arrange an annual subscription for only £23.99.

Regards


Ken

HOLDEN UK REGISTER

Notice is hereby given of the 13th Annual General Meeting of the Holden UK Register, to be held at 2pm on Saturday 23th September 2000, at Holden UK 'Head Office' 39 Roebuck Rd, Chessington, Surrey.

AGENDA

1. Welcome and Apologies for Absence
2. Minutes of the 12th AGM held 26th September 1999
3. Chairman, Editor & PR Officer's Report
4. Membership Secretary & Treasure's report
5. Matters Arising
6. Election of Committee
7. Any Other Business

**HAVE YOU RENEWED
YOUR SUBSCRIPTION
TO THE
HOLDEN UK REGISTER?**

*If not-
this will be your last copy of*

HOLDEN BUSINESS

From: cblake <cblake@micron.com>
To: "holdenuk@ndirect.co.uk" <holdenuk@ndirect.co.uk>
Subject: FW: Carrying the banner for Chas Blake.
Date sent: Mon, 24 Jul 2000 05:30:28 -0600

Dear Ken & all at the Holden UK register

First let me thank you all on behalf of the Blake family for all the floral tributes to dad, also the photo and written tribute in Holden business. They were greatly appreciated at this sad time.

Secondly, to carry on from his letter "Ich bien stopped !" Just a quick letter to say "Alles in ordnung !"

Not knowing what point Dad was at before he passed away, I was left with a pile of bits to sort out not knowing where they all went. So, the exhaust manifold was put on, along with the new alternator & luckily the car fired up. Then off to the MOT centre where once again they failed it !

The biggest surprise..it was the same things as last year, although the car had only added 458 miles since all the parts had been replaced, I found it hard to believe that they could be worn to excess.

Anyway we bled & adjusted the brakes, but we still had excessive travel on the pedal. Eventually the cause was found to be the servo sucking in air. This was removed, brakes bled and "hey presto" problem solved.

The car was taken to a different MOT test centre where (surprise, surprise) the above were not found to be faulty, the car passed.

The main reason for trying to get the car back on the road so soon was that Dad had promised to drive his neighbour's fiance to their wedding on 22/7/00. The day went well and the car seemed to run as sweet as a nut; so Dad would have been proud.

The Holden is now jointly owned by myself and my brother Glenn. We hope to keep the car in running order and still visit future shows as we used to with our Dad.

Once again I say thank you to you all.....keep Holden on.

Steve Blake.



Big Ticket for One-Off Red Spot Special

A one-off Holden Commodore SS went under the hammer for \$65 000 during a special auction to raise funds for the Australian Olympic Team. Donated by Holden in its role as Official Automotive Partner for the Sydney 2000 Olympic Games, the exclusive Shanghai Red Commodore SS was one of eight cars donated for fundraising through a series of high profile dinners around Australia. The sporty red paint finish was complemented inside with red leather interior. Further special modifications and features included 18-inch HSV GTS wheels in satin

silver, Harrop brakes with black hubs and red calipers, a re-styled instrument cluster in red with sports-style surrounds in satin silver, carpet edged in red leather, CD player, Australian Olympic Committee (AOC) embroidery on the seat backs and exterior AOC badging in satin silver.

More safety and style for VX



By Toby Hagon

Increased safety will be one of the main focuses for Holden's revised Commodore, the VX (pictured right in sporty SS trim), which goes on sale in about a month. The VX will get only mild mechanical and styling upgrades (including a different nose for Calais and Berlina variants) as well as new bumpers, lights and wheels. Equipment levels are expected to be improved.

Beating rivals Ford to the punch, Holden is expected to offer both dual front and dual side airbags as standard fitment on all but the fleet-oriented Executive models of its large family car.

The Ford Falcon and more recently Toyota Avalon have dual front airbags as standard, but only the Avalon offers front side airbags on all but the entry-level variants.

Ford Australia president, Geoff Polites, refuses to give any clues on when side airbags will make it into Falcons (despite the fact they're available on cheaper Fords, such as the Mondeo), something that seems further away than Ford would like.

