



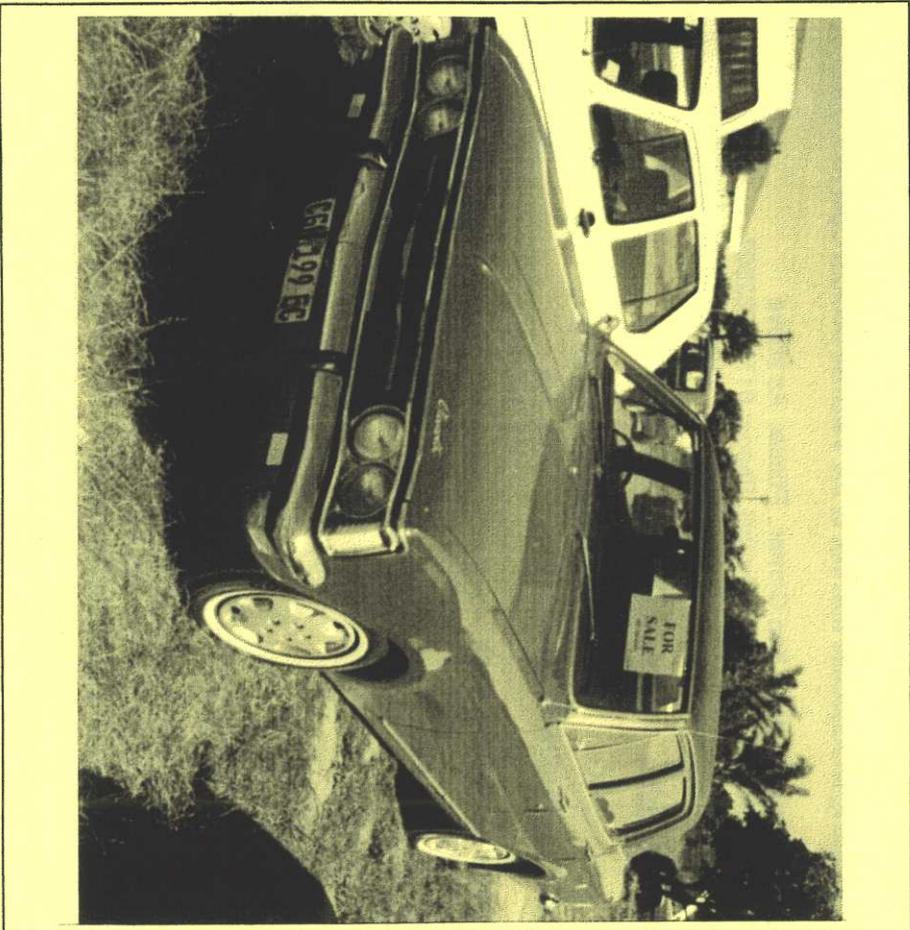
Peter and James Brock testing Holden's Monaro for Targa Tasmania



Holden Business

ISSUE 85

MARCH/APRIL 2002



FRONT COVER -

1970 Chevrolet Kommando, the South African version of the HG Premier, with a 4.1ltr engine

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The Register is recognised by Holden Ltd

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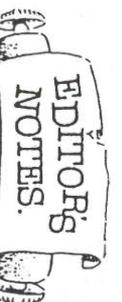
Club Website: <http://www.geocities.com/kiloh>

CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3	No. 4-Date.
Holden 1948-1962 Book	50p the Three	
Stickers (With Club Logo)	£8 Each.	
Tax Disc Holder	50p Each.	
Key Fob	50p Each.	
Cloth Badge	£7 Each.	
Tie (Blue)	£8 Each.	
T Shirts (S/M/L/XL)	£6.50 Plus £1 p&p	
Metal Car Badge	£10 Plus £1 p&p	
Binders for Club Magazine (holds 12)	£5 Plus £1 p&p	

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

NOTE: An arrangement has now been made to accept cheques in AU\$ - 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 really observant among you will have noticed that the centre pages are in colour, yes colour! A first for Holden Business. This has been put together for us by Rare Spares. Thanks very much Keith. Thanks also for the decals which I have enclosed with this issue.

I have also managed to arranged for members to receive a copy of the Holden house magazine 'People' to be delivered directly. I hope this will help you keep up-to-date with all things Holden.

More Holdens are being spotted around the country now, not surprising as I believe that HSV UK have now sold over 77 examples. Used ones are also appearing in Autocar, Autosport and some of the more specialist publications.



I have had a good crop of letters, e-mails, cuttings and other Holden related items in the last couple of months. This makes compiling the magazine a doddle and hopefully more interesting. Keep up the good work.

