

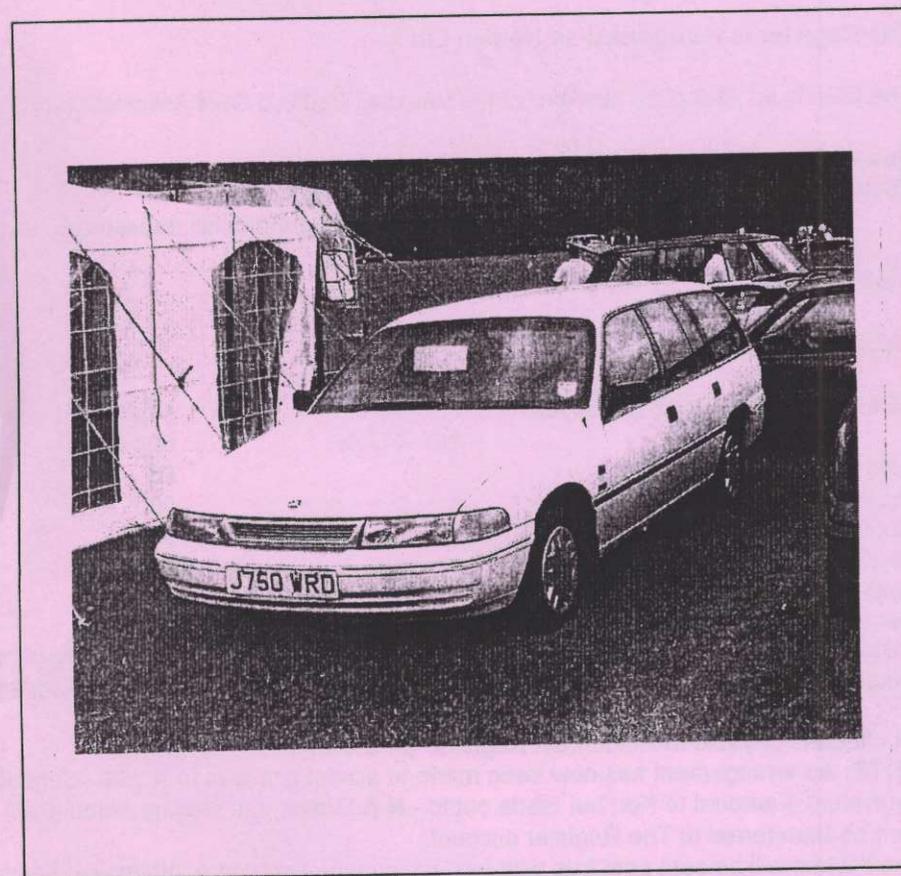
ISSUE 77



Holden Business

NOVEMBER/DECEMBER 2000

Happy Christmas



FRONT COVER - The rather smart 1992 VP purchased recently by member, Matthew Hollingsworth. (see letter)

COMMITTEE:

CHAIRMAN / ACTIVITIES OFFICER. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone. 020 8287 4932. Fax 020 8286 6952.
E-mail: holdenuk@ndirect.co.uk

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy, Cawdron House, 111 Charles Street, Milford Haven, Pembrokeshire SA73 2HW.
Phone/Fax 0164 669 2254 E-mail: cawdronhardy@netscape.net

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: As above
Technical Adviser : Patrick Hemphill. Phone: 01787 282307
E-mail: Patrick@prhemphill.freemove.co.uk

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,

Last magazine of the year once again, so it's time to wish you all an early Happy Christmas.

Hope you have all managed to keep your cars out of the flood waters during the recent heavy rains.

I have already received the copy of the Haynes Complete Catalogue mentioned on the 'flyer' with this copy of your magazine. I can recommend it, nothing on Holdens, I'm afraid but most other things automotive are covered.

If you need a replacement red motor for your car have a look at page 16. We have one for sale, although from a Bedford CF van it is the genuine article. Vauxhall imported quite a few of them at the time and put them in ambulances and dormobiles so it should be fully interchangeable with the one in your car.