"There's no question (side airbags) add to a car's safety, but I'm not commenting on when the Falcon will get them," said Polites. However, the Ford boss did indicate that when they did arrive, they could become standard fitment on all Falcons. "We led with the standard driver's and passenger's airbag (in the market segment) and as far as I'm concerned, safety is not optional. People shouldn't have to pay extra."

Holden also showed details of an improved side impact protection system for VX, which was developed with assistance from experts within the

Exclusive: Holden's VX Commodore (spotted here in sporty SS trim) gets new lights, bumpers and wheels.

General Motors world, including Saab.

Much of the new technology seen on the upcoming VX Commodore is already available in Saab's 9-5, such as the foam-reinforced door linings and a B-pillar that's designed to direct the energy from a crash away from the vulnerable head and chest areas.

According to Holden's safety expert, Laurie Sparke, side impact protection will be the next big focus for car makers. Professor Brian Fildes from Monash University's Accident Research Centre (MUARC) has collated real-world crash data. Part of that research has shown that whenever a frontal airbag deploys in a crash, it reduces the societal harm (costs including hospital and rehabilitation) of the crash from an estimated \$29,000 to around \$9000, a saving of almost 70 per cent.

"Side impacts are severe crashes likely to result in serious injury or death," said Fildes. While collisions involving side impacts accounted for only a relatively small number of crashes, they make up 28 per cent of fatalities.

THE AGE • THURSDAY AUGUST 3, 2000

Holden considers gearbox swap

By Alastair Doak

Holden is considering swapping its fully-imported automatic gearbox to a locally-made alternative.

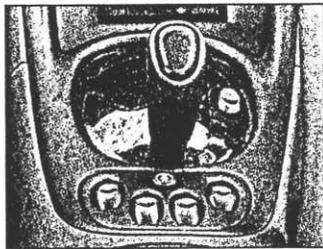
At present Holden has at least a Commodore and a Statesman fitted with the Albury-made BTR four-speed automatic. It's the same gearbox that's used in Ford's Falcon.

Holden is evaluating the gearbox as part of a drive to cut the cost of building the Commodore, a program given added emphasis since the recent arrival of the company's new managing director, Peter Hanenberger.

The VT is said to be as much as \$300 a car more expensive to manufacture than the Falcon. Industry sources say the price difference translates into a substantial cost disadvantage on the showroom floor.

At present the cheapest Commodore, a manual Executive, is priced at \$29,760 but costs \$32,690 with air conditioning and automatic transmission. The base AU Falcon is priced at \$30,690 but includes air and auto.

The difference in manufacturing cost



between the Falcon and Commodore is said to be a legacy of the stillborn Buick export deal of a few years ago. That program would have seen Australian-made Commodores sold in the United States as Buicks.

Reports suggest that the GM North American engineers working on left-hand drive Commodores forced a number of changes, adding cost, complexity and weight to the VT project.

Since its launch Holden has trimmed 39kg from the Commodore as it removes and re-engineers overly-complex parts.

The BTR auto is said to be attractive to Holden as it can handle the torque loads of the company's engines and is proven to be bullet-proof. But the BTR gearbox would also have to prove suitable for the new generation V6 that Holden hopes to manufacture here from 2003.

Holden is expected to use a new, all-alloy, overhead camshaft engine that GM in the US is now developing as a replacement for the present pushrod V6. This engine family will stretch from 2.7 to 3.8-litres with Holden likely to use the 3.8-litre version.

The BTR gearbox would also allow greater marketing flexibility.

Despite denials from BTR, a five-speed version of the gearbox is reported to have been developed and Ford also offers the present four-speed model with fuzzy-logic adaptive shift programs and will soon have a steering wheel-mounted push button "tiptronic" manual control system.

Switching to the local automatic may give Holden access to a rumored BTR-developed four-wheel drive system. This set-up is being used by Ford Australia in developing a 4WD wagon. Holden is said to be considering a similar project.

Queue forms for Holden's V8 coupe

By Kevin Norbury

Holden's new coupe, planned for launch late next year, may be built only as a V8 and not offered with a six-cylinder option like the Monaro of old, according to an insider.

The coupe is also likely to be a lot dearer than first thought, with a price possibly sitting between \$60,000 and \$70,000, which means the Holden Special Vehicles version will be even more expensive.

