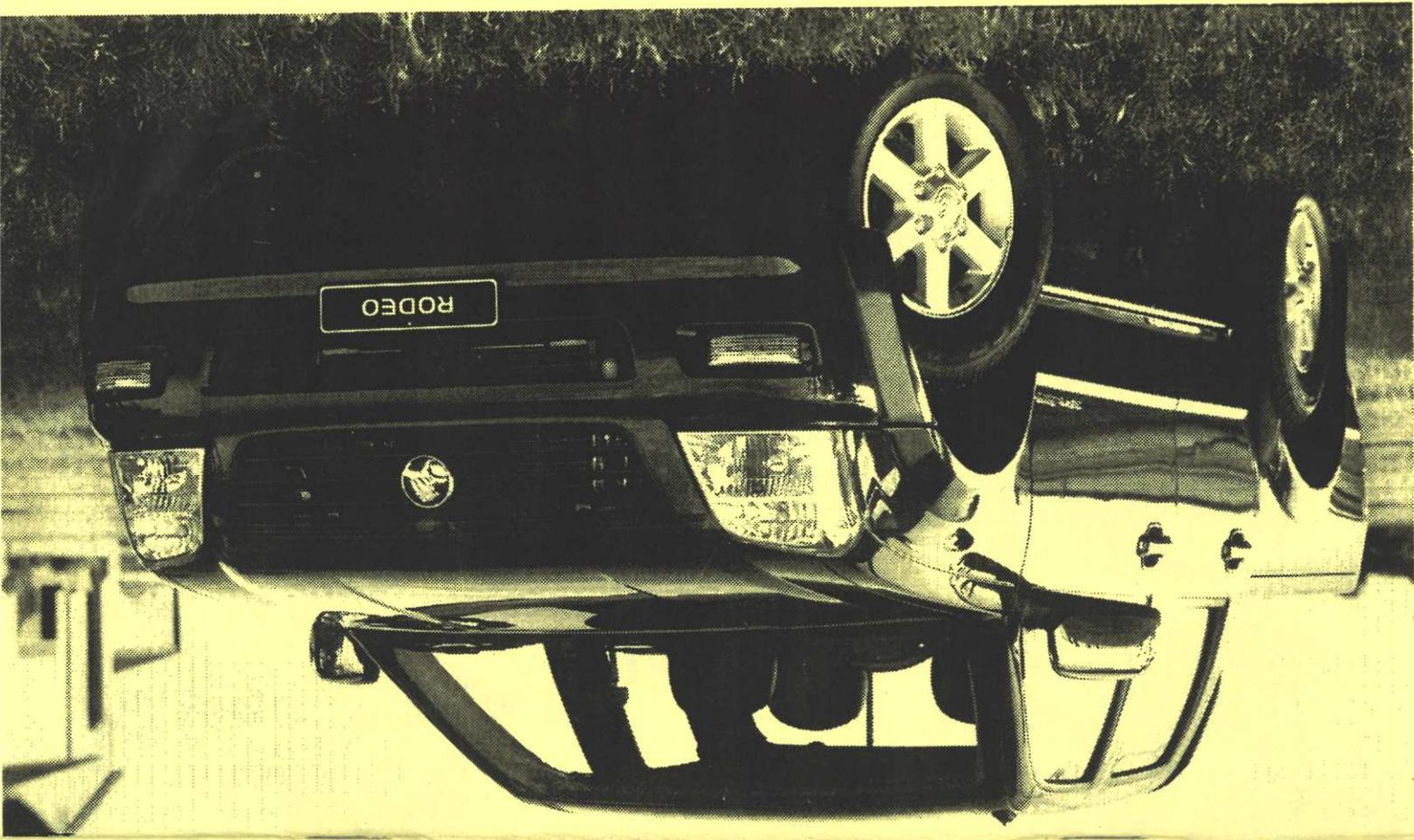


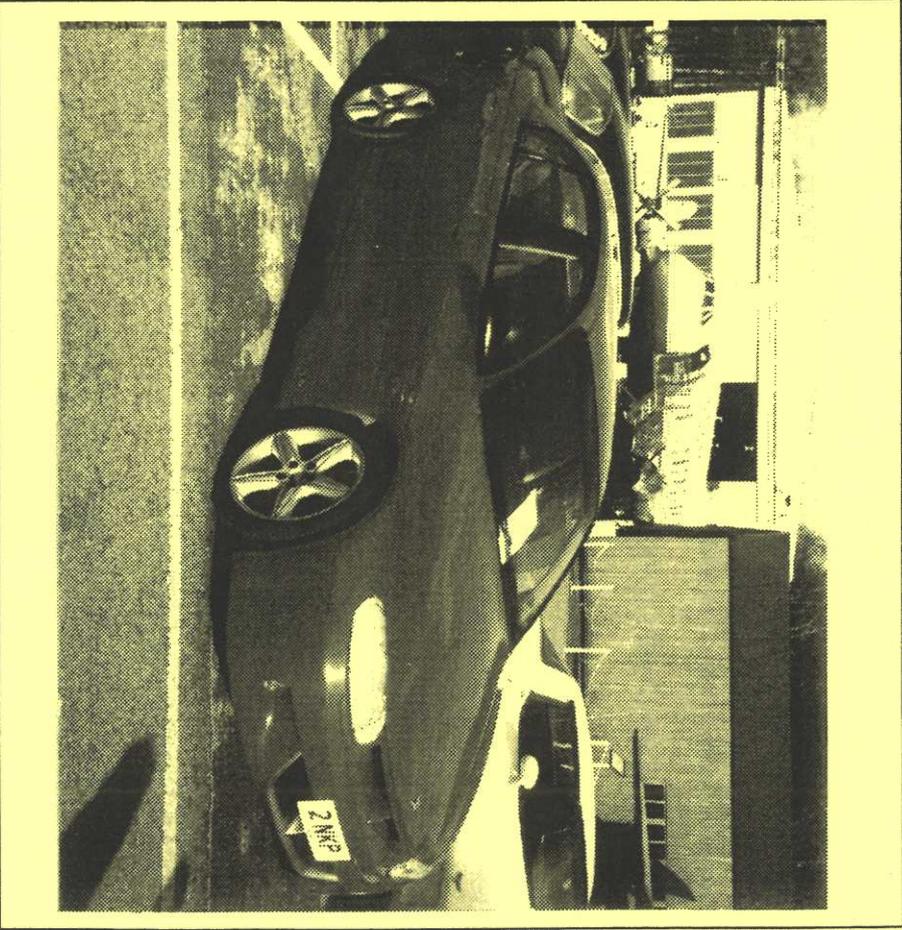
All-new Holden Rodeo is bigger, more powerful, safer and stronger than ever. The smart Rodeo LT Crew Cab heads a class-leading range of 4-cylinder, V6 and 3 litre turbo diesel variants.