Regards

Ken

LETTERS - LETTERS - LETTERS

1-2-02

David Hart
20 Ronnelean Rd.
Tolworth.
Surrey
KT6 7LJ
020 8391 5621

Dear Ken,

Just a short note to say that in 'model collector' magazine, march 2002 issue they feature 'micro models', the Australian model car maker of the 1950s and some of the 70s. In this excellent 3 page colour feature they show many Holdens including FJ Van, FE Utility and FJ Saloon. A range of taxis include FJ's and FX Sedans. NSW Fire Dept FJ and FE Station Wagon. Finally there is a FE Saloon, Promotional FJ Van, Bedford SB Bus and a Vauxhall Cresta PA Shown. They list all the models they have produced which totals 35 Holden models. If anyone has difficulty finding model collector magazine give me a call and I will get a copy of the article for members. I also enclose a couple of Holdens for sale, spotted in 'Autocar' magazine

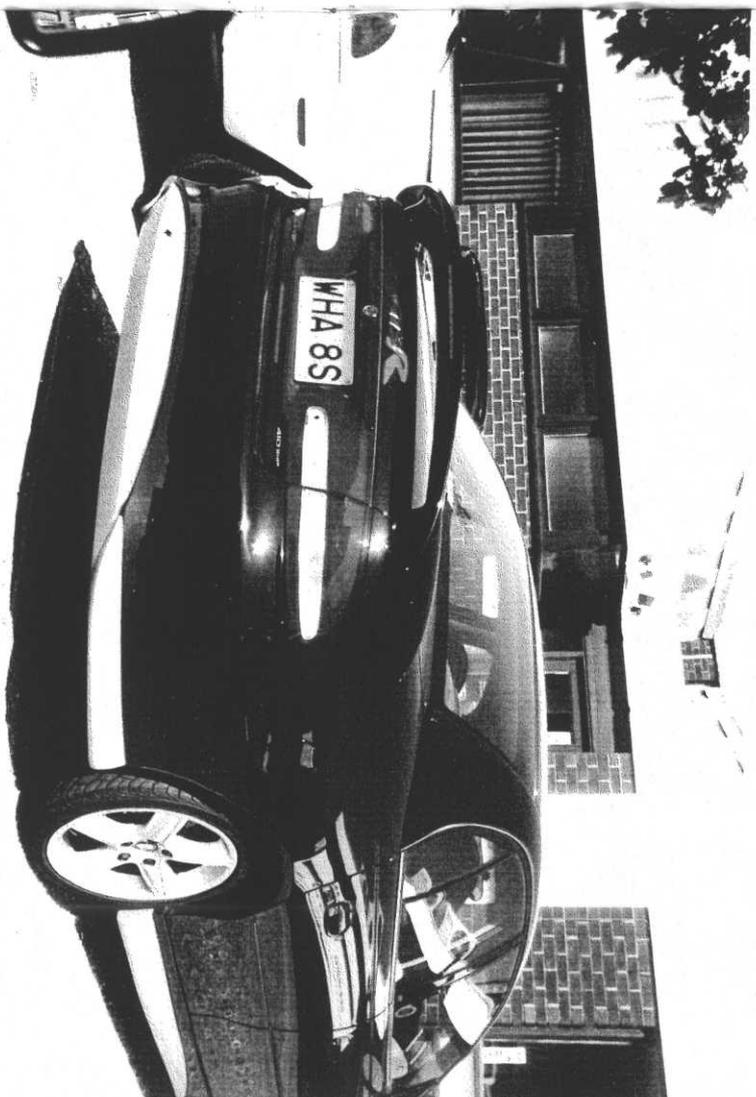
regards

14/2/02

Dear Ken,

Enclosed photos taken last year, of the HSV GTS-R owned by the director of Ware Heating + Bathroom Supplies, the photo could almost be Australia with the sunnier! (the white car behind is a Mustang convertible). Notice the small foot lid badge - 410 Shop !!

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Also enclosed 2 photos of the alternative.
 This is a Ford Falcon AU2 ute, the XR6
 model (i.e. spooly 6 cylinder 4 litre). The car
 is U.A registered but has been brought
 over and was seen by me at
 Kings Lee Motors in St. Albans Rd, Waltham.

The proprietor also had 2 more Aussie AU2
 Falcons, a silver 4 door saloon for sale at
 around £27,000 (XR6 version) and a bare
 metal silver ute at £17,000. Both silver
 ones had been through the necessary procedures
 for being UK registered and were 6th 'y'
 plates.

I have not seen any of the three ~~cars~~ Falcons
 recently, unknown if they've been sold or the
 luncheon has moved, but it's nice to see the
 Aussie stuff over here, even if it is lacking
 a blue oval!

On the subject of Ford Falcons, there is evidently a
 song in the pop charts called "Addicted to Bass" by
 Puretone which has a great video with three
 XR6 Falcons Cape's in it, ~~with~~ a sort of Mad Max
 sport, well worth a watch for some pure Aussie
 muscle, no Holden's though,



Has there been any further news on the
 Corrodore replacing the Omega in Europe?
 The Omega now are 3.2 litre and auto only
 for obvious reasons so the price here are not
 so happy, with Corrodore we could go back to
 rear wheel drive and manual, so much better
 than front wheel drive Velors, but with
 Corrodore are you have price. I can't see the
 police buying them, and they usually need to be home
 office approved, well's hoping!

All the best, speak to you soon -
 Matthew Hollingsworth

From: "Stephen A Fairbank" <sales@grangegaskets.com>
 To: "Guy Hardy" <holdenuk@ndirect.co.uk>
 Subject: **GRANGE GASKETS**
 Date sent: Fri, 1 Feb 2002 13:43:00 -0000

>From Grange Gaskets Ltd.

To Holden UK Register

Guy Hardy

We came across your Listing for your register in the Practical Classic Magazine.