As one source put it, while the coupe will have the running gear of the Commodore SS (priced at around \$45,000), "there's not a panel on it the same", suggesting its build price will be much more.

Meanwhile, the coupe has taken another step closer to the production line, with Fishermens Bend engineers said to have completed five hand-built prototypes.

One of them has gone to the US



to be shown to the board in Detroit, and the other four are undergoing testing here.

While the car's still a long way from being production ready, development has reached a stage

getting closer to giving the coupe a name, but any talk about that is quickly swept aside. "It's still being discussed and researched," one insider said. "That question no one is going to answer."

What is known is that the coupe, based on the new VX Commodore, is due to go into production late next year, in time for a Sydney motor show unveiling in October.

In fact, Holden hopes to have the car on the road by the end of the year. "We obviously want to do it as fast as we can," the insider said.

The coupe will come with the VX's updated 5.7-litre 225kW V8. Holden's high-performance arm, HSV, is also said to be planning a 250kW, or maybe even 300kW, version.

Excitement over the "new Monaro" has been such since its surprise unveiling at the Sydney motor show in 1998 that enthusiasts have paid thousands to make sure

they get their hands on one. Peter Dinsdale, sales manager at Reg Hunt Holden, in King Street, Melbourne, said his dealership had taken "at least half a dozen" orders for the yet-to-be-built coupe, and deposits of \$5000 to \$7000.

At Booran Holden, in Cheltenham, sales manager Bill Thiele said his firm had also taken deposits. "I think you'd find every (1 Holden) dealer in Australia would have taken orders for it."

The new car manager at R&B Smith Holden, Geelong, Terry McShanag, reckoned \$5000 was a "pretty hefty" deposit for a car not yet in production, but he'd had four or five customers happy to do that.

"It has surprised us a little bit, that people are prepared to order one so far out without knowing a lot about the car," he said.

"We do take orders in advance for new models. But I don't think I've ever taken orders so far in advance."

THE AGE • THURSDAY AUGUST 17, 2000

SPECIAL FEATURE

OUT OF PETROL IN THE MIDDLE OF THE FREE STATE, A BLIND DOG, TWO HELPFUL POLICEMEN AND A ROCKIN' AND ROLLIN' FIRENZA

..... Ian Saxton



Alistair Saxton's EH Wagon with 186 motor towing a Chevrolet Firenza body purchased to rebuild the Vauxhall Viva HC owned by Yvonne Saxton. (The picture angle makes the Firenza look rather larger than the EH!)

At Cars in the Park last year, Alastair met Dave Skinner of the Centenary Car Club of the West Rand. Dave and his friend Hennie van Jaarsveldt were in his 1960 Pontiac Parisienne 4 door hard top - a magnificent pale blue and white car. Alastair mentioned that he had a set of doors, bumpers, mudguards and grille which Dave could have if he could get them to Krugersdorp.

Early in May we decided to have a multi-purpose trip in Alastair's 1964 Holden EH station wagon. The reasons were to take our dog for eye surgery; visit our family in Edenvale; take the parts to Dave and collect a Chev Firenza body at Wepener to replace Yvonne's rusted car. The trailer was loaded with the car parts and also a metal garden slide for our grand daughter. First stop Jamestown - a one horse town in which the horse died, I hear someone say. Not quite. We stayed with Sue and Mike Mostert whose warm hospitality more than made up for the freezing night. The poor dog couldn't understand

frozen feet on the frosty lawn. In the morning Mike took me to visit various car enthusiasts and their restorations and finished vehicles. Those on the road include a 1939 Nash Coupe, 1975 Chev LUV bakkie in original condition and a

1950 Studebaker Sedan with bullet nose. Being restored are a 1929 Hupmobile, Volvo 164 Amazon, 1946 Bedford 1-ton and 1947 Studebaker Starlight Coupe.