Holden Business

MARCH/APRIL 2003

ISSUE 91



FRONT COVER - A Clubsport on show at Brooklands recently

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EDITOR / PUBLIC RELATIONS OFFICER. Position Vacant

The Register is recognised by Holden Ltd

The Club is an Associate Member of the Vauxhall Bedford Opel Association (VBOA)

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Technical Adviser (post 1968): Garry Lennox e-mail: galennox@clara.net

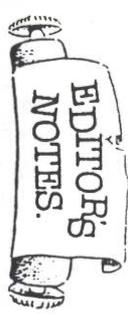
Club Website: <http://www.holdenuk.co.uk>

CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
	No. 4-Date.	Each.
Holden 1948-1962 Book		£8 Each.
Stickers (With Club Logo)		50p 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)		£6 Plus £1 p&p

All cheques payable to Holden UK Register. (In Sterling)
NOTE: Equivalent amounts in AU\$\$ and the Euro can be accepted, please contact the Chairman for details.

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



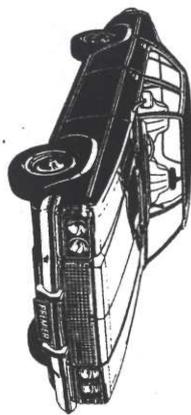
Hi all,

It has been a busy month for the Club, with quite a lot of contact from members with information about their cars and the progress of any restoration.

I have also moved the Club website over to a proper host rather than relying on Geocities with their annoying popup adverts. The new Club URL is: www.holdenuk.co.uk

much easier to remember I think you will agree. However, the old address will still redirect anyone to the new site.

Our annual Holden Day and AGM at the All Vauxhall Day at Billing this year will be on the 13th July. The event actually starts on the 11th so any members who wish to use the Club space on the first two days are quite welcome to do so.



HZ Holden 1977-79

Additionally if members could let me know of any other events they are interested in attending I will pass this information around. At the moment members are attending both the Bromley Pagent on 29th June and the Enfield Pagent on 24 - 26th May.

Regards

Ken

Your Letters

Hi all, long time no e-mails!

Just a thought, I wondered if anyone has any pictures of Commodores fitted with roo-bars or bull bars. My 1992 VP Wagon (Ex telecom Australia) does not have one but I quite fancy a proper roo bar on the front to "Australianise" it some more. I don't just want a bit of plastic off a Jap 4x4.

The main reason is cosmetic but also it would help to locate the front of the car as I keep nudging things in car parks due to the length, it would be a good place to mount an aerial (proper Outback style) as the earthing on the factory electric aerial is atrocious. I would appreciate any pics or even better if someone has one sitting taking up room in their shed or garage! I await your suggestions, I have plenty of photos of road and race Commodores but they don't wear roo bars at Bathurst. Cheers all, see you at the shows this year.

Matthew Hollingsworth

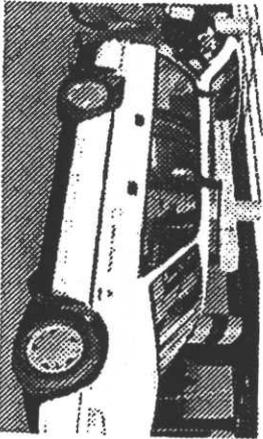
TELECOM DEAL

Holden National Leasing has been granted a major 1000-vehicle tender which will see even more Commodore wagons, sedans and utilities sporting Telecom livery.

The VPs are being progressively delivered to Telecom under a 48-month operating lease agreement, the second negotiated by HNL since a similar arrangement in 1991/92 which involved 1500 Commodores.

HNL Chief Executive Brian Smyth said the combined 2500-vehicle order represented a clear endorsement by Telecom of manufacturer-linked leasing.

Under a new system, the 717 wagons, 195 sedans and 90 utilities are being delivered directly to Telecom service personnel through Holden dealers and will be returned to dealers on expiry of the lease.