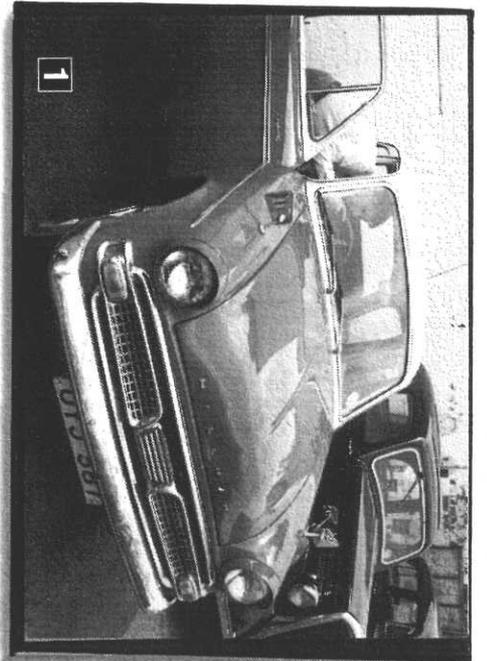
We manufacture gaskets, & could possibly be of service to you. One area of our expertise is in the manufacture of cylinder head gaskets, along with inlet & exhaust gaskets, single & manifold. This type of gasket is usually supplied as a copper jacketed non-asbestos gaskets, however, other types are available. We also produce other item such as machined rings, washers, totally enclosed washers etc.

If you feel we may be of assistance & would like to see our brochure, please contact us by E-mail (sales@grangegaskets.com), or telephone 01274

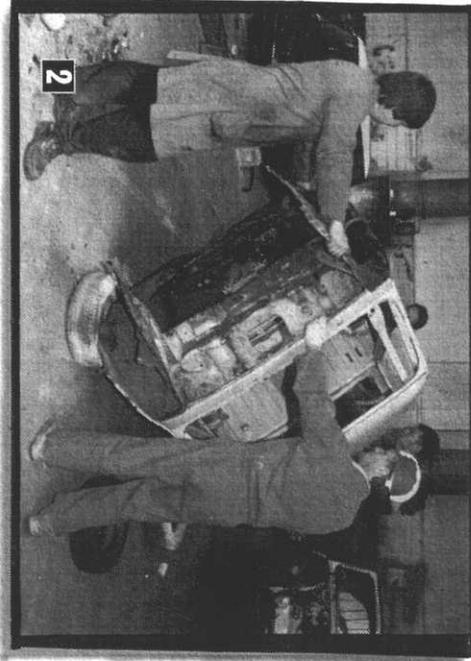
734238 fax 01274 306594 or send any samples you may require to:- Grange Gaskets Ltd. Carmarvon Works, Bolton Lane, Bradford, West Yorkshire, BD21AE.

George Morrison,

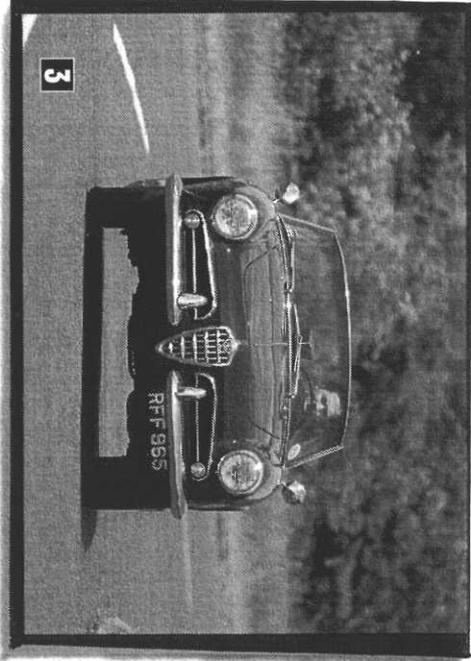
Sales Manager.



1



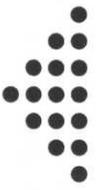
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3

1 BUYING

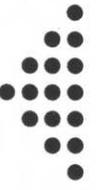
The new Practical Classics is packed with essential buying info, plus the price guide used by insurance companies



2

RESTORING

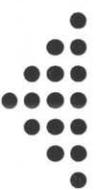
The new Practical Classics has more restoration features to give you the confidence to tackle work on your own car



3

ENJOYING

The new Practical Classics has more about enjoying life with your classic once you have bought or restored it



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

From: "Robert Marshall" <Bobbie.Marshall@binternet.com>
To: "Ken Garner" <holdenuk@ndirect.co.uk>
Subject: Imported Calais
Date sent: Tue, 12 Feb 2002 16:12:26 -0000

Dear Ken

As you suggested I've provided a few helpful notes which may assist fellow club members in the future.

Importing any car from out with the European Community subjects it to a Single Vehicle Approval by the Vehicle Inspectorate, these testing stations are few and far between, and involve many including myself in consider mileage to attend.

To comply with the requirements, one of the things I had done before leaving Australia was the fitting of a 12V Electronic Ratio Box to convert the RPM from Kilometres to MPH, the dash cluster then had to be removed and reprinted so that the speedometer read in miles per hour. This work was carried out by a company called Howard Instruments who are contactable via e-mail at howardinstruments@bigpond.com

The next obstacle to overcome was the tyre markings, although the car was fitted with "next to new" Bridgestone tyres made in Australia, they did not display a Euro DOT equivalent marking, when I contacted Bridgestone / Firestone in UK they could not provide confirmation that the Australian made tyre was compatible with European specifications. Bridgestone Australia did however come to my aid by providing a letter for the Inspectorate outlining the tyre specification.