I would like to welcome Patrick Hemphill as our new Technical Adviser. Many of you will know that Patrick is one of the founder members of the Club and was our first Editor. See his introductory article on page 14.

Regards

A handwritten signature in black ink, appearing to be 'Ken'.

Ken

Minutes of the 13th Holden UK Register AGM

Held at: 39 Roebuck Rd. Chessington, Surrey
23rd September 2000

Attendees –

Ken Garner
Marilyn Garner (Secretary)
Guy Hardy
Gary Lennox

Apologies -

Rosemary Camp
Patrick Hemphill

The meeting opened at 2.38 pm

The Chairman thanked those present for attending today.

The Minutes of the 12th AGM were read and accepted as a correct record.

Chairman, Editor & PR Officer's Report.

As a Club we have not been very active at shows this year apart from our annual event at Billing. The Club hasn't organised any other shows due to poor attendance in the past, although individual members have taken their cars to events up and down the country. Our event at Billing was a great success. Good turn out of cars, lots of interest and a good sales from the club stall. Ken proposes to carry on in the same manner for the coming year but is always open to suggestions for new venues. We will also look into the possibility of joining other clubs for future events.

At the latter part of last year we had a change of printers for our magazine. The quality has been variable so the Club would be happy to hear from anyone with any alternative suggestions.

The Club website continues to generate a number of contacts also some potential members and we remain grateful to Brian Kiloh for setting it all up. However due to commitments Brian has given Ken the necessary codes to do some day-to-day maintenance. Ken has also registered some new domain names. HoldenUKRegister. etc. which could be used for our own web pages in the future if we wish.

Membership Secretary & Treasurer's report

We currently have 24 paid up members, which is about the average, with the number of new members joining this year being balanced by those who have not renewed.

The accounts were presented to the meeting (see copy below) and show that the Register remains in a strong financial position. Although the increased printing costs will only be reflected in next years bank balances this should not compromise this healthy position. In view of this it was agreed that there was no need to raise the Membership fees at the present time.

Matters arising

Guy raised item 1 from the last page of last year's minutes. Some form of pamphlet should be handed over to new owners when members cars are sold. Also from last year's minutes Guy raised the question of folders to put the Club magazines in. Ken stated that he had placed the matter on hold due to the extra printing costs that had been likely to occur this year. Guy said that finances would be sound enough to make this purchase. Ken agreed to go ahead with the ordering of some A5 folders similar to samples received last year. It was agreed that the folder should be red in colour with the club logo in white. Guy also suggested that the leaflet given out to prospective new members needs upgrading, with some details of the technical help we can offer. It could also be printed on higher quality paper. Ken asked Guy to produce a draft of what he would like to see in the leaflet. An A4 page folded into three was considered to be the best format.

Election of committee

The current committee was elected unopposed. The motion being proposed by Gary Lennox and seconded by Marilyn Garner (using a proxy on behalf of Patrick Hemphill) There being no candidates for the post of Editor, Ken agreed to continue with this job.

Any other business

Guy asked about the present position of the Club library. Ken advised that it now occupied a four drawer filing cabinet in the back bedroom, and covers most of the things anyone would want to know about Holdens. It contains workshop manuals, brochures, books advertising material, trouble shooting data etc. It is all available for members to view. Loans of complete books and manuals can be considered but are likely to prove expensive for the club, given the cost of postage. However, Ken is happy to loan smaller items and to copy relevant bits from any publication for members, or suggest sources where personal copies can be purchased.

These days the Web is proving a good source for Holden Information. Particularly useful is the FE/FC site mentioned in the last copy of Holden Business (Oct/Nov 2000)

Guy suggested that a new technical adviser for the Club should be appointed to replace Chas Blake who sadly died recently. It was agreed that Patrick Hemphill should be approached with a view to filling this position.

Guy suggested that any literature or brochures received by the club, and not distributed with the magazine, should be published so that any member interested can request a copy. Ken agreed to add this information to the magazine where appropriate.

There being no further business the Meeting closed at 3.55 pm.

M Garner

HOLDEN UK REGISTER.

REPORT FROM THE TREASURER/MEMBERSHIP SECRETARY TO THE AGM 23 SEPTEMBER 00.