Wagons make up the major part of Telecom's order.

7-1-03

David Hart
20 Ronelean Rd
Tolworth

Surrey
KT6 7LJ
020 8391 5621

Dear Ken,
Enclosed Some news of Holdens in the Motoring Press at the moment.

EVO' Magazine Feb 2003, Features a 7 Page Feature on the Holden Monaro. They put it in a Side by Side test against the new BMW M3

Die Cast Collector, Feb 2003 issue, they have a Feature on 'The Models of the Motoring clubs of Australia and New Zealand' in a 4 Page Colour Feature they show many models including a Holden HZ Panel Van, Holden Pick-up with Crane, 3 Holden FJ Panel Vans, and an Holden FX 'ute'.

organisers of the new 'Historic Sports Car clubs' 70's Road Saloon Series are appealing for owners of 70's Holdens to take part in the series.

more details call Richard THORNE
on 0118 983 1200 or the HSCC on 01327 858400

19.2.03

David Hart
20 Ronellean Rd.
Tortworth
Surrey
KT6 7LJ

Dear Ken,

I enclose a photo of a Holden that was on display at the 'BROOKLANDS' Motorsport weekend on the 15th/16th of Feb. The car was on the CSMH stand and attracted a lot of attention all weekend

regards



27.2.03

DAVID HART
20 RONELEAN RD.
TORTWORTH
SURREY
KT6 7LJ
020 8391 5621

Dear Ken,

I enclose yet more info for Holden bussiness.

regards



In 'Estal Vauxhall' magazine March 03 issue (£3.30) they feature an amazing modified 2000-model Holden VS ute in a 4 page colour feature.

I have passed on the Holden UK registers details so they can put them in their car clubs listings.

GDay Ken,

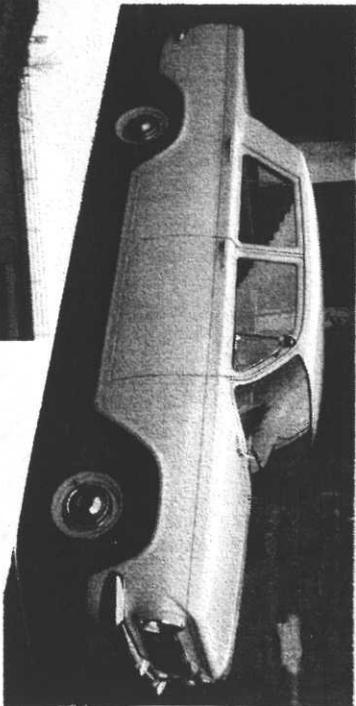
I wanted to write to you and say how I always enjoy reading Holden Business. You do a great job producing a magazine that has some great articles as well as readers letters and cars. I was encouraged by Matthew Hollingsworth's letter on the AusCCA. I'm a big Holden fan, but also a big lover of anything Australian. I think the AusCCA would help all Three Car Clubs, it would be great taking our Australian cars to big shows like the NEC Classic Car Show.

On the car front, my wife and I took a car transporter to Dumfries on the 11th January to collect my EH Holden. After putting some air in the tyres we dropped the car onto the ground, pushed it out of the garage and put it onto the truck without any problems. We had a few curious looks from people passing us on the long trip back to Southampton.

In the first week of having the car, I managed to run the engine for a few minutes. At this stage it looks like I have the brakes, clutch, wheel bearings and exhaust to look at for the MOT. As soon as the weather improves I will get stuck in and get the car back on the road.

I will let you know when we are up and running and I will look forward to meeting up with some of our members at a few shows this summer!

Robert Apsey



HOLDEN

Media Release

8 January 2003

HOLDEN LEADS CAR INDUSTRY TO RECORD SALES RESULT

Official 2002 VFACTS figures just released reveal Holden has claimed the title as Australia's most popular vehicle manufacturer for the second successive year – selling a record-breaking 178,392 vehicles. This equates to a market share of 21.6 per cent.

The Australian automotive industry posted a sales record of 824,309 units in 2002, up 6.7 per cent on last year and 2.1 per cent higher than the previous record of 807,669 units in 1998.

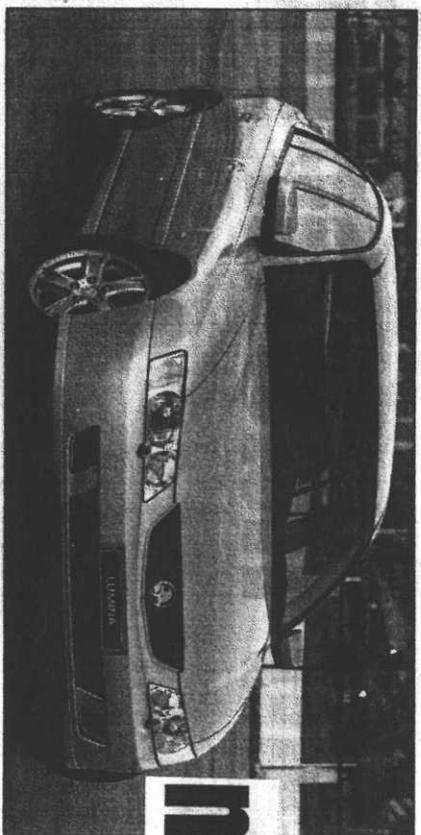
Holden also led the passenger car market in 2002, with a market share of 26.4 per cent.