Lastly there was the rear fog light requirements, to comply with this on the cars arrival in the UK, I had a garage holding MOT testing authority fit my rear fog-light, however this was the cause of further inspection failure as it was fitted 7mm lower than the 250 mm ground clearance required.

Now after all the frustrations of tests and retest procedures, I have my Holden Calais on the road and drive it proudly through the hills of Argyll. We'd like to thank you for the front page welcome on the November / December magazine and look forward to participating as members in your select club.

With my best regards

Bob Marshall.

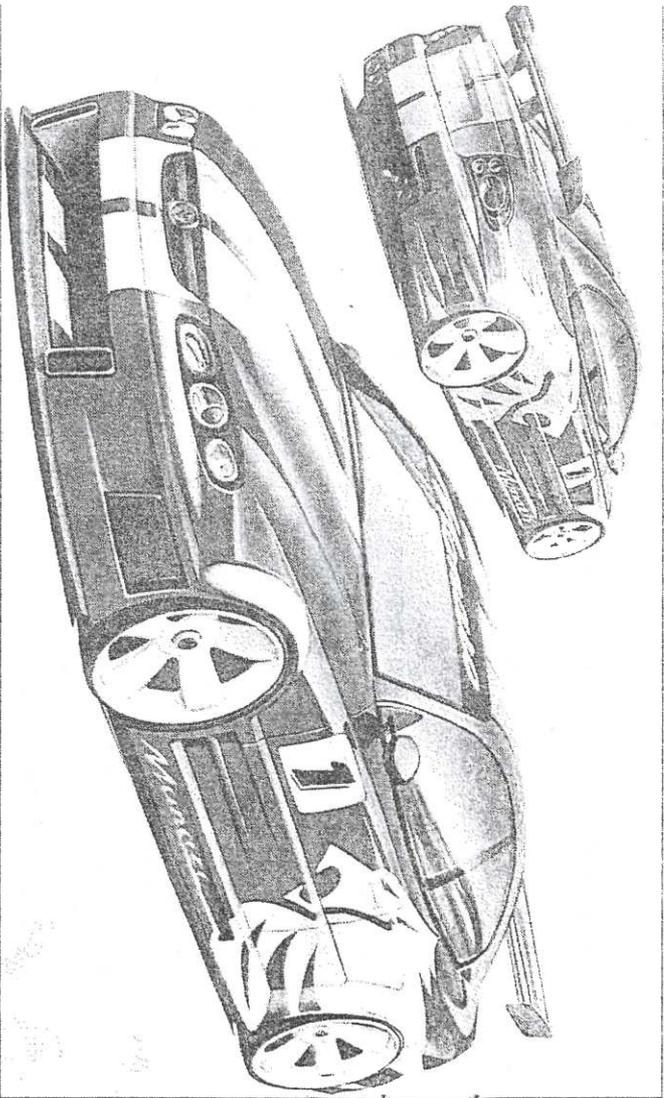
Date sent: Thu, 17 Jan 2002 15:26:52 GMT
To: holdenuk@ndirect.co.uk
From: felson@boltoneveningnews.co.uk
Subject: Press Request

I write a "Me and My Car" feature for a glossy magazine published by the Bolton Evening News each month.

I am, therefore, writing to ask if you have any members within the Bolton(Lancashire) area who might be happy to talk about their car for the magazine.
I accept that - under the Data Protection Act - you will need to contact any member in advance before passing on their information to me and/or may have to put a request in your club magazine or bulletin.
Any member who wants to call me can do so on 01204 522345 ext 336.

Best Cheers

Frank Elson
News Features writer
Bolton Evening News



All-out rocket: Holden's new Monaro set for Nations Cup racing.

Holden gives Monaro mongrel

THE born-again Holden Monaro is turning nasty.

Less than six months after sales of the smooth new coupe began, and with a year-long waiting list for most models, Holden has decided to build an all-out racing rocket.

It has fitted the Monaro with a wicked 7-litre engine producing more than 500kW of power, a special six-speed racing gearbox and massive 45.7cm alloy wheels.

It's great news for Holden fans, and more proof that the car-maker intends to use the old-fashioned "Win on Sunday, sell



Peter Brock

on Monday" to boost its showroom results in 2002.

Peter Brock is already planning to drive a Monaro in several road

rallies this year and the company is focussed on continuing its domination of V8 Supercar racing.

Holden has no road-going plans for the Super Monaro, despite a performance war that sees it and Ford selling 300kW cars with top speeds in the 250km/h range, but will focus its attention on Nations Cup racing.

When it hits the track it will be up against some of the world's fastest and most-expensive exotic cars, including the Lamborghini Diablo, Ferrari 360 and the latest Porsche 911 GT3.

—PAUL GOVER

All Holden Day

All Holden Day was held this year on January 27th at Flemington Racecourse in Melbourne, during a bout of unseasonably cool weather, seeing the mercury climb to only 24 degrees C. It's high Summer in the Southern Hemisphere and it's usually topping the 30s by now. Some 400 Holdens attended this year and nearly 10,000 people turned up to view these classic cars. A great day all round.