Wepener, on the Free State/Lesotho border, was our next destination, to make arrangements at Slabbert's Scrapyard for our Chev Firenza - 2 snags - a syringa tree growing through the empty engine bay and we'd have to remove part of a concrete wall to get the car out of the yard. We'd collect the car in 2 weeks, on the return journey. Slabberts have a lot of 60's and 70's cars - it may be worthwhile giving them a ring on 051 - 583 1429

Near Sasolburg at 21h30 in heavy traffic on a narrow road, yours truly ran out of fuel. How?? - well, I'd looked at the odometer and thought we'd only done 200km, but it was miles on the classic Holden! We dozed for about an hour when Yvonne's prayer was answered. Two SA Police Officers, patrolling the area for stolen cars, stopped. They identified themselves as Sgt Nico Delpont and R/Sgt Daan du Plessis. What helpful men! They are a credit to the Force. Nothing was too much trouble - phoned our family, collected petrol and followed us to Sasolburg to ensure we were all right. I'll take more note of gauges in the future!

PS. Sasolburg is about 100km south of Johannesburg and is where one of the huge 'oil from coal' plants is situated. Petrol produced by Sasol is added to all brands in the Johannesburg area and has a distinctive pungent odour.

We had a wonderful evening with Dave and Doreen Skinner when we delivered the spares, and later Hennie arrived. Dave and Doreen also have a restored 1940 Mercury plus others awaiting restoration. We went to see Hennie's collection - he's in the final stages of restoring a 1948 Buick Sedanette [Fleetline] Then there were 14 other Americans - Chevs, Cadillacs, Pontiacs, Packards and Buicks. In

The Chevrolet Firenza pictured is really just a Vauxhall Viva HC

the lounge are 3 big engines; diff's in another room - you guessed it - he lives on his own! At a house nearby are two 1963 Holden EK's for sale - an easy restoration plus a parts car.

Time to head for home via Wepener. Fortunately after cutting the tree down, Slabberts had

a crane to lift the car over the wall, saving hours of work. Six locals helped get the car on the trailer, first wanting to roll the car right over on its side. The ride to Jamestown was unnerving to say the least. I hadn't put wooden blocks between the trailer springs and chassis to stop the thing rolling about and swaying, so with a maximum speed of 70 km/h the trip took 4 ½ hours. By 10pm when we got there, I was clapped out. Hot soup and a good sleep sorted things out. Next morning in Mike's workshop, we cut heavy blocks of wood and wired them to the springs. This sorted out most of the problems and we had a safe trip back to East London. Who says motoring is uneventful?.....Ian

etc. V.G.C. from £5. Tel: 20 8546 6172

JOHN CONSTABLE Pictures, 7
£35 Tel: 020 8241 4433

PINE BED, 3ft Single, deluxe
*press, never used, 1 year old

THE KINGSTON INFORMER
AUGUST 11th, 2000

It's a gas, gas, gas

Ford wants to diffuse exhaust gases so cars in convoy don't create such a stink for each other. It warns that when one vehicle is 5 metres behind another, the noxious exhaust fumes from the rear-facing exhaust nozzle are diluted by only 50:1, whereas pedestrians at the roadside are breathing a dilution of 500:1 or higher. Ford's new exhaust (GB 2 344 853) will bend 90° into a perforated tube that extends across the rear of the vehicle. The holes point down, and are shielded by baffles which spread the fumes. This improves the air for cars behind.



Barry Fox

New Scientist • www.newscientist.com

5 August 2000

CONFUSION abounds about Australia's newly introduced goods and services tax (GST), which we mistakenly called "general sales tax" a month ago (24 June).

People are so muddled about the tax that the Australian Competition and Consumer Commission has set up a "pricing hotline" to help them out. Very useful too, we are sure—but we can't help questioning the way the recorded message greets enquirers. It begins: "If you understand English, please press 1. If you do not understand English, please press 2."