The consistently strong-performing Commodore posted its second best ever yearly volume of 88,478 or 47 per cent of the large passenger market, and recorded its third consecutive market share increase while maintaining its position as Australia's most popular car for the seventh consecutive year.

Holden's four-cylinder passenger range also enjoyed a record sales year as Barina, Astra, Astra Convertible and Zafira all continued to sell strongly.

Contributing to Holden's success in 2002, Commodore achieved the number one position in the upper medium segment. Statesman achieved leadership of the prestige segment, whilst Monaro and Astra Convertible won the top two positions of the sports car segment respectively.

.../2



VY magic

www.drive.com.au

Commodore Lumina: a value-packed family car.

By Ewan Kennedy

Holden's special Commodore Lumina is just the car for the family man on a tight budget.

It lets him add upmarket extras to his Commodore Executive for minimal additional cost. Things like air-conditioning, a leather-trimmed steering wheel, power windows on all four doors and cruise control, not to mention a different interior trim specially designed for the Lumina.

Externally, you get 16x7 alloy wheels, colour-coded radiator grille and door mirrors, a body kit that includes a rear wing (a roofrack replaces the wing if you choose a station wagon).

Of course there are 'Lumina' badges to make others jealous of your special Holden.

All this for only \$34,190 for a sedan and \$35,970 for a wagon.

All are powered by the 3.8-litre Ecotec V6 engine and use a four-speed automatic transmission. The Chev Gen III V8 isn't offered in Lumina format, at least at this stage.

We have just spent an enjoyable week road testing one of these special edition Holdens. It reminded us just how much more refined the VY Commodore is than the VX Series II it replaced just a couple of months ago.

Additional soundproofing and changes to the engine and driveline have further upgraded the feeling of quality in this family Holden.

We are slowly becoming accustomed to the revamped styling that is the VY, but have to admit to feeling the front still looks on the bland side — and that the rear reminds of a Japanese car that will remain unnamed.

However, the interior is a lovely interpretation of early 21st century sharp-edged style and works beautifully.

Only 3500 Commodore Lumina's are to be produced so it might be best not to put off that decision for too long. That is unless you are interested in an extra special variant in the form of a Holden by Design (HBD) model.

To be introduced in January 2003, the HBD Commodore Lumina adds FE2 sports suspension, wider alloy wheels (8-inch versus 7-inch) a chrome tip on the exhaust and leather wrapping to the handbrake lever to the package.

The price tag is still very reasonable at \$38,040 on the sedan and \$39,730 for the wagon. Or, if you want a really sporty model, you can go for 18-inch diameter alloys for an extra \$670 (offered only on the sedan).

- 2 -

Holden's Light Commercial product line up had its best ever-yearly sales of 2,681 units. The Holden Ute achieved its best ever-yearly sales of 13,791 units, 23.4 per cent up on last year.

Holden's Director of Sales, Mr Frank Trivieri, said Holden's ongoing emphasis on quality and diversity of choice had helped to consolidate its position in the marketplace.

"The year ahead will see us move into even higher gear as we ramp up production at our Elizabeth plant and launch a succession of new models, which will create the widest range of cars ever to sport the Holden badge," Mr Trivieri said.

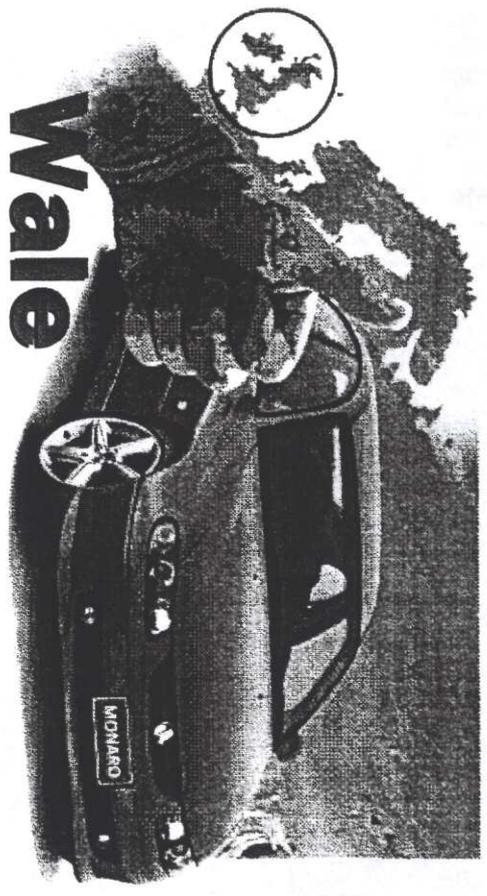
"There will be new offerings in the light commercial segment — including an all-new Rodeo range and the much anticipated cab chassis Ute — as well as a completely new Holden Vectra, the luxurious WK Statesman and Caprice models and some exciting four-cylinder market entrants. In the second half of the year, Holden intends to make its presence felt in the all-wheel drive 'crossover' territory," Mr Trivieri concluded.

—ends—

For further information, contact:

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brodie.mcclellan@holden.com.au

Media can access Holden Media Online at: www.media.holden.com.au



Wale of a time in UK



But sour Krauts reject Holden

By BRUCE NEWTON

THUMBS UP from the UK but thumbs down from mainland Europe. Those are the latest results in Holden's grand export plan.