OVERVIEW:

Response to correspondence has not been as swift as previous due to the office holder exiting dairy farming after 25 years and moving into a 205 year old house in town. The new abode is in need of mega restoration and an immediate result has been an inability to locate the register computer discs amongst the estimated 100 exTesco fruit boxes containing the family possessions. Apologies to members who have been affected by this I hope that (if I am re-elected) things will return to normal shortly. Guy.

TREASURERS REPORT:

The Accounts continue to show that the Register remains in a strong financial position although the full effect of the change-over to paid for printing will not be fully apparent until the 2000/2001 financial results are published. Funds carried forward at the end of the financial year totalled over £1440. The Lloyds Bank a/c is now closed as per last years report. I recommend that the current level of dues continues.

MEMBERSHIP SECRETARYS REPORT;

The level of membership at 31/5/00 was 30 – an increase over recent years – current levels of renewal indicate that this may not be maintained but there is still some time to go – some members prefer to pay late! The Register is listed in Who's Who in the Motor Industry(foc) and enthusiast magazines – no new Holden owner/enthusiast would have any difficulty in getting in touch with us. Services to members need to be looked at following the very sad death of Chas Blake and the importance of documentation that can go with the car when sold can not be underestimated.

HOLDEN UK REGISTER ACCOUNTS YEAR END 31st MAY 2000

INCOME

Opening Balances:

Lloyds Bank, Nottingham	CLOSED
Girobank	£454.64
Anglia Nationwide, Treasurers Account	£695.05

Subscriptions	31st May 99	£20.00
	31st May 00	£239.00
	31st May 01	£40.00

Regalia	£18.00
Interest Received	£8.30
Dating Certificates	£28.50
Donation	£35.00

£1,538.49

EXPENDITURE

Secretary's Expenses	£1.17
Chairman's/Editors Expenses	£96.44

BALANCES CARRIED FORWARD:

Girobank	£737.53
Anglia Nationwide, Treasurers Account	£703.35

£1,538.49

LETTERS - LETTERS - LETTERS

18 BEDFORD ROAD
SHEFFORD
BEDFORDSHIRE
SG17 5DJ
TEL: 01462 814051
FAX: 01462 811036

26/9/00

Dear Guy,

Thank you for returning my membership pack for HUKR, number 088. I was very fortunate to contact Ken as he received details of a car 2 days after I posted my cheque to you and I am now the very proud owner of a 1992 Holden Commodore VP Wagon in white, 3.8 V6 auto with air con and wind up windows! It is an EXECUTIVE model (which I think means basic fleet) and Telecom Australia owned it first. I will send some photos for inclusion in Holden Bulletin and will try to do a regular article on the car as I use it as my daily transport (just so much fun to drive, especially when kick down is used!!) I hope that my search for compatible spares will prove useful to other members.

The car was found thanks to Tony in Kent (had a Monaro, now an SS Commodore) who saw it for sale at the Brisley Pagant, he sent the photos to another member who passed them onto Ken who I had spoken to only days before, it was obviously fated to be my car, and it only cost me £1100, a bargain and so much better than a Carlton which was going to be the car to get.

I am not sure who compiles the vehicle register, but if it

is yourself then the vehicle details are as follows.

Reg No : J 750 WRD
Chassis No : GHBV PK 35HNLS54063
Model : Commodore VP Executive Wagon.
Engine : V6, 3.8 Litres Fuel Injection.
Colour : White
Interior Colour: Pale blue grey

Thank you once again for the back issues and membership information, I look forward to becoming an active member of the register and am willing to get involved. I am a member of three other car clubs, I am area organizer for the Triumph Spots Six Club and register secretary for the MOPAR MUSCLE ASSOCIATION (all Chrysler Muscle Cars including Australian built variants and Chargers), so I have experienced how clubs function.

If there are any HUKR members wanting to drag race their cars and see a lot of V8 action the MMA are having a weekend event at Stratford-on-Avon Shakespeare County Raceway on October 28th/29th. It will be a lot of Muscle Cars and a fun what you bring day. Should be good fun and my Commodore will be there, I'll see what fun it will do on the drag strip, anyone is welcome.

