

ISSUE 79



Holden Business

MARCH/APRIL 2001



The Limited Edition Senator 300



FRONT COVER -

John Ward's 1961 FB (see article)

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



Hi all,

It has been so wet and icy recently I'm sure very few of you have been keen enough to get outside and do any work on those cars, unless of course you have a nice warm garage to work in No I thought not.

I had an e-mail recently from a Derek Coghill in Edinburgh telling me he had just bought an HD from a garage in Ayrshire. Apparently it was brought in from Australia about three years ago. This is the first HD we have heard about in the UK. Derek is planning to do it up and use it as a tow vehicle.

I know It is a bit early to be thinking of the summer months but if you are thinking of attending the All Vauxhall rally at Billing this year, the dates will be: 14th and 15th July. All things being equal our Club should be attending as usual on the Sunday the 15th.

For those of you online, you might like to know that I have been doing a little bit of tweaking of the Club website, updating a few of the pictures and making sure that the links now work as they should. Oh yes, if you switch your speakers on you will find the old 'Holding you in my Holden' advertising song there. It loads a bit slower than the pictures though so be patient, unless, of course, you have one of the new superfast lines.

Keep those pictures, letters and articles coming in, it does make for a nice varied and interesting magazine.

Regards


Ken

LETTERS - LETTERS - LETTERS

JOHN WARD,
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Nr, COLCHESTER
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CO6 1PS.
TEL. 07946 278911

Hello to everyone,

I have recently bought a 1961 HOLDEN FB SPECIAL, it is in pretty good condition but I have now completely stripped the car, I have not found much ~~a~~ rust, just some at the front bumper brackets, each side, at the rear of the inner wings, near the sills, and one of the outriggers ~~are~~ when this is done I want to put in a Rover 3.5 V8 & Auto box, (the 6 cylinder (GREY MOTOR) and Gearbox and some other parts are for sale, open to offers,) I am painting the floor pan, inner wings, inside the boat etc with HAMMERITE BLACK, UNDERSEAL, and WAXOIL. The body will be in Deep Purple, with Silver panel, and purple inside, and the trim will eventually be grey. I am hoping it will be ready to use in MARCH/APRIL!!!

I went to Australia in 1999, I went to the Grand Prix, Drag RACING and to a massive Swap Meet at a town called BALLARAT, I also went to a Custom / Street Rod show (The Australian Nationals at GEELONG), and the NATIONAL CAR MUSEUM at ADELAIDE which is very much devoted to HOLDEN Cars, from the early models to the new models, unfortunately I did not bring back much info on the HOLDENS, as I ~~was~~ I had a FORD LANDAU (1973) at the time, and I never thought that I would ever own a HOLDEN.

See picture on cover

While I was out there I made friends with a guy who has his own Car ussery shop, he also has a franchise with a firm called Auto-Pro, (a motor Factors like PARTCO), I have been in touch with him and told him what I have bought, and have ordered some parts for my HOLDEN, I also asked him if we could order parts for other club members and he said yes, I also have a few other contacts out there.

Going back to my car, if there is anyone in the club that have put in a Rover V8 & Auto into a HOLDEN FB, please could they contact me if there any major problems or tips they think may be useful to me, the only things I can think of is the exhaust manifolds hitting the steering box, which radiator to use, the propshaft & speedo-cable, and would I have to change the rear axle.

I have enclosed a few photo's, my car, my sister's friends car in Australia, Custom, museum etc.

Here's hoping to meet some of you during the years

ALL THE BEST REGARDS.

John

Consummate muscle car

By GAUTAM SHARMA

HSV's Clubsport R8 is a stealth bomber of sorts...or perhaps it would be if it weren't for the meaty burble from the exhaust.

The latest incarnation of HSV's road rocket is a potent, finely balanced machine that is virtually everything a musclecar should be.

In VX guise, the R8 gains an angular look that sets it apart more clearly from the lesser Holden Commodore SS – and this was no coincidence.

HSV stylist Ian Callum – now employed by Jaguar – was issued with a directive to endow the new lineup with the latest European-inspired Edge styling.

The overall result is pleasing. Clubsport R8 has a menacing yet tasteful visual presence.

In lieu of the teardrop-shaped headlights used on Holden's SS Commodore, the Clubsport's face is adorned by sharp-edged units borrowed from the Berlina/Calais. Nestling between the headlights is a similarly sharp-edged twin-nostril grille.