Vauxhall managing director Kevin Wale has confirmed a 2004 target date for Monaro on-sale in the UK, in the wake of a highly successful outing for a CV8 at the Birmingham motor show last year.

Mr Wale plans to market both the super-charged CV6 and CV8 through a limited number of Vauxhall dealers with the intention of selling between 300 and 500 per annum.

But Opel boss Carl-Peter Forster is not so interested, having decided the V-Car Commodore in sedan or coupe form is not what he wants to sell in Europe.

It was not a total rebuff from the Germans, who kept the door open for possible co-operation later in the decade when the "world car" VE Commodore platform becomes available.

Back in the here and now, Mr Wale, a former Holden executive, said his objective was to finalise a program with Holden to take Monaro and then possibly other models as soon as possible.

And as an added wrinkle, the car could be badged as a Holden rather than a Vauxhall - and the UK name certainly seems to be the option favoured by Mr Wale.

"We are just working with Holden now on specifications and whether we can make it work," Mr Wale confirmed exclusively to GOAuto.

"We are starting with Monaro and we would like to follow with other stuff, but there's no point jumping that hurdle until you get the first one underway, because that will unweave any ongoing problems or potential problems you might have."

"So, we will concentrate on getting the Monaro up first and see what follows after that," Mr Wale confirmed, the display of an unbudgeted CV8 at the Birmingham motor show

last last year had spurred on the plan to bring Monaro to the British Isles.

"It encouraged us, it did everything we would have hoped for in my opinion. It got lots of positive reactions, it provided a lot of excitement - just the nature of the car. I think it certainly encouraged us," he said.

But it was at Birmingham that the question of the car's branding also emerged as an issue, as it bore no Holden or Vauxhall identification.

Since then there has been speculation in the European press that it would be badged as a Holden.

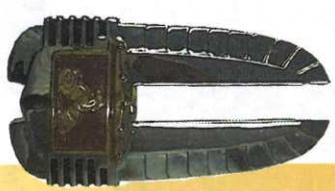
"We were still trying to work out if we did it what our badging strategy would be," Mr Wale said. "So we deliberately left the badges off the car."

However, going with Vauxhall now seems to be the preferred option. "Clearly Vauxhall makes sense to us as the local market marque, we just need to confirm whether that is the way we ought to end up or not," Mr Wale said.

FULL REPORT: CLICK HERE

John Mellor's
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All Holden Day

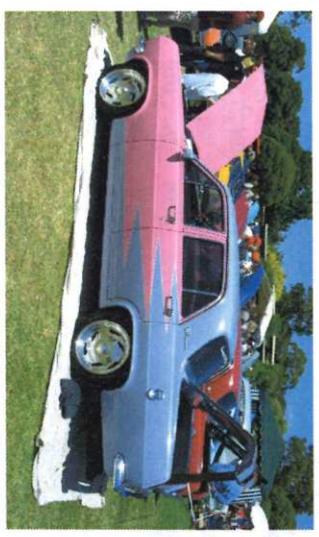


The Australia Day long weekend on January 27th saw the 6th Annual All Holden Day held at the Sandown Race Course in Melbourne. The weather was kind; the Holdens numerous and the crowds large.

The organisers proclaimed the event an outstanding success and Rare Spares was there to record the day.



(Above) A true Australian classic: the 48-215 Holden. This example was immaculate, complete, original and a joy to behold.



(Left) The funkiest paint scheme of the day was this 1966 Holden HR Premier. The paint finish was exceptional.

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RARE SPARES
 MONDAY, JANUARY 27th 2003



A true piece of Holden exotica was this 1986 YB Piazza. General Motors Holden had an association with the Japanese firm Isuzu and imported Isuzu heavy trucks into Australia. The Piazza was also built by Isuzu and was sold for a short time in Australia under the Holden banner.

Recalling the glory days of the Bathurst 500 car races at the Mount Panorama racing circuit, was this Holden Torana LX hatchback painted in the racing colours of the day.



A very trim Holden VC Commodore. While later Commodores were much in evidence; the earlier models were pretty thin on the ground at this years event.



It wasn't all oldies and goldies. This Holden Commodore VX; V8 Supercar drew admiring glances all day as it sat in splendid isolation.



Winner of the Rare Spares Trophy was this Holden HT Sedan owned by Michael Wilson. The Rare Spares Trophy is awarded to cars that are regularly driven. This car is Michael's daily driver and has done over 300,000 miles. It originally belonged to his grandfather. While the car has been respayed the interior is original and as good as new.



A legend of the Aussie auto industry is the Holden HK Monaco GTS. Revolutionary when it was built; the design has stood the test of time very well.

In classic yellow, this example got a lot of 50 year olds nostalgic.



SHOP AT www.rarespares.net.au

SHOP AT www.rarespares.net.au

300 laid off at troubled TWR

THINGS ARE going from bad to worse at TWR, as almost 300 people were laid off by administrative receivers last week.

Rob Hunt of PriceWaterhouseCoopers blamed the decision on the loss of one of TWR's major projects, which leaves just 165 employees.

MG Rover would not be drawn on whether it had been forced to move engineering of RD60, the 45 replacement (below). Sources say development work has switched to MSX International in Warwickshire.

MARCH 5 2003 AUTOCAR

TWR GROUP PLACED INTO ADMINISTRATIVE RECEIVERSHIP

Developments with TWR Group Limited in England may generate questions towards Holden regarding the future of Holden Special Vehicles, Holden By Design or Holden Racing Team.