All the best.

Matthews Hillingworth.



Direct Line 0161 927 2447
Fax Number 0161 941 2397

Holden UK Register
Mr K Garner
39 Roebuck Road
CHESSINGTON
Surrey
KT9 1JY

Dear Mr Garner

Classic Car Insurance

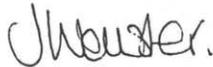
Carole Nash Insurance is the UK's biggest classic vehicle insurance intermediary, with over 45,000 classic policyholders. The company has built its reputation mainly through its classic bike business, but in recent years increasing numbers of classic car owners have taken out policies through Carole Nash.

The company has close relationships with many classic clubs, and it is a fundamental part of our business that we support the grass roots of the old vehicle movement. The company was founded by Carole Nash, a past president of the Vintage Motorcycle Club, and a former Assistant General Secretary of FIVA, the international historic vehicle association. Carole herself is a regular visitor to clubs and events, and is dedicated to the preservation of the spirit of the historic vehicle movement. As well as being marketing assistant at the company, I am also Carole's personal assistant.

We are at present making classic car policies more widely available, and are keen to offer car clubs a similar level of support to that which we supply to numerous bike clubs. We are always pleased to supply prizes for club fund-raising events, such as merchandise and classic car magazine subscriptions. In order for more club members to have the opportunity to enjoy our benefits, and additional discounts, I would be grateful if you could contact me to discuss a possible advertisement in your club magazine. Alternatively could you please send me a copy of your club magazine and any advertising rates.

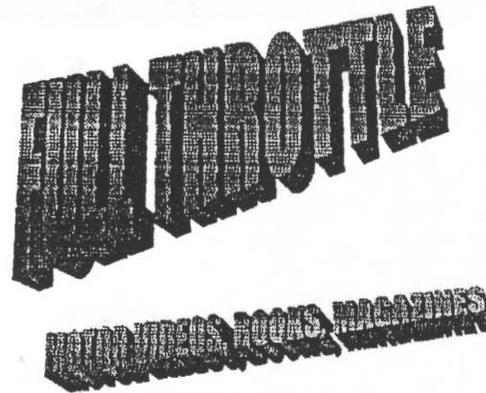
In the meantime if you or your fellow club members would like a competitive quotation for classic car insurance, call our quotes hotline FREE on 0800 298 5566.

Yours sincerely



Julie Walster
Marketing Assistant

TRAFALGAR HOUSE 110 MANCHESTER ROAD ALTRINCHAM CHESHIRE WA14 1NU
 QUOTATIONS : 0800 298 5500 CLAIMS HELPLINE : 0800 298 5533
 CUSTOMER SERVICES : 0800 298 5511 GENERAL INSURANCE : 0800 298 5544
 RENEWALS HOTLINE : 0800 298 5522 CLASSIC CAR INSURANCE : 0800 298 5566
 e-mail : bikes@carolenash.com FAX : 0161 927 2404 CLAIMS FAX : 0161 929 4006



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4 September, 2000

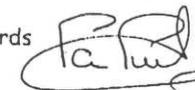
Dear Holden owners

New news for your news pages!

Bringing you more unusual or difficult to find motoring/racing Videos from our collection of nearly one thousand titles from all over the world...
 We are now exclusive stockists for the incredible Australian Street Machine Summernats videos: This event is wild (we know 'cos we've been there), all day and night cruising in the grounds of Natex Park with huge (100,000 people) crowds for this horsepower party. A specially built grandstand arena/strip for the 'burnout' competitions and 'go-whoa' events- 200 entrants for the burnouts have to qualify for the 50 places in the final! There is a Dyno contest, to find the car with the most horsepower, grass events, shows, doorslammer drag demos and the 'Blowers' tapes have the cert.18 arena nightlife, with the showgirls, wet T-shirts and cruise girls....all £16 each + P&P. All of them are packed with loads of Holdens of course.

