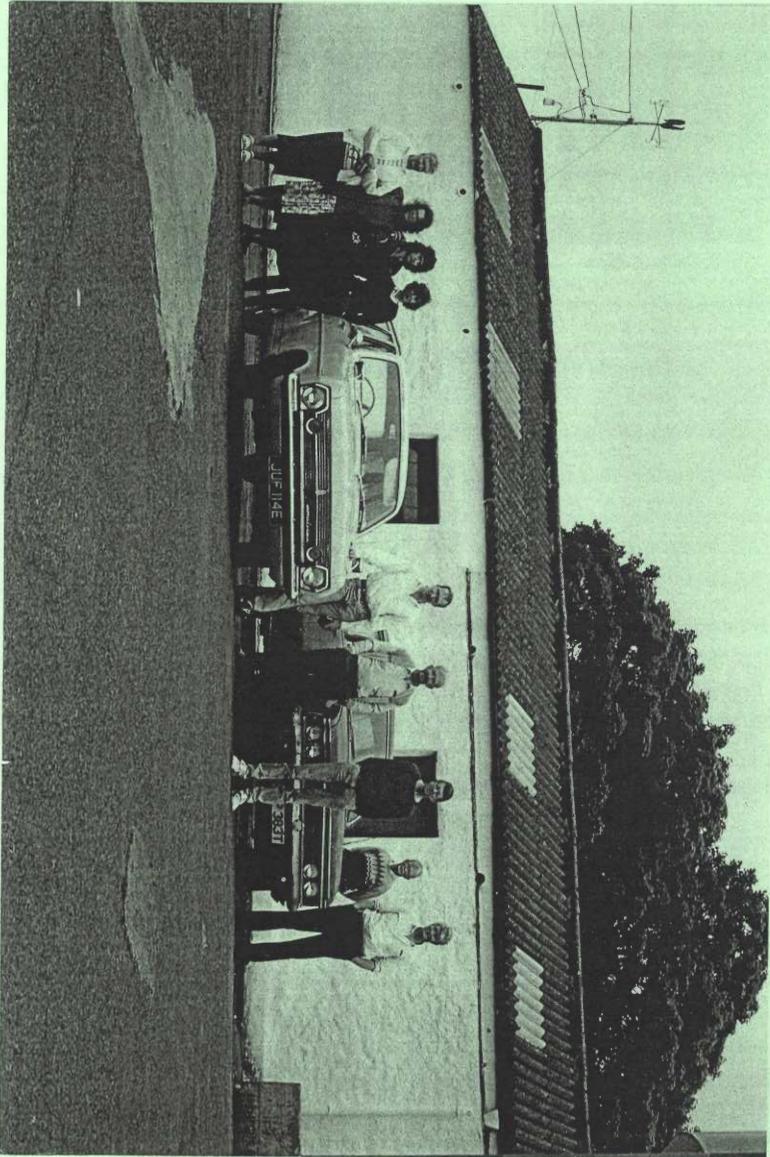


Our First AGM



ISSUE 100

Holden Business

SEPTEMBER/OCTOBER 2004

The HOLDEN U.K. Register

HOLDEN BUSINESS

NUMBER ONE

APRIL 1988

G'day,

Welcome to the first newsletter of the Holden Register, warts and all! Since member Allen Harris' original cry for help appeared in Practical Classics late last year the Register has developed in leaps and bounds, until it emerged from its cocoon, like several Holdens themselves, on the 18th February. With your help and involvement the Register will continue on an ever-stronger basis assisting Holden owners in keeping these unusual and truly practical vehicles on the roads of Britain. What better way to help Australia celebrate her Bicentenary than by showing off her products?

Keep writing to the Register - the content of "Holden business" depends on YOU - and don't forget the P.A.S. The address to write to is:- Patrick Hemphill, 6 Stour Gardens, Great Cornard, Sudbury, Suffolk CO 10 0WN. And why the title, "Holden Business"? In the early days of Holden cars, 3 models were offered - "Standard", "Special", and, for fleet operators, the "Business", reflecting a prewar roadster body style designation. Now read on...