A very trim 1961 Holden EK sedan with the white roof that was so popular during the 1960's in Australia. It helped keep the car cooler in summer in the era before air conditioning.

This very neat 1976 Holden HX sedan has been upgraded with the filament of a Statesman grille.



The are few more sought after Holdens than the early Monaro's. This 1969 HT model is in the classic dark green with gold trim scheme and was in perfect condition.





Now here's a comparatively rare beast; a 1957 Holden FE sedan. For reasons that are not clear the FC and FB Holdens are popular with enthusiasts; but the FE seems not to have found the same favour and very few have been preserved. This jade and emerald example was a tribute to the owner.

A truly stylish car was this chocolate brown and beige, two tone Holden EH sedan fitted with all the accessories. Very nice indeed.



While old Holdens may never die, there are some that just keep on working.

This immaculate Holden HR Premier sedan earns it's keep as a wedding car under the title "Lady Love". An apt description of a truly beautiful piece of machinery.

The Holden Torana was initially a re-badged Vauxhall Viva; but in the hands of G.M.H. it was transformed from a sedan small car into a fire breathing monster. Enlarged and fitted with a six cylinder and later V8 engines these were hot machines. This 1969 Holden LC Torana has had the concourse treatment.



This Holden FB ute has had an interesting addition made to it. The body side chrome mouldings seem to have been adapted from a sedan. It certainly makes an attractive and unusual colour scheme.



We think this started out as an FC Holden, but we can't be entirely sure. This heavily modified Holden sports an FJ grille and extensive body alterations. It's certainly not to everyone's taste.



You can buy Rare Spares on line at www.rarespares.net.au



HOLDEN

Media Release

9 January 2002

HOLDEN TOPS AUSTRALIAN VEHICLE SALES IN 2001

Holden has claimed the title as Australia's most popular vehicle maker in 2001, having sold the most vehicles since 1973 when the landmark HQ model was the latest Holden on Australian roads.

Official VFACTS figures released today showed Holden achieved total sales of 165,579 last year or 21.4 per cent market share, which was 15,793 cars or 2.4 percentage points higher than 2000.

Holden was also the passenger leader in 2001 with 135,339 cars, rising to 25.6 per cent market share and claiming its fourth consecutive market share increase.

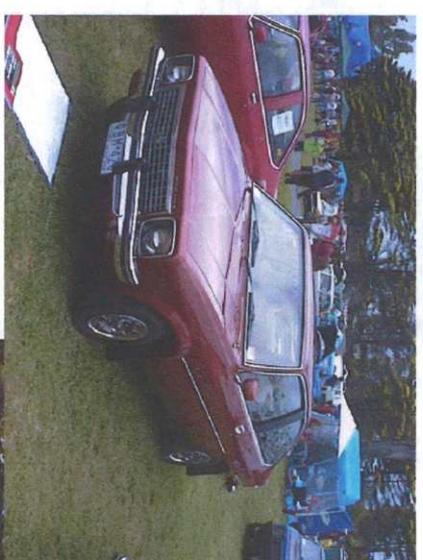
The company outsold Ford by 58,849 units - its largest ever full-year margin over Ford - and Toyota by 24,297 units.

Commodore became Australia's best selling car for the sixth consecutive year with 85,422 units, including the largest ever lead over Falcon on a full-year basis of 31,888.

Holden's Marketing Director, Ms Megan Stooke, said Holden's sales in 2001 were the highest since 1973 when the HQ led Holden's highest ever full-year sales of 173,854.

Ms Stooke said the company had generated a sense of excitement and history in 2001 similar to that created by Holden's most popular car, of which 485,650 were built from 1971 to 1974.

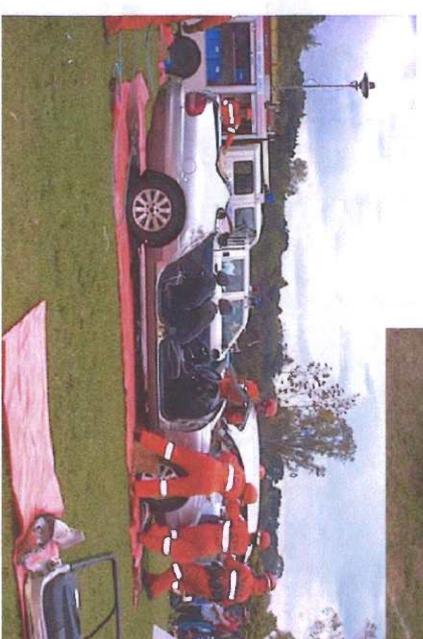
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Winner of the Rare Spares Trophy was this immaculate and absolutely original 1977 Holden Torana LX Hatchback. This car spent many years in New Zealand and has done a genuine 239,000km. It is in everyday use and is an absolute credit to owner, Tony Sculphel.



Despite being 50 years old the FJ Holden is still a good looking car. This example is fitted with all the bits that make these cars classics. The rear wheel arch cover looked especially good on these cars.



This late model Holden Calais was destroyed by State Emergency Service volunteers to demonstrate the techniques used to rescue road accident victims. The vehicle was a pilot built unit and although perfectly roadworthy, it could never be registered.

