

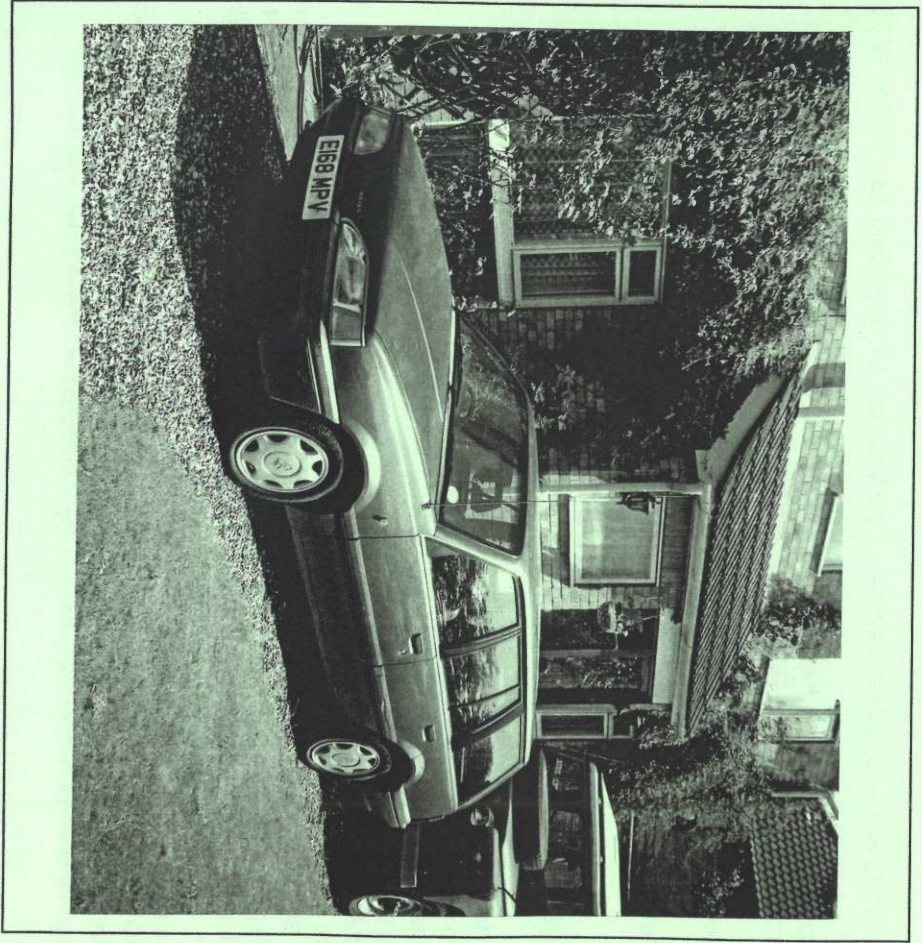
The new Holden Crewman, Australia's first sedan-based crew cab, seats up to five people and has a maximum carrying capacity of over 1000 kilograms.



Holden Business

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FRONT COVER - Patrick Hemphill's 1988 Camira JE

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The Register is recognised by Holden Ltd

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

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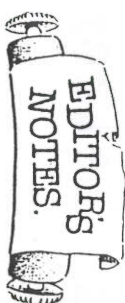
CLUB ITEMS FOR SALE:

Holden BUSINESS Back Issues.	No. 1-3	No. 4-Date.	50p the Three
Holden 1948-1962 Book	50p	Each.	£8
Stickers (With Club Logo)	50p	Each.	50p
Tax Disc Holder	50p	Each.	50p
Key Fob	50p	Each.	£7
Cloth Badge	£7	Each.	£8
Tie (Blue)	£8	Each.	£6.50
T Shirts (S/M/L/XL)	..	Plus £1 p&p	£10
Metal Car Badge	..	Plus £1 p&p	£6
Binders for Club Magazine (holds 12)	..	Plus £1 p&p	

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

NOTE: Equivalent amounts in AUSS\$ 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,

Thanks to all of you who attended Holden day at Billing in July, it was an excellent day with our best turnout ever of 10 cars. We also had a representative of Rare Spares (Greg Barker) there, who very kindly donated and presented some excellent prizes. See some of the pictures of the day on Peter Brock's website at:
<http://www.brock05.com/carclubs.php>

If any of you are interested in bringing your cars along to the Ace Café in North London (on the corner of Beresford Avenue and the old North Circular Road) they are holding a 'Bathurst Bash' from Noon on the 4th October. All Australian cars are welcome.



I'm sorry to all of those who have been asking, but I haven't yet been able to arrange this year's AGM. I'm hoping to set a date soon as will advise you as soon as possible.

Just a reminder to those of you who haven't paid their subscriptions for the current year, this will be the last magazine to be sent out to you.

Regards

Ken

Your Letters

12, THACKERAY CLOSE,
BRAINTREE,
ESSEX.
CH7 1BW.
21.7.03.

Dear Mr Gomer,

Since I last spoke with you, together with Colin my son, I have been up to my neck in the job. I purchased the FH¹⁴ Verbeke I was living in Redbridge, and working for Chrysler as model maker/motor body developer, in their experimental department. Although in good condition, the depth of the paint on the bonnet always looked on the thin side. Never the less, I have always melted out a fair amount of 'T & E' towards the car in all respects. During recent years my son has repeatedly nagged me to reon the front end paint work, well this started two weeks ago, off came the bonnet, out with the lights, and

bumper, and of course off with the wings. I must say now, that in all honesty, not one nut, bolt, or screw, gave me one bit of trouble,
Some welding was required to lock wings at the door end, top and bottom, myself adapting the metal and Colin welding it in place.



Before the restoration work