We bid a warm welcome and a happy association with the Register to the following members:-

Allen Harris, of 56 Moore Walk, Forest Gate, London E7 0BX, who started the Register ball rolling; he is about to restore his 1959 FC Special. It has been in store for some years but was in very good condition prior to being put in mothballs. "Good on ya, Allen".

Iain Brazier, of "Uplands", 44 Hangingroyd Road, Hebden Bridge, West Yorks who runs a 1956 FE Special in excellent condition. His story will hopefully appear in "Holden business" No.2.

Guy Hardy, of Nether Hall Farm, Scalford, Melton Mowbray, Leics. who is restoring a c.1970 Chevrolet Kommando Wagon (estate car to the uninitiated). This is a "badged" Holden built in Port Elizabeth, South Africa, which appears to have found its way to the U.K. in the late '70s. It uses a local engine of 3806cc (230 cu in) mated to an Australian-designed Triatic box.

Also enthusiast Ken Garner, who has written several times to the Register enclosing a Holden brochure and lots of interesting photocopies for our files. He has also offered to do some printing for us - thank you for your support, Ken.

Finally I will emerge from my shell to reveal that I own a 1968 HK Kingswood, undoubtedly the scruffiest on the Register but it was in daily use until last May and should be running again in a couple of months - if you see a tatty blue and white monstrosity draw up in front of your door this summer, be warned!

FRONT COVER -

The front page of the first edition of Holden Business.

COMMITTEE:

CHAIRMAN / EDITOR. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. 020 8287 4932. - holdenuk@ndirect.co.uk

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy, Cawdron House, 111 Charles Street, Milford Haven, Pembrokeshire SA73 2HW. 0164 669 2254 - cawdronhardy1@yahoo.co.uk

EVENTS OFFICER. Rob Apsey, 10 Kingsdown Way, Townhill Park, Southampton, Hampshire, SO18 2GH 0238 049 2844 - robert.apsey@ntlworld.com

The Register is recognised by Holden Ltd

The Club is an Associate Member of the Vauxhall Bedford Opel Association (VBOA) and a member of the Association of British Drivers (ABD)

Spares Co-ordinator : Ken Garner. Phone: As above.

Technical Adviser (pre 1968): Patrick Hemphill.

01787 282307 - patrick@prhemphill.freemove.co.uk

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

Club Website: <http://www.holdenuk.co.uk> - e-mail: holdenuk@holdenuk.co.uk

CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
	No. 4-Date.	50p 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 AUS\$ 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,

Well we finally did it....reached our 100th edition. It seems like only yesterday that.....

Patrick, thank you for the excellent article starting on page 9, taking us back over those years. Patrick, of course wrote the very first edition of Holden Business.

Also inside you will find a report on our recent AGM held at the Ace Café. There was a good exchange of information and views on the future direction of our Club.

We now have a new Events Officer: Rob Apsey, so if you have any suggestions for suitable venues, please get in touch with him. See page 2 for contact details.



Rather belatedly! I have enclosed membership renewal forms. If you have already paid please ignore it, otherwise I would appreciate you returning it with your remittance as soon as possible.

Many of you will remember my gold coloured VL Calais, a regular at many shows over the years. This has now been sold to Dominic Lembo. Hopefully we will see it at future shows, probably with shiny new paintwork!

Regards

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

Ken



HOLDEN UK REGISTER

16th / 17th AGM Holden UK Register
Saturday 7th August 2004, at Ace Café, London

Minutes of Meeting

Attendees:

Ken Garner
Guy Hardy
Rob Apsey
Steve Sykes
Trevor Drury
Wayne Larsen
Patrick Hemphill
Domenic Lembo

Apologies received from:

Rosemary Camp
Gary Lennox
John Ward
Ian Watson
Matt Hollingsworth

Minute taker: Patrick Hemphill

The meeting opened at 2.28pm.

Welcome and Apologies:

The Chairman (Ken Garner) welcomed all present to the meeting and listed the apologies as above.

Minutes of the previous AGM:

The Minutes of the 15th AGM were handed out and accepted as a true and accurate record of the meeting (proposed Guy Hardy, seconded Patrick Hemphill).

Matters Arising:

There were no matters arising.