Proudly sponsored by **RARE SPARES**

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Victoria Australia 3001

Melbourne (03) 9647 1111
Sydney (02) 9655 6333
Adelaide (08) 8292 8111



Thursday 31st January, 2002

PRESS RELEASE:

EMBARGO: Immediate Release

HSV'S RECORD BREAKING YEAR

HSV is celebrating its best sales year ever with volume of 3,310 units - a staggering 24% increase over its record sales during 2000.

HSV also set records in terms of a major investment in its all new Administration Centre and Showroom, updated Production facilities and employment levels.

HSV's Managing Director, John Crennan said "the revised VX Series 2 HSV sedan range underpinned the company's record sales success and with full production of the new HSV GT0 & GTS Coupes now commencing, we are forecasting an even stronger result this year".

Production of the all new GT0 and GTS HSV Coupes is expected to account for up to 30% of HSV volume for 2002.

◆
For further information contact

Mark Behr

HSV National Sales & Marketing Manager

or

Penny Swan

Public Affairs/Marketing

03 9265 9500

-2-

"New car buyers have realised that Holden meets their requirements in terms of style, quality, performance, safety and reliability – attributes which are best measured by sales," she said.

"Customers continue to be attracted to the Commodore and we have also successfully catered to new, increasingly diverse and exciting sections of the marketplace.

"This is reinforced by the recognition given to our cars through industry awards such as the Wheels Car Of The Year for Barina, the News Limited Star Car award for Monaro followed by Barina and four class wins in Fairfax Best Cars.

"Holden will not rest on its laurels in 2002 with launches for five new models including the VY Commodore and all-new Vectra, two niche products and 10 limited edition products," Ms Stooke concluded.

The 2001 sales figures set by Holden featured record performances for individual carlines across the passenger and light commercial range.

Astra and Ute achieved their best ever December sales to complete their best annual sales, with Astra rising 53.9 per cent to 28,378 and Utes rising 75.6 per cent to 11,173.

For further information, contact:

Jason Laird, Holden Corporate Affairs

Tel: 03 9647 5278 or 0439 998523

jason.laird@holden.com.au

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

Ute beauty

'Circle work' and 'donuts' have long been pastimes in rural Australia, but now Brits are keen for a piece of the action. JANINE ISRAEL reports on the latest Aussie invasion. They're packed with power, stylishly rough and as blokey as hell — they're Holden and Ford V8 utes.

Thrusting through the dust — bull bar first — the V8 ute is the quintessential extension of the Australian male. More abundant than kangaroos on the outback road, these beefy utilities are as identifiable by their spacious 'shagging wagon' trays as their crude back window sticker displays. From Gunmadah to Gympie, from Bathurst to Broome, the Holden and Ford utes have long transcended their original purpose as practical work vehicles. In rural Australia — along with wheelies, beer and greenie bashing — they're a religion. A religion lacking a dedicated following beyond its naive country.

Despite a concerted attempt by Holden in the '60s and '70s to sell utes overseas, the Australian utility has always proved feeble competition against American pick-ups.

But recently, UK dealers of Holden Special Vehicles (HSV) and Australian Fords noticed a potential niche market for the shiny new beasts rolling out of Australian car factories — British baby-boomer businessmen in the throes of mid-life crises. Stuff the Harley Davidson 10 to hell with the sleek, silver Jaguar! According to importers, the trend-setting London barker is now offering a shimmering V8 red ute.

"If I had 100 utes here today I'd sell every single one," gushes Rod Clausen, director of HSV UK Limited, sole British importers of the Commodore-based machines. There is only one HSV ute presently on UK soil, but Clausen has a waiting list of more than 200 'exceptionally wealthy males' willing to fork out £36,000 (including VAT) for the Maloo 5.7 V8 ute — just A\$50,000 more than you would pay in Australia.

As some consolation, though, the UK version has upgraded suspension, seats and brakes, and has been tweaked to register speed in miles instead of kilometers.

Unfortunately, there is one major hitch — buyers may be itching to hit the M5 with the 160mph (256km/h) road-going race car, but unfortunately, it has been declared unfit for British roads. Recent tightening of the UK emissions compliance test has deemed the HSV a polluting menace.

"Australia is now three or four years behind the European emissions standards," grumbles Clausen, adding that it might be another year before Holden brings out a line with the appropriate engine change.

"It's not as easy as everybody thinks, bringing in a car from Australia," he says. An obvious market for Australian cars would be homeick Antipodeans. However, since Clausen began importing the stylish HSV GTS and HSV GTS-R to the UK three years ago, not one of the 77 saloons snapped up for a hefty £40,000 has been by an Australian or New Zealander.

"They're all Brits that are buying them," he says. "And they buy them because they're different. The cars they're competing against are the highest spec model Mercedes and BMWs. But the HSVs are a bit more raw edged. They go quicker, they handle better, they're noisier and they're a very blokey car." Also jumping on the bandwagon is the new

British company Vene Automotive. Vene is in the first stages of importing a range of luxury LPG-only Ford Falcon utes to be rebadged and sold in the UK under the Tempest name. Currently scouting for dealers to take on the franchise, Vene has confidence in the brand's European debut, expecting to shift 100-plus this year alone.

Prices start at £15,950 plus VAT for the Tempest XL and rise to £17,950 plus VAT for the Tempest XLS. Partner in the venture, Alan Lubinsky, believes the sports utility vehicles will "earn themselves a significant niche market". "It is a luxurious yet practical pick-up which provides the small businessman with both a working tool and a stylish vehicle for his leisure time," he says.