TWR Group Limited and four subsidiaries - TWR Automotive Engineering Limited, TWR International Holdings (UK) Limited, Craiglade Limited & TWR Automotive Contracts (UK) Limited - have had PricewaterhouseCoopers appointed as Administrative Receivers.

HSV has advised the appointment of Administrative Receivers in the UK based companies will not impact the operation of Holden Special Vehicles, Holden By Design or our Racing Operations.

In a public statement this morning, HSV stated that its Australian operations were "working with Holden on a major long-term growth strategy and will continue to play a leading role in performance vehicles and motorsport in this country".

All media queries should be directed to Jason Laird, National Manager Media Relations, on (03) 9647 5278. There should be no background briefing by Holden executives on this issue.

Ross McKenzie
Executive Director - Sales & Marketing



A touch of the macabre was provided by this 1966 Holden HR hearse, complete with coffin. People were dying to get into it (an oldie but a baddie).



General Motors Holden never built anything like this custom conversion of a Holden FE sedan into a two door convertible. This is a truly beautiful car.



The legend returns. This current model Holden Monaro really looked the goods. The Monaro is about to be sold to the United States, reincarnating another classic marque, as the Pontiac GTO.



Hallo, hallo, hallo what's all of this? This marvellous 1966 HR Victoria Police van came complete with siren and flashing lights. We are none to sure how the local constable would have reacted to the soft toy pig on the dash.

Proudly Sponsored By

RARE SPARES

MONDAY, JANUARY 27th 2003

HOLDEN SPOTTING IN SUNNY SRI LANKA...

A warm 'Hello' to all members of the FB/EK car club. My name is Lee Ward. I'm a member of the FE/FC car club in Melbourne. I'm currently living in Sri Lanka and working on a mangrove rehabilitation project as part of the Australian Volunteers International program.

On my travels through Sri Lanka I've been lucky enough to spot a few "Golden Holdens" in some unusual places. I thought I'd document my finds in the hope that they provide some interest to members of the FB / EK car club.

The first Holden I found was an FB Special Sedan, (white with a maroon flash) way up on the North East coast in a fishing village that's built around one of the world's biggest natural harbours called Trincomalle.

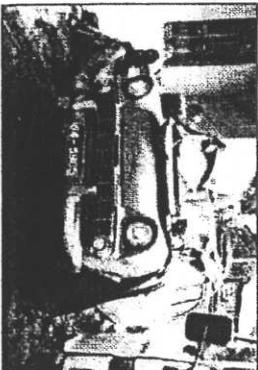
After speaking to a local about the car, it turns out that it was purchased new by the local doctor in 1961. It was renowned to be an extremely comfortable ride and a good looking car as well.

The car was kept in a shed when not being driven and was generally well maintained. Unfortunately the doctor passed away in 1965 and his family was reluctant to part with the car as it was a special reminder of him. So the FB was put in the shed in 1965 and it hasn't moved since - but the shed has! The car is no longer garaged as over the years the shed was slowly taken apart with materials being pilfered when other building projects required the timber or bricks!

The FB was pretty much dead and buried, major rust in all the usual places and a huge hole in the roof. It did have a bonnet bird and its original Sri Lankan number plates. It was pure luck that I got to see this car as it's hidden by a big fence when at street level. It was just a coincidence that I was staying in the only three storied building in Trincomalle and it was located on the other side of the street to the FBI



FB and disappearing shed, Trincomalle, March 2002.

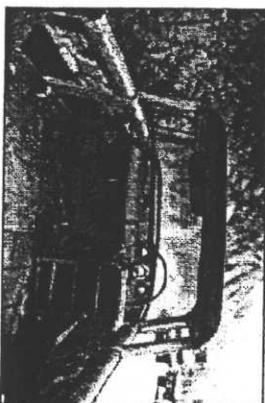


EK, Kandy Road, May 2002.

The second find was an EK special sedan on the way to Kandy, Sri Lanka's second biggest city that's located in the hills. I got a much closer look at this car, and it was in remarkably good condition. After a quick chat to the owner he told me that he was going to put a Mitsubishi engine in it!

The EK was a manual, looked to be original and complete apart from the missing wheels and it was an unusual mid green colour with a white roof. On the bonnet instead of saying HOLDEN it said OLDE.

The next find was an FB standard sedan that had been cut up to serve as a ute. It looked to be its original beige colour, with only a couple of remaining red door skins, and one specially made seat as you can see.



Inside the FB sedan/ute, Colombo Road, August 2002.

You can also see the mark on the bonnet where it once had the FB/EK bonnet emblem. I saw it parked by the side of a road at a wreckers on the outskirts of Colombo.

I had a brief chat with the owner of the wrecking yard; he told me that the car was from Switzerland. I still don't think he believed me when I said it was made in Australia. I even pointed out the Southern Cross on the horn button, without much success.

I did manage to ascertain that this was the only Holden he had and no, - he didn't have any NASCO accessories. The FB still has its original number plates - the Sinhala script between the 3 and the 7 says Sri Lanka.

I've seen a few later models Holdens around as well - a few HQs and HJ/HX Statesmen, and an immaculate white HR station wagon that was still being used as a hearse!