Also from Oz, we have the annual Bathurst circuit races, three tapes covering the history of the event from the first years victory by a Cresta, in 1960-66, 67-74 and 75-85. Just about every production Holden ever raced at Bathurst must be in here. (P.S. I took a Holden HT Premier around the circuit a few times and its a real nightmare trying to get through the bends on the mountain- the race drivers are brave men!!) all £13 + P&P.
 For more details, see the huge web site www.32fullthrottle.freemove.co.uk or call us on 01825 765614 up to 8.00pm.

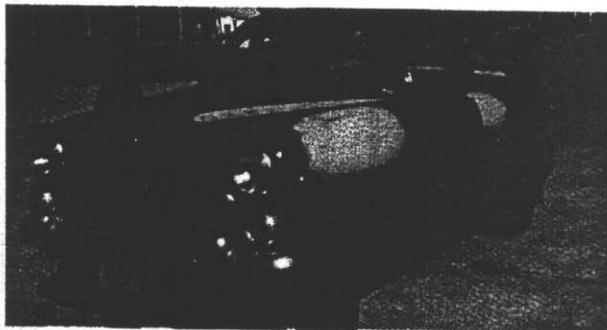
Regards



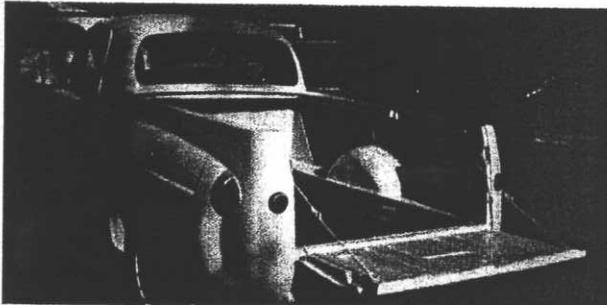
Ian Fleet

Vauxhall pick-up

Dave Barry, who has been over in the UK from Oz for a month or two but who returned home on 16th August, sends me this photo of his latest restoration project. It's a 1957 Vauxhall pick-up (known as a 'Ute' in Australia) and he acquired it unrestored from the Sydney Truck and Bus Museum. It came with a brand new tailgate, a reconditioned gearbox and clutch and a very rust-free body. The body is by Holden (you couldn't buy a Vauxhall pick-up like this in the UK) and the 1957 models are rare. Unlike the equivalent saloon, it's not a monocoque but sits on a full chassis frame. It's now repainted in its original pale blue, and the floor has been replaced with marine ply. The interior will be next, and work will begin soon on the very smoky engine. Dave hopes to have it ready for Beaulieu Autojumble (but he doesn't say which year!). You can contact him in Australia on dave_barry@one.net.au or by fax on 0061 296 288 979.



This Holden-bodied 1957 Vauxhall pick-up is undergoing restoration prior to sale.



It's now in its original pale blue and a new marine ply truck floor has been made.

Classic Car Mart, October 2000

Hot pursuit blocks Holden police plan

Plans by a private, American-financed company to sell left-drive Commodores in the United States as police cars appear to have hit a brick wall, with General Motors asking Holden not to supply cars to the private company. The company, called Pursuit Vehicles Incorporated, claims it has orders for 2000 cars from police departments in Florida, Georgia, Texas and South Carolina and has the potential to sell as many as 7000 cars a year if it pitches to areas such as California. The US police like the Commodore's Corvette 5.7-litre V8, its rear-drive on-road agility and interior space. The cars would be used as high-speed highway patrol cars. Holden management was initially in favor of supplying the left-drive Commodores badged as Pursuit Commanders after the importer undertook to provide liability insurance and design changes to make the cars suitable for use in the US. However, GM's Chevrolet division was unhappy with the deal, believing it would steal sales from the front-drive Impala police cruiser.

THE AGE • THURSDAY
SEPTEMBER 28, 2000

Holden upbeat



By ANDREW MacLEAN

MORE, more, more. That's what Holden is promising with its new VX Commodore after a \$70 million upgrade to the country's top-selling vehicle. It's given the Commodore more power, more features and more safety. Holden has also followed Ford's lead with the radically-styled AU Falcon and separated the range-topping Berlina and Calais. The two models' headlights, tail lights and front grille differ from the bread-and-butter Executive and Acclaim and the sporty S and SS twins.