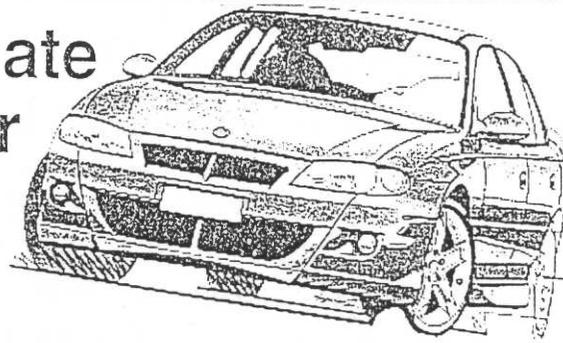
The angular theme extends to the aggressive-looking chin spoiler, which houses a pair of massive air intakes – with silver painted surrounds – and round driving lights.

It is fair to say the desired result has been achieved. The Clubsport R8 has the sort of face that makes other drivers move over as soon as they see you looming in their rear view mirror.

The rear styling treatment is similarly aggressive. Twin chromed tailpipes protrude menacingly through a cutout in the bottom left corner of the bumper assembly, while an elaborate wing sits atop the bootlid. The aesthetic appeal of the fussy lighting wing is debatable. Let it suffice to say some people will like it and some won't.

The cosmetic modifications are sufficient to set the car apart from the Commodore SS and at least partly justify the price premium the HSV offering commands.

So much for the show, how does it go?



HSV Clubsport R8
PRICE: \$63,950

FOR:
Looks, grunt, handling, practicality

AGAINST:
Thirst, baulky gearchange

Well, it would not be an exaggeration to say it goes like the proverbial substance off a shiny digging device.

HSV has waved its magic wand over the alloy 5.7-litre V8 LS1 engine and the net result is that power and torque have been upped to 255kW at 5600rpm and 475Nm at 4000rpm. This compares with output of 250kW and 473Nm for the outgoing model.

Perhaps one of the key improvements – at least as far as die-hard enthusiasts are concerned – is the introduction of a new low back-pressure rear muffler that endows the R8 with a more sporty exhaust note.

HSV claims the 1706kg sedan can accelerate from standstill to 100km/h in 5.7 seconds and cover the standing 400m in 13.9 seconds.

Equally impressive to the R8's out-and-out

performance is the abundance of torque on tap at virtually any speed. Squeezing into gaps in traffic requires little more than a twitch of the right toes and a tweak of the four-spoke steering wheel.

And the baritone bellow from the tailpipes provides marvelous musical accompaniment anytime your right foot gets a bit weighty. Be warned though, you will pay dearly at the fuel pump if you overindulge the lead-footed antics. But that is a fair price to pay for such good, clean fun.

The only weak link in the drivetrain is the recalcitrant six-speed gearbox, which does its best to hamper your slick-shifting endeavours. Not only are the throws between ratios long, shift quality is abominable.

You learn to live with the gearbox after a while, but it detracts from what is otherwise an accomplished driver's car.

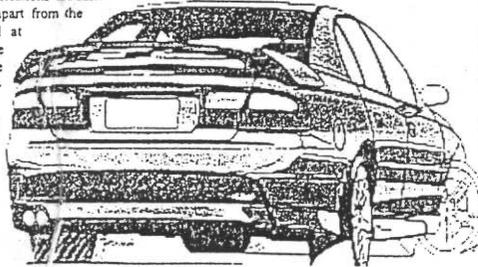
In VX guise, the R8 gains revised suspension settings designed to deliver sharper handling and a more compliant ride. The car's cornering capabilities are truly awesome for a relatively heavy sedan. No doubt, part of the credit must go to the sticky Bridgestone 235/40ZR18 tyres.

Pushing the car hard through corners reveals sharp turn-in and near neutral handling characteristics.

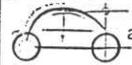
Switch the traction control off and it is possible to virtually steer the car with the throttle. In other words, you can induce power oversteer slides that are predictable and controllable.

Ride quality is firm, but it rarely becomes uncomfortable, even when traversing gravel roads and suburban speed humps. Wind and road noise are similarly well suppressed, allowing the driver to revel in the burble of the big V8.

Overall, the Clubsport R8 is an accomplished musclecar that appeals to the heart and head. Its huge reserves of performance and grip, allied with its practicality, make it the consummate sports sedan.