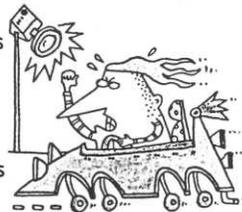
New Scientist

22 July 2000

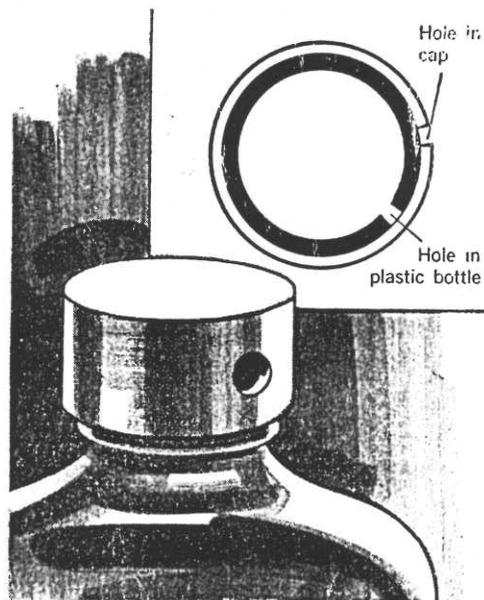
PATENTS

Fooling the speed freaks

Lawbreaking motorists are unlikely to like this idea from Monitron International of Kidderminster (GB 2 342 800). Speed traps currently use radar to detect speeding vehicles and trigger a camera, which then takes two flash photographs in quick succession. Prominent white marks in the road show the vehicle's position in each shot, proving how fast it is being driven. While cameras can be hidden, drivers have learned to look out for the marks. So Monitron simply proposes using tiny marks that drivers miss, but which the camera can still capture.



New Scientist 22 July 2000



A DROP AT A TIME can be dispensed from a plastic bottle if you back off the top slightly and drill a hole through both cap and bottle. To use, line up holes; to close opening, tighten the cap.—Joseph Braunstein

HARRISON'S EARLY HOLDEN & FORD SPARES
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NEW PRODUCTS UPDATE

FE-FC FRONT SEAT BOTTOM CORNERS ARE NOW AVAILABLE.
FE-FC FRONT SEAT UPPER SECTIONS AVAILABLE SOON.

FB-EK & EJ-EH CLOCKS

THIS ITEM IS TO BE REMADE WITH THE ORIGINAL TYPE FACIA. A MODERN QUARTZ MOVEMENT WILL BE FITTED MAKING IT MORE RELIABLE THAN THE ORIGINAL ONE. THE PRICE WILL BE : \$600.00, THE FIRST 100 PREPAID ORDERS WILL BE AT \$500.00.

EJ-EH GUARD WINDSPLITS & EH BONNET ORNAMENTS

THE PRICE WILL BE : \$150.00 A PAIR OR \$125.00 A PAIR FOR THE FIRST 100 PREPAID ORDERS.
EH BONNET ORNAMENT \$250.00 OR \$200.00 FOR THE FIRST 100 PREPAID ORDERS.
BUY ONE PAIR OF WINDSPLITS & ONE BONNET ORNAMENT, FIRST 100 PREPAID ORDERS, \$300.00 THE LOT. THE ABOVE PRODUCTS WILL BE REMADE IN BRASS WITH A HIGH QUALITY CHROME FINISH. THIS WILL ELIMINATE THE PITTING PROBLEM WE HAVE WITH THE ORIGINAL DIE CAST ONES. FITTINGS ARE INCLUDED.

EJ-HR PLASTIC ARM RESTS

FRONTS \$60.00 EACH OR \$100.00 A PAIR.
REARS \$60.00 EACH OR \$100.00 A PAIR.
SET OF FOUR \$190.00.
BECAUSE OF THE PROBLEMS WITH THE PLASTIC ARMRESTS WARPING AND CRACKING & THE SHORTAGE OF GOOD SECOND HAND ITEMS, WE ARE REMAKING THEM IN FIBREGLASS TO SOLVE THESE PROBLEMS.

EJ- HR ARMRESTS PADS

\$49.00 EACH : \$90.00 A PAIR : \$170.00 FOR A SET OF FOUR.
THIS ITEM IS REMADE WITH ALL NEW MATERIALS AND AVAILABLE IN THE ORIGINAL COLOURS AND MATERIALS.



EH PREMIER BOOT HANDLES.

\$60.00 EACH ; OR \$45.00 FOR THE FIRST 100 PREPAID ORDERS. THIS ITEM WILL BE REMADE IN QUALITY STAINLESS STEEL, AS ORIGINAL. THIS PRODUCT WAS ALSO FITTED TO MANY OTHER HOLDENS, TORANAS & BEDFORD BONNETS.

EJ-EH DOOR HANDLE SCRATCH PLATES.