There are also a lot of stunning old Peugeots and Morris Minors getting around all over the Island. Most of the old cars are in remarkably good condition - considering the tropical conditions and the rough roads. It's really amazing to see cars that we consider to be rubbish, such as - Datsuns, Sigmas, Lancers, Corollas etc etc are continually repaired, repainted and given new interiors as it's the only option for a lot of people. Cars are expensive. People in Sri Lanka look after the car they've got, no matter how old it is. Cars that we send to the wreckers live again and again in Sri Lanka. It makes me think about our lives in Australia and what we value about our cars, and how quickly we trade them in.

Well, I hope you enjoyed reading about these cars. I look forward to relaying any more sightings of Sri Lankan FBs or EKs to the club. I'm still on the hunt for an FC. Until then,

Cheers

Lee (FC owner)

Nugegoda, Sri Lanka.

SPECIAL FEATURE

SOMETHING BIG DOWN UNDER.

Reprinted from *Straight Six News*. February 2003
The AutobahnStormers Club magazine

I had an email from a couple in Australia, Melissa and Dale Coombe asking for help in locating a wheel cover for their Holden Commodore.

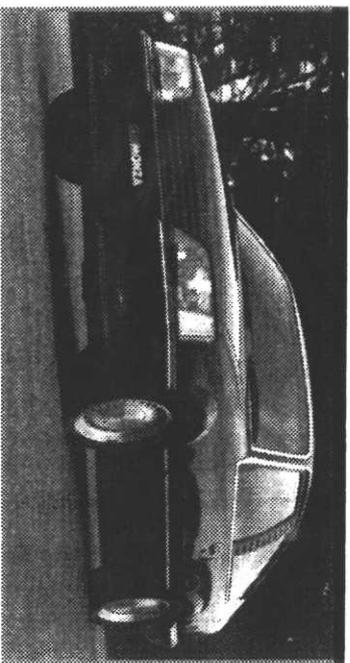
"Hi Steve.

I was searching the net looking for information on Imscher wheels and came across your Clubs site. I noticed you have an early 80's Monza and wondered if you could help me with some information. I have attached a few photos and wonder if you could tell if this model Imscher wheel was ever fitted to Monza's of the period and if so are they commonly available on the second hand market. My problem is that I have lost a wheel cap and they are very rare in Australia as they were only fitted to approx. 800 cars as a special option. If you can help I would appreciate a reply.
Cheers, Dale Coombe"

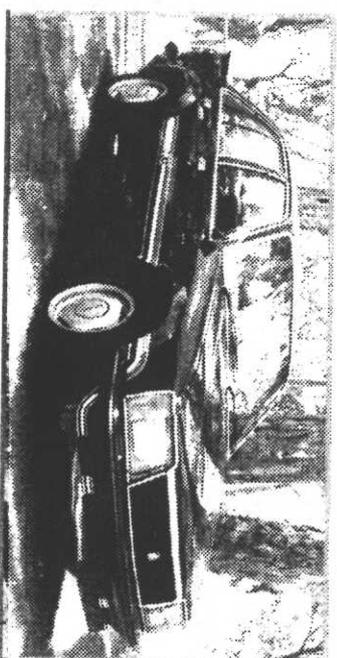
I had an old Imscher catalogue and was able to confirm that the wheels were indeed fitted to Imscher Monza's but I had only ever seen one in the UK so doubted there would be any spares about. Our resident expert on matters Imscher, Rob Hughes, also confirmed this. I put them in contact with some of our German membership who thought that they would be able to help.

During my email correspondence with the Coombe's I did however find out something that I did not know regarding Monza's.

In the mid eighties Peter Brock, well known Australian Racing Driver and Holden Specialist, imported a Monza with the intention of producing a 5 litre V8 version for the Australian Market. (I can visualise all Monza owners' eyes widening at this point). Unfortunately due to the lack of financial support the project never got off the ground, even though there were advance orders and only the black prototype was produced.



Below is some information about the type of car with the missing wheel centre from a Holden website. Their actual car is pictured below.



The HDT Commodore VC was produced by Brock's HDT operation at the end of 1980 with the 500 car production being finished by June 1981. They were produced in only three colours, White, (the most popular), Red and Black (the rarest). The engine was the 5.0 litre V8 with no other options offered. You did however get the choice of either four-speed manual or three-speed automatic transmission.

The cars had a front airdam, a large three-piece rear spoiler and big wheel arch extensions. They were finished with striping of red, white and black bands that ran across the front spoiler, along the sides and finished with a showy flourish at the rear.

Not everyone liked the airy style of the stripes and quite a few cars had them removed. Later, HDT Special Vehicles would deliver cars with the body kits and stripes supplied, but not fitted. Owners could fit or store the bits and sell them with the car later. The bumpers were painted in the same colour as the body and were fitted with rubber inserts. Wheels were 15 x 6 Imscher alloys specially imported from Germany. Uniroyal Steel 60-series tyres completed the package.

There was a healthy power increase from detailed engine tuning, though emission regulations prevented the engineers from going too far under the bonnet. The inlet manifold was matched to the cylinder head which had the inlet and exhaust ports tidied up. The combustion chambers were reshaped for improved gas flow. Larger valves were fitted, as was a high-capacity air cleaner. A dual exhaust system carried away the exhaust gases as quickly as possible.

A larger radiator was fitted to help the uprated engine keep its cool. Also installed was a heavy-duty alternator and battery. Under the bonnet was the all-important production plate, bearing the cars build number and stating that it was modified by HDT Special Vehicles. At the rear was a heavy-duty limited-slip differential.