John Mellor's



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Tuesday 20th February, 2001

PRESS RELEASE:

EMBARGO: 27 February 2001

HSV MELBOURNE INTERNATIONAL MOTOR SHOW

HSV will showcase two exciting new models at this year's Melbourne International Motor show. The show will provide a sneak preview of the yet to be released VU Maloo R8 and the very exclusive Senator 300. The display will also showcase representative examples of the new hot selling HSV VX and WH range, including the ClubSport R8, 300kW GTS and super luxurious Grange 255.

HSV MALOO R8

The VU Maloo R8 is a preview of the jaw-dropping sports utility styling that will appear in production in April 2001. Its sweeping roofline revives the sleek coupe look immortalised by the Chevrolet El Camino sports utility, which is now a classic in the US.

VU Maloo R8's feature the 255 LS1 Chevrolet Heritage V8 engine as shared with other HSV performance models. The production VU Maloo R8 suspension, which will feature IRS for the first time, is specially tuned by HSV. The display vehicle will be finished in a stunning Sting red exterior that is available on current HSV production models.

SENATOR 300

Until now the Senator 300 has been a "top secret" HSV project. Unveiled for the first time at the Melbourne International Motor Show, the Senator 300 combines the luxury cues of the top line Senator sedan with the power of the 300kW Callaway enhanced V8 engine and the handling finesse of the rear Multi-link suspension. The vehicle also features 8 way power leather front seats in a Shale tone contrasted by Pewter highlights. A close ratio, six speed manual gearbox is the only transmission available, along with a host of features including Traction Control and Rear Proximity Sensors. The car also features unique 10 spoke Chrome Shadow alloy wheels.

Only 30 Senator 300 models will be produced – 26 for the domestic market, 3 for New Zealand and 1 Press vehicle. Anticipated recommended retail pricing is around \$98,500 (incl GST) plus on road costs. HSV is confident that, despite the secrecy, all cars will be pre-sold before production commences in April. The display vehicle is finished in HSV's popular Racing Green. The car will also be available in Sting Red and Phantom Black.

HSV VX CLUBSPORT R8

The latest hot selling VX ClubSport R8 on display highlights the bold, angular styling and upper level exterior details of HSV's new VX range. The ClubSport R8 is now further distinguished from the ClubSport by its extra chrome body accents, distinctive 18-inch alloy wheels and the new grooved Performance brakes with their silver hub finish.

The VX ClubSport R8 also features a higher specification single zone climate control, upper level 10 stack CD system and additional convenience features. The display example highlights the standard equipment Performance seats with the latest Techno fabric design. The 255 LS1 Chevrolet heritage V8 engine which generates 255 kW @5600/475Nm@4000rpm is standard.

HSV WH GRANGE

HSV's premium long wheelbase model has enjoyed unprecedented success and a glance at the Silver example on display will soon confirm why. Its appearance is unusually sleek and sporty for a car as imposing as this one. The interior offers Limousine accommodation and a full complement of luxury features including light Shale leather trim and dual zone climate control.

The latest WH Grange benefits from improvements including new ball joint front anti-roll bar mounts, revised front suspension geometry and rubber damped tail shaft. It also features HSV's new 255 LS1 V8 engine and revised HSV calibrated automatic transmission.