THIS PRODUCT HAS ALREADY BEEN MADE AND THE FIRST BATCH SOLD OUT QUICK. THE SECOND BATCH IS EXPECTED AT THE END OF JULY. ORDER NOW SO YOU DON'T MISS OUT.

LC-GTR XUI & HK-HG MONARO HORN CAPS

\$100.00 EACH OR \$79.00 EACH FOR THE FIRST 100 PREPAID ORDERS. THIS PRODUCT WILL BE CAST FROM AN ORIGINAL AND WILL INCLUDE A NEW CENTRE DECAL.

NEW DOOR GLASS – FRONT & REAR WINDSCREENS

NEW APPROVED CLEAR OR TINTED GLASS CAN BE MADE FOR JUST ABOUT ANY MODEL. AT REALISTIC PRICES. EVEN CURVED SIDE GLASS AND REAR WINDSCREENS FOR HQ-HJ TWO DOOR MONARO, FORD COUPES, MUSTANGS, ECT. PLEASE ENQUIRE FOR YOUR MODEL.

I'M ALSO LOOKING INTO MAKING

EJ-EH WHEEL ARCH GRAVEL SHEILDS FROM MY BRAND NEW GENIUNE ONES. EH, HR, & HK PLASTIC GRILLE INSERTS, EJ-EH HOODLINING MATERIAL, MESH HEADLIGHT PROTECTORS & EJ-HR INDICATOR SWITCH ASSEMBLIES. I NEED YOUR FEEDBACK. IF YOU ARE HAVING TROUBLE GETTING A PARTICULAR PART, LET ME KNOW AND I WILL SEE IF IT IS WORTH REMAKING.

IT IS A VERY COSTLY EXERCISE PRODUCING TOOLING TO MAKE THESE PARTS. TO KEEP THE PRICE AFFORDABLE I HAVE TO PLACE BULK ORDERS. I CAN'T DO THIS ON MY OWN, I NEED YOUR SUPPORT BY PLACING FIRM ORDERS TO GET THESE PRODUCTS ON THE MARKET. IF YOU WANT THESE PARTS MADE, PLACE YOUR ORDERS NOW. LOOKING FORWARD TO HEARING FROM YOU SOON.

REGARDS
PAUL HARRISON

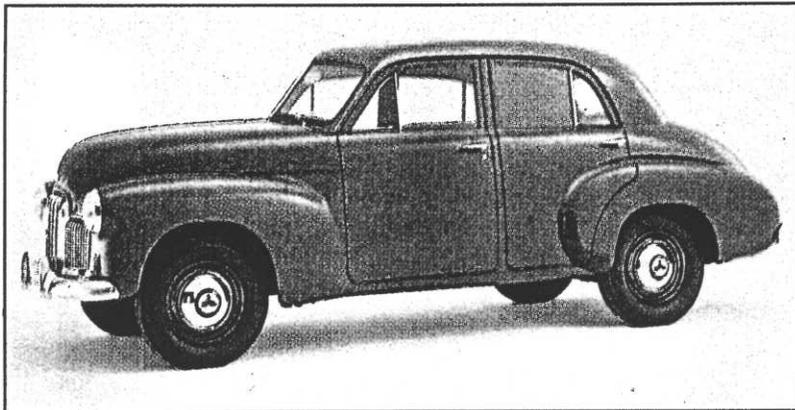
PS. COULD YOU PLEASE INCLUDE THIS LIST IN YOUR NEWSLETTER,AS I GET MANY CALLS FROM MEMBERS REQUESTING COPIES TO BE SENT TO THEM.
ALL PRICES LISTED INCLUDE GST & ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Club member Charles Pinion has this solid and very smart 1958 FC for sale. From Adelaide with what looks like a genuine 50,000 miles on the clock. He is asking just £2300 which will include a new MOT. For an extra £235 he will convert the engine to run on unleaded, with new exhaust seats and valves.



UNIT 9, TOMO INDUSTRIAL ESTATE
PACKET BOAT LANE, COWLEY
UXBRIDGE, MIDDLESEX, UB8 2JP

Telephone: West Drayton (01895) 440505
Fax: West Drayton (01895) 422047



The first Holden – the Australian arm of the American General Motors Group – has been restored by Gavin and Graeme Strongman in Frankston, Victoria, Australia. The car dates from 1946, and was the first of three prototypes made by General Motors in Detroit, before being shipped to Australia. It was sold to a Holden engineer, and passed through several owners before ending up with the Strongman brothers. The car even wears its original specification tyres, as Dunlop Tyres has supplied genuine ones of the type worn by the car when new.