The big news is the VX will set a new safety benchmark for Australian-built cars with anti-skid brakes and traction control available on every car and a new world-class structure that offers better occupant protection in side-impact collisions.

Prices of VX will rise slightly over today's VT model. Prices for the Executive, Acclaim, S and SS models have increased about 2 per cent, while the luxury Berlina and Calais have moved up by 1 per cent.

The Commodore range now kicks off at \$28,900 for the basic Executive sedan, with a 3.8-litre V6 and five-speed manual gearbox, and tops out with the full-of-fruit Calais V8 auto at \$50,800.

So what's new with VX? The most obvious changes are on the outside, with new bumpers, headlights, taillights and wheels on every model.

The Executive, Acclaim, S and SS get new rear-trap-shaped headlights, which incorporate a separate high-beam reflector and crystal-clear polycarbonate lens covers that offer big performance improvement.

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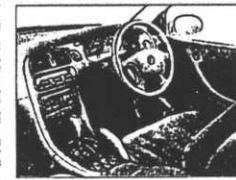
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Extras: the Commodore VX Acclaim model is safer, more powerful and has more features.



The headlights are housed in a new bumper with a shorter overhang and wider nostril openings and race-inspired air inlets for a more aggressive look.



Luxury: the Commodore Berlina (right) has been given a different look to the normal Commodore. Above right, the comfortable interior.

At the rear, the tail lights are smaller and no longer are part of the boot lid. But they also have hi-tech clear lenses to improve visibility, while the new rear bumper has a low-bar opening and cover plate and built-in reflectors.

Executive and Acclaim get new 15-inch wheel covers, while the sporty S and SS have new five-spoke alloys.

After strong customer demand to make the Berlina and Calais look different to the basic Commodore, Holden has given the range-toppers a new face.

Both models have rectangular headlights that blend into a Magna-style, chromed front grille on top of a rounder and longer overhanging bumper.

Berlina has new 15-inch alloys while Calais has 16-inch.

Both luxury cars have a new rear-end treatment, with a continuation of the VX's full-length tail lamps, though the colors have been flipped upside down and both models have the new clear lenses.

Mechanically, Holden has given the Commodore a few minor tweaks. Both the 3.8l V6 and US-built 5.7l V8 have more power.

The V6 has a new diecast inlet manifold and a faster, more powerful computer that has increased power from 147kW to 152kW, while torque remains the same at 304 Newton metres.

The thumping V8 also has a modified inlet manifold and a similar increase in power, from 220 kW to 225 kW.

The automatic transmission shift points have been modified for both engines to refine driveability and improve response.

CD sound system with steering wheel-mounted controls is now standard on every model, as is an automatically retracting antenna and a driver's vanity mirror.



New look: the VX Commodore.

Neatly does it

IT has cost a lot of money to update Australia's top-selling car, but Holden has spent the \$70 million wisely.

First, the separation of the Berlina and Calais is long overdue and will no doubt please those buyers who are prepared to fork out the extra cash for a different-looking Commodore.

But, while the face of the range-toppers is different, it looks a bit awkward, especially compared with the more aggressive teardrop-shaped headlights on the basic cars.

And then, the larger nostrils on the bread-and-butter Executive and Acclaim should have been carried over on the sporty S and SS twins.

Otherwise, the VX Commodore looks a lot neater and cleaner than the VT, particularly from behind with the smaller tail lights.

The interior is mostly unchanged, but the driving experience has been improved.

The new rubber couplings on the drivetrain has vastly reduced the harshness of the engines, particularly the ageing V8 in both the naturally aspirated and supercharged variations.

Suspension and steering changes have also eliminated the VT's vague on-centre steering feel and provided more neutral handling.

The addition of anti-skid brakes as standard equipment and traction control now being available on all models, even with manual gearboxes, is a huge step forward and sets a new benchmark for Aussie-built cars.

Overall, the VX Commodore is a well-executed improvement over the VT and, as Holden expects, will probably continue its position as Australia's top-selling car.