HSV VX GTS

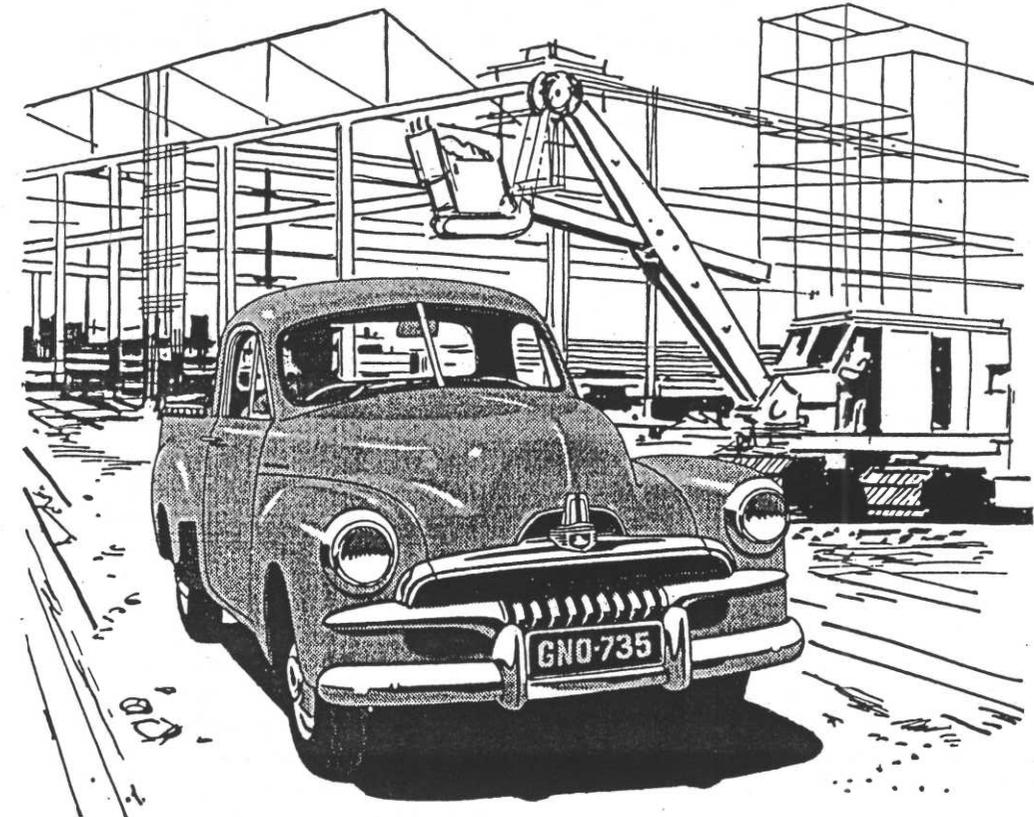
HSV's benchmark performance model is presented in Phantom Black. The VX GTS continues with the awesome Callaway 300 kW V8 engine, which gains the latest higher volume inlet manifold, new Bosch fuel injectors and new HSV software for improved engine refinement. The VX GTS also features the unique Multi-link rear suspension for racecar handling that has seen much success in recent GTP events.

Externally, the GTS is the ultimate expression of HSV's angular new sports styling, with its stainless steel mesh grille inserts, additional colour accents, double-D exhaust outlet and GTS badgework. The stunning GTS 19 inch alloy wheels return with their special medium chrome shadow finish. These frame HSV's cross-drilled, four-piston calliper Premium brakes with the latest silver hubs.

The GTS interior as displayed features HSV's contoured seats in optional leather. The soft touch instrument panel surround and laser cut stainless steel pedal and footrest pads complete the performance picture.

...advertisement again stresses the added power and increased load-hauling performance brought about by the new engine. Holden's runaway lead in utility registrations up to the end of September is added proof of Holden Utility's nation-wide popularity. At £850, plus tax, Holden is outstanding value.

Holden Utility



NOW AN EVEN BETTER BUY

With extra power at no extra cost, Holden Utility now gives you even finer value. Compression ratio is lifted to 6.8 to 1. You get increased load hauling performance with the 70 gross brake horsepower engine. And that's not all — factory engine tests have proved that this new power is achieved with the same outstanding economy for which Holden is famous.

**And the price is still only
£850 plus tax**

Priced at £850 plus tax, Holden Utility costs less today than in 1952. No other utility combines so many advantages at such low cost. Perhaps the best proof of Holden's lead in value is its overwhelming leadership in sales. Official registrations show that four times as many Holden Utilities were sold during the first nine months of 1956 than the nearest competitive make — January to September 1956

Registration figures for Australia —
HOLDEN UTILITY — 11,777
NEAREST COMPETITOR — 2,922

Test Holden Utility yourself

All you have to do is phone and we will arrange a demonstration for you. A few miles behind the wheel will demonstrate the new load pulling capacity designed to save you time on the job, and to make Holden Utility an even better transport investment for you.

Only Holden Utility gives you this ideal combination:
• 6 cylinder power. • 21 h.p. performance. • High petrol economy. • Outstanding durability. • High resale value. • Generous load space. • Readily available low-cost parts.

HOLDEN REGD.
AUSTRALIA'S OWN UTILITY
HOLDEN UTILITY IS THE ONLY UTILITY WITH A 10 YEAR WARRANTY

Green monster

Devices for cleaning car exhausts are backfiring on the environment

CATALYTIC converters, which were designed to clean up car exhausts, are polluting the environment. Italian and French researchers have found heavy metals from the devices in remote regions of Greenland. "The fact that we found the metals in Greenland means that it's a global problem. It's not just close to the cities or the highways," says chemist Carlo Barbante of the University of Venice.