The Tempest's non-typical pick-up features such as air-conditioning, power-steering and air bags are worlds away from its dusty rural ancestor, but it seems British yuppies are looking beyond the ute's blue-collar roots though, elevating it to a sports car with a huge boom, perfect for transporting a jet ski or a motorbike.

"A HSV vehicle compared to a normal Holden ute is completely different. It's like a hot rod in comparison. Consequently, the Maloo is being sought by city boys earning big money in banks, and middle-aged blokes who would normally drive a sports car but want something different.

"But it's the V8 rumble they all love. Driving this thing around is like riding a push bike around naked — everyone's staring at you." Indeed, when these beasts do hit the road, there will be no shortage of ute enthusiasts turning their heads.

Perth ute-spotter, Michele Evans, 24, who lives in London, has been disappointed with the British ute scene, noticing that most pick-up cars are "just small vans with pissy trailers on the back". She says the UK lacks the weather for ute activities such as strapping couches to the back tray, loading in a bunch of mates and cruising the beach.

That's not to say a ute in London wouldn't catch her eye. "I'd think, 'there's a man with style and class'," Evans says. "I'd definitely

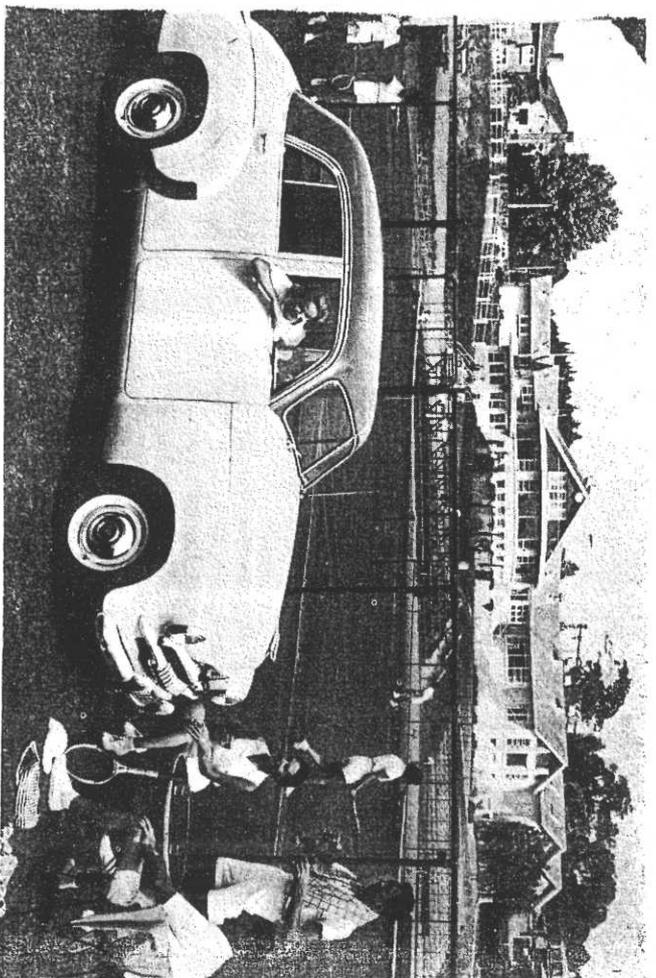
look twice, but only if it's a real ute, not a piss-weak thing."

Other people with knowledge of the Australian car market are not swallowing the ute boom hype. Guy Hardy, the secretary of the Holden UK Register, a British Holden enthusiasts' club with a mere 40 members nationwide and he believes auto importers will have a hard time convincing British car-buyers that 'pick-up trucks are sexy'. "I don't think there's any kudos to having a pick-up truck here unless you need it for a particular occupation. The difficulty with motors with big engines here is that they attract quite a penalty at the petrol pumps. Petrol is so expensive..."

The Maloo, for example, averages 25 miles to the gallon (40 kilometers for every four and a half litres).

Holden UK Register's chairman, Ken Garner thinks Vene are dreaming if they expect the Ford sport utility vehicles to be a huge hit. "I'm surprised Ford are launching another car here. Maybe it's because Ford aren't doing very well in Australia at the moment, and they think they will do better here," he says.

While the true blue Aussie noon may never have a place on UK roads, Australian cars are making one last bid for the British big time with the launch of these luxurious new toys. It remains to be seen whether Brits will jump on board. ■



At home in any setting . . .

HOLDEN — Australia's Own Car

Here, beside the sun splashed courts at Kooyong, Holden, Australia's own car looks completely at home. Indeed Holden is at home in any setting because it is designed for the Australian scene. Holden too is designed to give the maximum performance under all the varied conditions of Australian roads and climate. In city streets and on dusty outback roads the six cylinder engine has earned a wonderful reputation for power, economy and dependability.

Add to this Holden's easy handling qualities, the spacious comfort for a family of six and you have some of the



reasons why Holden is Australia's sales leader, the ideal car for Australian conditions.

Call in and see your Holden dealer, ask him to give you a demonstration drive and prove to yourself the advantages that have made Holden Australia's finest car value.

There are three Holden models to choose from at prices as low as £870 plus tax and convenient GMAC hire purchase arrangements are available if required.