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New VX pillar of strength

By ANDREW MacLEAN

A NEW safety benchmark in Australian motoring will soon hit the streets. Holden's VX Commodore, to be released next month, is the safest Aussie-built car ever made. It has anti-skid brakes as standard equipment, traction control available on every model and a new world-class structure in protect occupants in side-impact collisions.

The VX is the first Australian-made car with anti-skid brakes as standard, and has sparked its rival, Ford, into a frenzy. Ford has reduced the price of its ABS option this week to combat the VX. An ABS-equipped Falcon Forte will still be cheaper than a similarly specified Executive Commodore.

But Holden believes the new B-Pillar structure and the availability of traction control will still see the Commodore as the safety leader in the big Aussie-car class.

"The VX side-impact safety advances are but one expression of taking leadership position that extends beyond the market's current expectations," Holden chairman and managing director Peter Hanenberger says.

"Holden is determined to maintain Commodore's No.1 status. All of us at Holden are dedicated to strengthening Commodore's status in the market, because we all clearly understand how important it is to Holden's future growth."

The new B-Pillar structure, basically, is strengthened in a way that changes the velocity of impact to deform closer to the base of the car and away from the vulnerable chest, neck and head areas of the occupants.

It has been developed using real-life crash results and crash-test data, compiled by the Monash University Accident Research Centre.

Holden has also used energy-absorbing foam between the door trim and sheet metal to further reduce the chance of injury in a side-impact crash, as well as revising the door trim profile and designing the door handle to break away before injury can occur.



Safety first: the VX has a world-class structure to protect occupants in side-impact collisions.



G'day,

I thought I had better introduce myself and say a few words as your new Technical Adviser. Following, as I am in Chas Blake's footsteps will be difficult as his wealth of knowledge of Grey Motor Holdens was built on by restoring his cars from the ground up, and regularly attending Club functions. My expertise is minimal and based on the HR / HK series Red Motor models which I ran for some time until three years ago; however I can claim that my late father ran a Holden Dealership in Australia when I was at a particularly impressionable age!

As long-standing members will realise, I have been involved with the Holden UK Register since its formation, being its first Editor for a couple of years so I have a copy of every "Holden Business" ever published. Hands up who can remember our earliest A4 newsletters?! Such amateur photocopies compared with Ken's present day offerings. Anyway, I was leafing through some early mags the other day when I was reminded that I used to publish "Tech Tips". Some were based on personal experience while others were gleaned from publications or occasionally fellow members (usually Chas or Ken). I feel they bear repeating for newer members or those of us older ones who have since forgotten the "good ideas".

In H.B.4, September 1988 the theme was on brakes, and went something like this:

Very often otherwise sound wheel cylinders on older cars develop seized or broken bleed nipples such that they cannot be easily bled. The way round the problem on Holdens (and many other cars) is to remove the brake shoes

pertaining to the particular cylinder, and removing the higher piston (if two are fitted) sufficiently far to tilt the rubber seal slightly downwards out of the bore. Allow the cylinder to fill with fluid from the master cylinder until it just starts running out of the gap, at which point you press the piston back into the bore ensuring the opposite piston doesn't pop out and release your precious fluid.

Do not press the brake pedal at all during this operation; in fact this method is handy if you can't get an assistant. This is also an ideal occasion to check the cylinder bores for scoring and the rubber seals for wear - if any damage is present have them replaced. Don't forget to wipe off any stray fluid from external parts before it ruins paintwork or clothing.

Twelve years later I still regularly use the above method, even if the bleed nipples come free because they are very rarely positioned at the highest point of the cylinder where air is best expelled. Fluid wastage is almost nil, and of course it eliminates that tedious pumping... Talking of fluid, I also mentioned in the above issue the possibility of using the then new silicon brake fluid in freshly rebuilt systems. It is non-hygroscopic (it doesn't absorb water) so its all important boiling point does not decrease with age unlike ordinary fluid, and will not corrode cylinders or damage paintwork if

spilled. It is slightly more compressible than normal fluid which can give a rather spongy feel to less than perfectly-bled brakes.