Seth Dunn of the Worldwatch Institute, an environmental watchdog based in Washington DC, agrees. "They have broken new ground," he says. "The implications could be very significant in terms of human health." For instance, workers involved in refining platinum, one of the metals used in catalytic converters, are known to suffer from higher than normal levels of severe asthma.

The US, Canada and Japan introduced cars with catalytic converters in the mid-1970s. Europe followed in the early 1990s. In these devices platinum, palladium and rhodium catalyse reactions that convert hydrocarbons, carbon monoxide, and nitrogen oxides into less noxious emissions. A recent European Commission study found that exhausts from fast-moving cars erode catalytic converters, ejecting microscopic particles containing the metals.

To assess the global impact of these particles, Barbante and his colleagues went to central Greenland and extracted ice and snow cores dating from 1969 to 1988 and from 1991 to 1995. They also took samples from the Greenland Ice Core Project, dating back nearly 7500 years.

They found that metal concentrations

in the snow have been rising steadily since 1976. Rhodium levels are already 120 times higher than in the 7500-year-old ice. Palladium and platinum levels have increased 80 and 40-fold respectively. The ratio of platinum to rhodium in the snow from the mid-1990s resembled the ratio in car exhausts from another study. This suggests that most of the increased platinum and rhodium comes from catalytic converters, Barbante says.

According to the European Commission study, concentrations of these metals in urban air are still too low to create a significant health risk. But the metals, especially palladium, can accumulate in plants and animals, and enter the food chain. Researchers have found that the freshwater crustacean, *Asellus aquaticus*, absorbs palladium from sediment. "We know palladium gets off the catalytic particle and is transferred into the biological system, but we don't know how," says environmental chemist Greg Morrison of Chalmers University of Technology in Gothenburg, Sweden.

However, Kym Jarvis, an environmental geochemist at Kingston University in Kingston upon Thames, and her colleagues have discovered that palladium is soluble in a dilute acid solution. "The high solubility of palladium suggests that, once it reaches the road surface, it would be in a form that can be more readily absorbed by vegetation, or which can go into the water-course," she says. Both Jarvis's and Barbante's findings will appear in future issues of the journal *Environmental Science and Technology*. **Anil Ananthaswamy**



PLEASE FEEL FREE TO INCLUDE THE FOLLOWING PRESS RELEASE FOR INCLUSION IN YOUR NEXT MAGAZINE/NEWSLETTER.

RVR Online announces the launch of the UK's First Vehicle Register on the Internet. Reel Vehicle Registrations (RVR) is the industry leader in providing vehicles for the Film and TV Industry.

It has launched its REGISTER/DATABASE on the Internet, providing online access to vehicles available for use in filming.

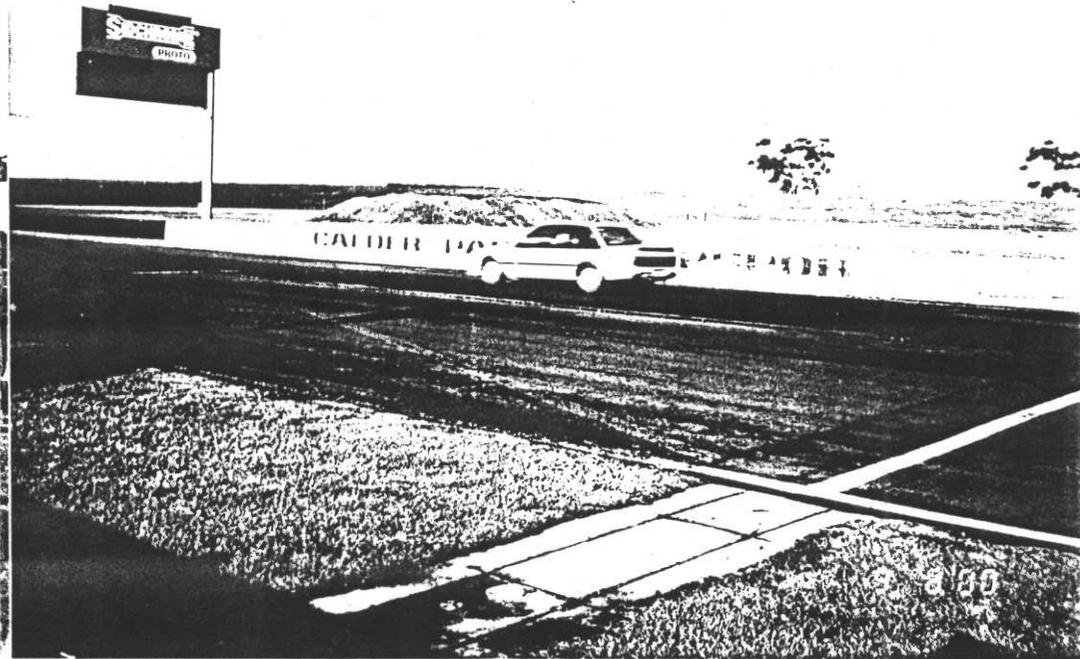
RVR Online carries comprehensive vehicle details and photographs of the owners cars, boats and motorcycles etc. RVR Online is the only company in the UK providing this level of service to the Film and TV Industry.