Gearing with the four-speed manual gearbox and final drive ratio was quite low overall and the engine had to pull more revs than was recommended for the standard car in order to reach it's top speed of 210 km/h.

Great acceleration was the by-product of the low gearing and the HDT Commodore would reach 100 km/h in 8.4 seconds. It covered the standing-start 400 metres in 16 seconds - good for its day.

The suspension was lowered and firmed up. Brock never revealed exactly what he did to the suspension, but the springs were obviously stiffer and the shocks heavier. The rear shocks were Bilstein gas-pressurized units and the brakes were uprated to match the extra performance.

A Momo steering wheel bearing the car's build number and Brock's stenciled signature were prominent features of the interior. A special gearknob and a drivers footrest were installed. The VC Brock, being based on the upmarket SLE, had all the standard SLE equipment of that luxury model, including a radio/cassette.

Italy plans higher speed limits

ITALY'S transport ministry has announced plans to increase the country's speed limit from 130km/h to 150km/h (93mph) - as part of a road safety initiative.

It believes that motorists who drive faster usually drive better and are more careful, claiming that only 9% of fatal accidents were caused by speeding.

The change will affect three-lane motorways from January 1 next year and will be introduced

despite the country having one of Europe's worst records for accidents.

The country's transport minister Pietro Lunardi said: 'Where it is safe to go faster, it is the right thing to do.'

Official figures show that Italy is third to France and Germany for annual road deaths. Figures for 2000, the latest available, show 6,410 people were killed on Italy's roads.

FLEET NEWS February 20, 2003 www.fleetnewsnet.co.uk

Bits & Pieces...

Woman cost more in insurance claims than men over their whole lives, claims insurance broker Allen & Allen. Male insurance bills drop markedly after men pass 28 years of age.

AUTOCAR FEBRUARY 5 2003



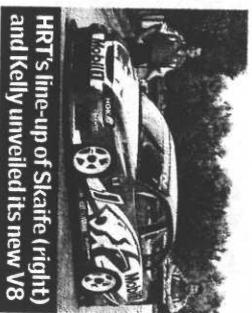
CHOMPI

A Florida woman nearly came to grief when an alligator bit through her bumper and lifted her car off the ground. Stephanie Feola managed to put the car into reverse and escape.

Revenge on Romeos

A WOMAN in Italy has been arrested for allegedly vandalising 60 Alfa Romeos in a fit of crazed passion after being dumped by her lover. The woman spent two months wrecking the cars in the town of Roverto, northern Italy, because they were the same model as her ex-boyfriend's car. She is now under house arrest, not only for vandalism, but for attacking the officers who arrested her.

February 13, 2003 FLEET NEWS



HRT's fine-tune-up of Skaiife (right) and Kelly unveiled its new V8

www.autosport.com February 27 2002

Skaiife extends Holden deal to 2008

REIGNING Australian V8 Supercar champion Mark Skaiife has committed to the Holden Racing Team until at least 2008.

His new five-year deal was announced at the unveiling of the make's latest challenger, the

Commodore VY.

Skaiife, who has won back-to-back titles with the team, underplayed his expectations of the car, but then set a new lap record at Melbourne's Sandown Raceway on his first run.

Rising star Todd Kelly was confirmed as Skaiife's team-mate. The 23-year-old admitted there is pressure to perform for the crack squad. "There's no doubt that HRT's on-track expectations are as high as they are off the track," he said.



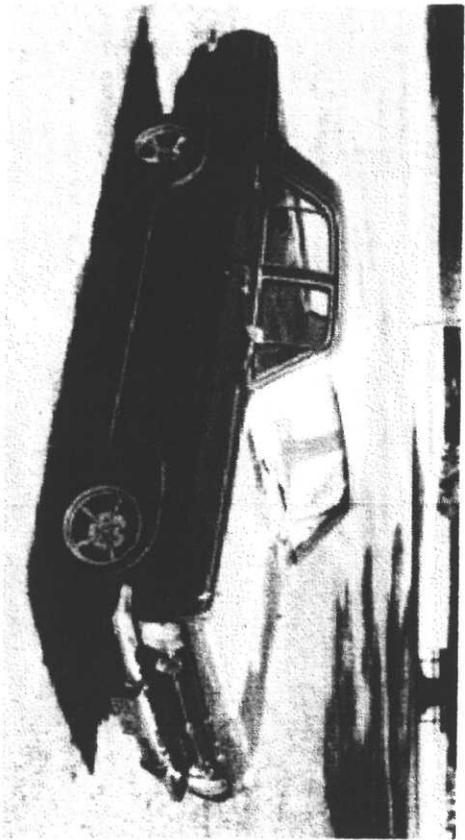
HOLDEN

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 AUTOCAR FEBRUARY 19 2003

My father-in-law is looking at selling his concurs condition, fully restored 66/67 HR X2 (bronzemetallic with red interior) and I was wondering if you might know of anyone who may be interested in such a rare Holden.
 The car has done 100,000 miles since new but only 7000 since its professional restoration of all running gear and paint, at which point just about every thing mechanical was replaced with new.
 The asking price is AUSS\$15,250, but of course that is negotiable as is everything. The owner is Tony Ward contactable on (08)94175017.
 The car is garaged in Perth W.A. (Aust)

Brandon
 bhor1266@bigpond.net.au



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