Classic Car Weekly 5th July 00

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!

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WHAT'S ON

**EPSOM
AUTOJUMBLE**
Sunday
Oct. 29th
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

**Sands
OF TIME
2000** Seaside Festival
Classic Car Show
BOGNOR REGIS SEAFRONT, WEST SUSSEX
SUNDAY SEPTEMBER 10th
11am - 5pm
DETAILS & VEHICLE ENTRIES:
Tel: **01243 826132**
Visit our website: www.sandsofetime.co.uk

**ROTHERHAM
VINTAGE
VEHICLE
RALLY**
CLIFTON PARK,
ROTHERHAM
~
SUNDAY 10TH
SEPTEMBER 2000

MOBILE AND STATIC
DISPLAYS
COMMEMORATIVE
PLAQUES AND
TROPHIES
Further Details:
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& Amenity Services,
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Rotherham, S65 1AS
Tel **01709 382121**
Ext **2031/2001**

THE SPITFIRE FLYING CLUB
**AEROJUMBLE/AUTOJUMBLE
VINTAGE VEHICLE RALLY
& AIRCRAFT FLY-IN**
Popham Airfield - Sun. Oct. 1st
6 miles west of Basingstoke off A303
A SUPER ONE DAY EVENT, COMBINING AEROJUMBLE &
AUTOJUMBLE WITH SOMETHING TO INTEREST EVERYONE!
Admission - £3 Adults, children under 12 FREE
BOTH INDOOR & OUTDOOR TRADERS - FREE CAR WASHING & CAMPING
Further details: Dick RICHARDSON
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DORKING VINTAGE DAY
SAT. 7 OCTOBER 2000 
3 PROCESSIONS OF CLASSIC, VINTAGE,
EMERGENCY & MILITARY VEHICLES
THROUGHOUT THE TOWN.
Starting at Dorking Railway Station Car Park at 10.30am
Club/Trade Stands & Autojumble pitches available - book in advance.
This is not a typical static car display, come and watch the processions and
enjoy the atmosphere all over town.
Park & Ride service with an open top Double Decker bus running shuttle
service all day. Contact Claire or Jason for more information:
(mob.) 07768 17 49 17 / (h) 01306-711611
All drivers must be registered in advance.
Website: www.dorking-vintage-day.cwc.net/2000.html



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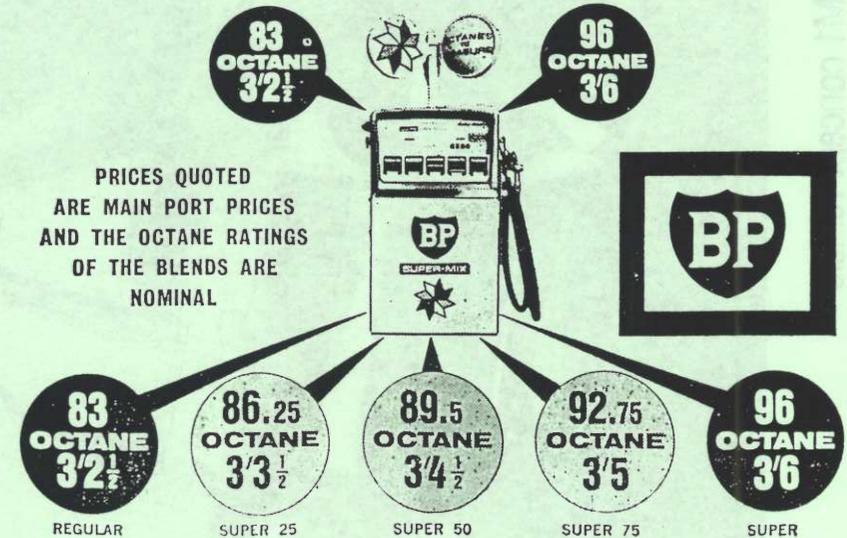
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