This service is available to every Production Company in the UK, and throughout Europe and America. Having access to the Database means that when making any production in the UK, selecting any type or make of vehicles is made easy.

The majority of the vehicles contained in the database are obtained from the general public. Production Companies are prepared to pay the owners significant amounts of money for the right vehicle (£50 - £1,000 per day).

For further details Telephone: 0870 162 0099, or visit our website: www.rvronline.co.uk

Garry Lennox has just sent the Club some pictures of his 1984 Brock Commodore VK SS which has just arrived back from Australia after a major overhaul. The pictures show it being tested at the Calder Racetrack in Melbourne prior to shipping. Garry says : "On the few occasions that I have driven it, it has performed brilliantly. The power is incredible (six litres stroked, balanced and just about everything else V8) It seems to be getting better each time I drive it"





HOLDEN

31 January 2000

Media Release

HOLDEN EXPORTS MOVE INTO HIGH GEAR

Export revenue in 2000 exceeds \$1 billion

Holden exports increased by 37 per cent in 2000, contributing \$1.3 billion to Australia's balance of trade and consolidating the company's position as Australia's leading exporter of automotive products and services. By 2005, Holden predicts that its export revenue earnings will hit the \$2.3 billion mark, buoyed by global sales of V6 engines to be produced at a new engine facility in Melbourne.

Vehicle exports showed the way in 2000. Holden shipped out 29,198 cars to international markets – 27 per cent more than the previous year's total of 22,965. Revenue from vehicle and vehicle component sales jumped accordingly – from \$543 million in 1999 to \$783 million in 2000.

Holden's four cylinder engine exports also lifted last year to 264,942 units. This total represented a 38 per cent increase over 1999 (191,815 units) and, combined with engine component exports, earned some \$447 million in export revenue.

Holden's engineering expertise also brought in \$80 million of export revenue, via specialist engineering services provided to support GM product programs in the Asia Pacific region and in Europe. As an example, Holden Powertrain Engineering was responsible for the design and development of a new generation 1.8 litre ECOTEC 4 cylinder engine which powers GM's top-selling Astra model in global markets such as Europe, Asia, South Africa and Latin America.

Holden Chairman and Managing Director, Peter Hanenberger said last year's attainment of close to 30,000 vehicle exports confirmed that the company was on track to achieving its 2005 target of 50,000 units annually.

.../2

- 2 -

"This year, we're forecasting an increase to 34,000 vehicles, which will happen as our Chevrolet-branded penetration into Middle Eastern markets deepens and as we continue to explore further opportunities in Latin America, South Africa and Asia as they present themselves," he said.

Over 2,000 units of Holden's incremental vehicle export volume last year came via police fleets in Saudi Arabia, Bahrain, Qatar, Abu Dhabi and Dubai.

Holden by Design fits left-hand drive versions of the Commodore and Statesman/Caprice to order with extras such as push bars, flashing warning lights, internal screens, handcuff restraints and extra wiring, and they are shipped from Holden's Elizabeth plant in South Australia as finished products.

This year Holden has already placed tenders for a similar volume of specially-fitted vehicles with the Saudi police.

In the final quarter Holden made its first shipments of SS Commodores to South Africa, Namibia and Botswana – where they sell alongside premium General Motors brands like Cadillac and SAAB.

Regionally, Holden has expansion plans for a number of Asian markets, including Indonesia, where the Commodore recently received an enthusiastic public reaction at the Jakarta Motor Show.

Chevrolet Lumina (Commodore) sedans and wagons and luxury V8-powered Chevrolet Caprice sedans (based on Statesman/Caprice) are the top-selling GM models in the Middle East. Last year, exports of Chevrolet Lumina LS sedans and wagons, LTZ and SS sedans totalled 9,400. As Holden predicted, exports of Chevrolet Caprice LS, LTZ and SS models – at 9,790 units – exceeded the domestic Statesman/Caprice total of 6,589, making this the first locally-produced Holden model to achieve higher volume internationally than it does at home.