HOLDEN*
Australia's Own Car

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GM eyes driving Monaro in to US market
 John Beveridge
 The Courier Mail 20 Feb 02

AMERICAN motorists could be driving Holden Monaros and Vtes if one of General Motors' head honchos has his way. Mr Bob Lutz, chairman of GM North America and vice-chairman of product development, yesterday said that he was "very keen" to export the Australian cars.

However, he revealed that if the project proceeded, the Monaro would emerge as a Pontiac GTO and the ute as a Chevy El Camino.

Both are famous names from the past that have been discontinued but like the Monaro could have a lot of appeal if they returned. The major sticking points getting in the way of the deal are safety requirements in the US and the heavy demand for both cars in Australia.

Holden managing director Peter Hamenberger said the waiting list for Monaros was now three months and with the success of the Game Over commercials, he expected local demand to remain strong well into the future.

Mr Lutz said there were "still a lot of issues to sort out" before the deal proceeded. "I'm here, obviously looking for opportunities, not obstacles."

He said both cars would serve niche markets in the US, with import volumes of between 10,000 and 20,000 cars.

Accompanying Mr Lutz is a group of four other high-powered US GM executives learning how Holden produces popular cars with limited resources.

Mr Lutz said he regarded Holden as one of the most successful of GM's operations anywhere in the world, with a lean, flexible manufacturing base, innovative designs and first class engineering and marketing.

"GM will leverage Holden every way it can. Holden is a microcosm of what we would like GM to be."

Mr Lutz said Holden was one of the few GM outposts in the world that was reaching a benchmark return on assets of 5 per cent net profit after taxes.

And he indicated some personal reasons for the trip to Australia - which comes less than six months after he was appointed.

"I just couldn't wait to have a drive of the Monaro," Mr Lutz said. He also revealed his wife had a favourite test car too - a Caprice.

"I couldn't get it back from my wife for a week," he said.

Bits & Pieces...

Holden interest

DETAILS of Holden's upcoming all-wheel-drive Commodore is winning news coverage in the US, where pictures of a prototype wagon have just been published. One report even suggests that a 5.7-litre V8 model will be sold in the US.

Herald Sun, Friday, February 1, 2002



Sick auto syndrome

Sinking into the upholstery of a new car could be bad for your health. New cars' interiors emit high levels of toxic chemicals for up to six months, an Australian study has found. In the three cars studied, levels of volatile organic compounds were up to 128 times as high as the recommended Australian exposure limit of 500 micrograms per cubic metre. "That's much higher than the levels we've seen in new buildings, including buildings where people get sick," says Steve Brown of the CSIRO, Australia's national research organisation.

12 January 2002 • New Scientist

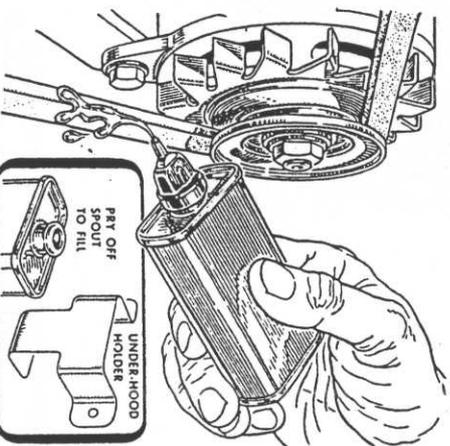
Study reveals CO₂-inspired diesel rush

could backfire on Government

A RUSH to diesel among fleets inspired by the Government's attempts to reduce emissions of greenhouse gases could increase global warming. A major new study unveiled in the United States claims that although diesel engines produce low levels of carbon dioxide, their higher emissions of soot could make global warming worse. Mark Jacobson, associate professor of civil and environmental engineering, claims that cutting carbon dioxide emissions by one third would cut global warming by 40% after between 50 and 200 years. But slashing emissions of soot from burning of fossil fuels could have the same effect in three to five years. The study, carried out using a computer model developed over 12 years, casts doubt over the benefits of the worldwide focus on slashing CO₂ emissions through the Kyoto Protocol, signed in 1997. Andrew Ford, corporate affairs manager of Calor Gas, said the research pointed to alternative fuels as the answer to global warming. FLEET NEWS February 7, 2002

Australian police hold two over bushfires

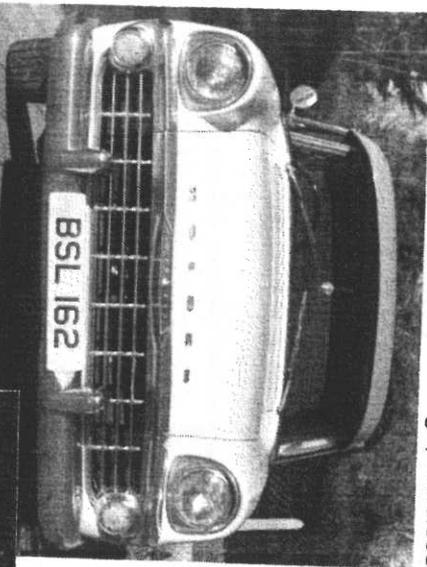
Daily Telegraph



To silence fan belt squeaks and the like, keep some brake fluid in a lighter fuel can. It will also lube tyres for easy mounting, and give a fast cleaner for floor mats and soiled hands. A spring clip mounted under the bonnet



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