A further thought; if your Holden experiences brake fluid loss, there are several possible causes. Firstly, a brake cylinder or calliper could be weeping, normally betrayed by poor braking or braking towards one or other side of the road due to the fluid saturating brake shoes. The cure is to repair or replace the cylinder and also the shoes, preferably across the whole axle - not just on that side. It is rarely satisfactory to "burn off" the fluid with a blowtorch or to use petrol, especially with modern bonded linings where the meat regularly becomes detached from the backing, unlike the older riveted variety.

Secondly, the master cylinder could be faulty, noticeable either by the brake pedal gradually sinking under sustained pressure, or worse, no resistance at all the first time the pedal is pressed yet working perfectly thereafter. Here the cause is due to old rubber seals not spreading against the walls of the cylinder, instead allowing the fluid to leak past. Another master cylinder problem, which is often terminal will not show up at all during braking; rather fluid runs back along the pedal thrust shaft inside the car when the pedal is at rest. The reason is due to corrosion of the cylinder bore, caused by water in the fluid, allowing seepage under the rearmost seal. Normally a new or re-sleeved master cylinder is required unless, if the damage is only slight it can be honed.

Thirdly, the plastic fluid reservoir (in later cars) could be leaking at the joint with the master cylinder. Consumption may be alarming yet mysteriously stops before the master cylinder itself can empty. Telltale stains down the side of the master cylinder give the game away - new rubber reservoir seals should be the cure, as long as the reservoir itself hasn't split.

Fourthly, an inexplicable loss of fluid which never manifests itself in the form of stains or drips could be leaking through the servo on later cars. It gets sucked into the engine, to emerge as white smoke on starting, rather as though a new pope has been elected. A reconditioning kit or replacement servo is the only solution.

Don't forget you can contact me if you have a query by sending a question to the magazine, or ringing me at 01787 282307 (leave a message if the answerphone cuts in) or e-mailing me at :

patrick@prhemphill.freemove.co.uk ,

which I will endeavour to answer to the best of my ability.

Keep Holden on, Patrick Hemphill.



David Hart
20 Ronelean Rd
Totworth
Surrey
KT6 7LJ

Dear Ken,
I enclose some articles for Holden Business

[Signature]

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Bits & Pieces...

Dead man turned down offer of help

A classic case of the ungrateful dead. From Herald Express (south Devon), August 14

AREN'T people wonderful? Reader James Morley works in a big scientific institution which is also a major public attraction (he doesn't want to tell us which one). A visitor recently sent in a letter of complaint after a fire alarm had gone off in one of the buildings.

"A loud alarm bell rang and I did not know what it meant," the visitor wrote. "The noise was so awful, we had to leave the building."

New Scientist 4 November 2000

Maybe other residents would like to have pictures of their back passages published to 'name and shame' Richmond upon Thames Council into having them cleared out.

A letter about rubbish. From the Richmond and Twickenham Times, August 18

Bank robber Frank Stahl left police cars behind in a 110mph chase in Munich, Germany. But when he stopped to pay a road toll he waited for his change... long enough for the cops to nab him.

Driver Herbert Meyer hit a tree in Bavaria, Germany, after he was overcome by fumes from a pongy cheese he was carrying.

13 SEPTEMBER 2000 AUTOCAR

An Australian shopping center has found a novel way to deter teenage loiterers: playing loud Bing Crosby music.

The late American crooner has hit a sour note with youths with his 1938 hit "My Heart Is Taking Lessons," which is being played repeatedly at the entrance to the Warrawong shopping center in southern New South Wales. The center also was using pink fluorescent lights that highlight pimples.

"All the people from Warrawong High used to hang here after school; now you don't see them," Matthew Wilson, 14, said.

Women have been banned from driving in Saudi Arabia under a new law. Even foreign women face being sent to jail and then deported if they drive a car.

A bank robber in Uruguay called a breakdown truck when his getaway car would not start - but the police arrived before the truck did. "The car belonged to his wife and he didn't want to go home without it," a policeman said.

Janet Needham's stolen Ford Escort was dumped by thieves in Croydon, Surrey - then clamped. She had to pay £95 to get it back.

11 OCTOBER 2000 AUTOCAR



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October 2000