For further information, contact:

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David's Holden heaven

By **MURRAY JOHNSON**

OLD Holdens never die, they are lovingly restored by David Nelson.

Mr Nelson's company specialises in HR and HD Holdens from the mid-1960s.

The name of his company, HR Parts & Stuff, was inspired by the '70s children's television show *HR Pufnstuf*.

"We maintain, restore, service, repair, convert and modify HR and HD Holdens," Mr Nelson said.

"Holden made 252,000 HRs, not counting commercial vehicles and utes. I did a bit of market research five years ago, when I started the business, and I reckon there would be 5000 to 8000 left in Australia."

HR Parts & Stuff employs three people, and last year it turned over \$150,000.

Mr Nelson's automotive niche extends to New Zealand, Papua New Guinea and South-East Asia, where thousands of '60s Holdens were exported.

His overseas customers include a computer expert in Thailand who owns a Premier station wagon and matching sedan.

Mr Nelson's passion for old Holdens developed when growing up in McLeod.

His builder father owned an HR Holden Premier station wagon.

Mr Nelson, 37, bought his first example of the '66 classic at age 14.

"I spent the next few years doing it up until I could get my licence," he said.

Mr Nelson has since built his life and livelihood around the marque.

He worked as a mobile mechanic for seven years, dabbling in old Holdens in his spare time.

"At one stage I had 15 of them in my back yard at Reservoir," he said.

Councils were cracking down on backyard businesses, so Mr Nelson rented a nearby factory and has not looked back.

"I've got about 43 cars on the property now," he said.

However, it was becoming harder to find cars for parts at a reasonable price.

"I scan the newspaper classifieds and cars for sale on the roadside, he said. "I've got a couple of contacts in car yards who keep an eye out for me, and that's handy."

Mr Nelson owns four old Holdens, including a green Special sedan with a white roof and a work ute he has had for 15 years.

"That's my pride and joy," he said.

Picture:
TIM CARRAFA



Old Holdens are appreciating in value as their scarcity and appeal grows.

HR Holdens, which sold for about \$3000 in the '60s, are worth from \$8000 to \$10,000 if the vehicle is in top condition.

"I love their style — you see a really good one done up and they're still a very appealing motor vehicle," Mr Nelson said.

HR Parts & Stuff has several pristine old Holdens it leases out for weddings and movies.

The sapphire blue HR Special station



wagon driven by Sen-Constable Ben Stewart (actor Paul Bishop) in Channel Seven's *Blue Heelers* belongs to the firm.

Mr Nelson said a national HD and HR car club and register had been launched in Melbourne last month.

"We had 25 members on our first night, as well as owners in NSW and Adelaide who want to join and keep in touch," he said.

Inquiries: 9462 3345 or HD and HR National Car Club, PO Box 179, Cockatoo 3781.

SPECIAL FEATURE

G'day,

This time I thought I would say a few words about engines. Holden has produced some of the smoothest and sweetest 6 cylinder motors I have ever heard. A Grey Motor from 1948 - 62 should sound really regular with a distinctive exhaust note, while the later Red Motors will run even quieter due to being equipped with hydraulic tappets which eliminate the gap between the valves and valvegear. They rev freely too, since they have a relatively light flywheel so appear to be very "zippy"!

Holden engines, like any other can suffer from misfires. These can be caused by an ignition fault such as burnt or maladjusted contact points - if the gap is tight when cold it tightens more as the engine warms up and stops firing on one or more cylinders. I speak from experience! A faulty condenser also causes poor running when hot, consistent with contact pitting and, incidentally crackles on the car radio if the suppression is minimal.

Another source of misfiring is the carburation system. Usually a dirty jet in the carb is to blame if the car will not idle properly or exhibits a bad "flat spot" - hesitancy on acceleration. It is worth mentioning that most Holdens were never designed for our British climate, so a more (apparently) sinister cause of bad running or stalling after about half a mile from cold is actually very simple - the carburettor is icing up. It normally clears up if the car is allowed to rest for, perhaps, three minutes with the engine off; if you can wrap the carb with heat resistant insulation, or direct hot air at it from the exhaust manifold in winter so much the better. Finally it is worth checking the fuel pump for adequate petrol delivery. Mechanical pumps like the Delco versions fitted to older Holdens can fail in time when the diaphragm becomes hard, or splits. Repair kits are available. I mentioned engine valves earlier. They too can cause uneven running if the tappet gap is not set correctly (normally not applicable to Red Motors) or if they burn out. If an exhaust valve has burnt or is stuck open, the engine will appear not to fire on the offending cylinder, although the car will be fairly driveable, albeit down on power and sounding rhythmically "lumpy", particularly at low engine speeds. However if an inlet valve is not seating properly, the result can be one of two things, depending on the severity of the situation. If the valve has a slight leak, the car will run but may misfire badly at low speeds; if the valve has stuck open the engine may not start, even with a high speed tow! This is simply because the mixture from the carb will be greatly weakened as it is drawn into the cylinders when there is an alternative air leakage path, since all the inlet valves share the same porting via the inlet manifold. A test for this condition is to turn the engine very slowly with a spanner on the crankshaft pulley or other means, listening for a hiss through the carburettor, especially if the compression seems meagre on a particular cylinder.

Yet another cause of misfire is a burnt or holed piston. You won't miss this symptom in a hurry - you will leave a screen of thick smoke in your wake! If the engine has been previously allowed to "pink" - pre-igniting the mixture, this is often the outcome. Again, experience is a hard taskmaster...

At the risk of offending Torana and Camira owners, all the above also applies to four cylinder engines. Generally though Holden engines of most kinds have proved to be very tough, so let's enjoy them while the government still lets us.

Don't forget that I may be able to help you with a technical query, if you ring me at 01787 282307, or e-mail me at patrick@prhemphill.freemove.co.uk or write via Holden Business.

Patrick Hemphill.

**Sales
& Wants**



HOLDEN FJ SPECIAL SALOON,
1954, 6 cyl, 2.2 ltr, very good all round
original condition, drives very well,
MoT May 2001, present owner six
years. £4,750. Margate, Kent. Tel:
01843 221794. P 16/888

Contact:

Graham Beasley
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Bits & Pieces

THEY have almost got it right at the University of Alberta, Edmonton. In a bid to include minorities and people with disabilities in university life, the human resources department recently acquired a new Braille poster for the blind, which has been put on display outside its main office. Unfortunately, no one knows what it says because it has been put inside a display case with a glass front.

Still, top marks for trying.

10 February 2001 • New Scientist

VEGETARIAN DISHES

Aloo Gobi (Potato & Cauliflower).....£1.80
Aloo Baigan (Potato & Aborigines).....£1.80

This London balti restaurant evidently thinks "vegetarian" means "can't buy at butcher"

Russian roulette ended fatally for a 19-year-old Texan man. He was playing with a semiautomatic pistol, which automatically inserts a cartridge into the firing chamber.

An attempted car-jack went wrong in South Africa. The car's security system had an airbag installed in the car's ceiling which would inflate if a driver sat down without disabling the mechanism. When the airbag exploded toward the armed young car-jacker, he thought someone was shooting at him. He instinctively fired twice but unfortunately his gun was still in his pocket. One bullet hit his knee, and the other lodged in the base of his penis.

●Two wrong temperatures appeared by accident in last month's Animal Matters feature. Tortoises should be kept at a temperature of 4C (not 40C) during their hibernation. Hamsters may become cold and stiff below about 5C (not 50C). We apologise for the errors.

Here's hoping this wasn't too late. From the Oxford Times, Feb 4

Taxi? Bloody ripper

**By BRONWYN
HURRELL**

ASK an Australian a simple question — but don't expect a yes or no answer.

You're just as likely to be told "bloody oath" or "Is the Pope a Catholic?" as a plain old "yeah" or "nah".

Australians have no less than 81 different ways of saying yes.

And we're a positive breed because we know only 30 ways to say no.

Our diverse language was revealed through research by an Australian speech recognition service provider.

Enterprise Speech Recognition is providing the technology for a voice activated taxi booking system.

The system will be used at Sydney's biggest taxi company by the end of the year. Companies in Adelaide and Melbourne have also expressed interest.

To create a computer that is literate in Australian English, the company listened to hours of tapes of Australians making taxi bookings.

So everything from "yep" and "um, yeah" to "bloody oath", and "ripper" will get you a cab.

And responses including "nah", "like hell", "not on your Nellie" and "s--- no" will register a negative to the computer's question. *Feb 10/01*

Keeping Classics Alive...

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

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Holden export customers, the Abu Dhabi police drive specially fitted V8 Statesman/Caprice models, badged in the Middle East as Chevrolet Caprice.