Chairman, Editor & P.R. Officer's Report:

Ken Garner mentioned the interest shown in HSV cars in the UK which introduced new blood into our Club. He thanked Rob Apsey for his efforts in this regard. The Ace Café proved a good venue and central for members as demonstrated by previous successful meetings there. Ken acknowledged Matt Hollingsworth in his absence for his Holden contacts. Ken stated that input into Holden Business was good and even when contributions were not forthcoming he could draw on relevant articles and news to fill the pages, which he said could be extended to a 28 page magazine if needed. He would appreciate photographs for the magazine. It was agreed that the website needs updating and links established with other relevant sites.



Wayne Larsen commented that after he returns to Australia he will send information for the website through his contacts in Holden's as well as becoming the Australian correspondent for Holden Business.

Membership Secretary & Treasurer's Report:

Guy Hardy referred all present to the Accounts Sheet. He pointed out that the main expense was producing Holden Business but that the Club was financially stable so there was no necessity to increase subscriptions this year. He said that the Club had become a member of the Association of British Drivers (A.B.D.) who represented the interest of all car users in the UK. Patrick Hemphill asked if we were affiliated to the Federation of Historic Vehicle Clubs who would also represent our interests but both Guy and Ken stated the high subscription to the Club was not justified. Wayne Larsen asked if money could be set aside for trophies, especially with the current influx of members with HSV cars. Ken reminded the meeting of the existence of the "Chairman's Cup" which had not lately been contested, but that the Club could provide more trophies if the need arose. Adoption of Accounts proposed by Wayne Larsen, seconded by Rob Apsey.

Technical Officers' Reports:

As Patrick Hemphill was the only T. O. present he presented his report, which was apart from long past correspondence with John Ward regarding modifying his FB there had been no activity. Rob Apsey indicated that all technical information was available on the internet which possibly rendered the post of Technical Officer redundant, with which Patrick agreed.

Election of Committee:

Chairman/Editor/Events Officer* – Ken Garner (proposed Patrick Hemphill, seconded Rob Apsey)

Secretary – no volunteers

Editor - no volunteers (Ken agreed to continue in this position for another year)

Treasurer & Membership Secretary – Guy Hardy (proposed Ken Garner, seconded Patrick Hemphill)

P. R. Officer – Ken received a proposal from Matt Hollingsworth *in absentia* to put forward Rob Apsey as Public Relations/Events Officer. Rob accepted the proposal, seconded, Steve Sykes and assumed the title of "Events Officer".

Any Other Business:

Rob Apsey asked if Rare Spares offered a discount to Holden UK Register members. Ken thought not. Ken apologised for not issuing subscription renewal reminders in the last magazine. Rob Apsey is to enquire whether the Club can attend the September gathering at Billing Aquadrome.

The meeting closed at 3.16pm.

HOLDEN UK REGISTER

Reports for the Annual General Meeting year end

31/May04

OVERVIEW

The Treasurer & Membership Secretary moved house to Hampshire to take over a buffalo herd on a temporary basis and has recently moved back - this resulted in some disruption to HUKR correspondence as the computer always seemed to be at the wrong address. Apologies to any members who have been affected by this.

MEMBERSHIP SECRETARYS REPORT 31 May 2004.

The year has seen a modest increase in the number of members:

Number at 31 May 2003	37
Joined	16
Total	53
Left	13
Number at 31 May 2004	40

Currently invitations to renew for 05 have not yet been sent out, the number of members who take a sabbatical on their dues seems to be on the increase - so far we have taken a gentle approach.

TREASURERS REPORT 31 MAY 2004 - Read with Accounts.

The Register's financial position continues to be satisfactory. Cost of the Newsletter exceeds income from dues but this is more than offset by regalia etc sales at shows and by mail order. I recommend that subscriptions are retained at their present level. Nationwide BS have improved the interest rate on our account and I have retained the Alliance & Leicester facility to provide an instant cheque availability facility.

ACCOUNTS.	Ending 31 May 03	Ending 31 May 04
Opening Balances		
Alliance and Leicester	161-14	161-14
Nationwide	1301-79	1190-99
Income		
Interest	5-84	12-44
Donation	10-00	NIL
Regalia/ads	24-00	91-00
03 Subs	180-20	NIL
04 Subs	NIL	383-00
05 Subs	NIL	15-00
Total	1672-97	1853-57
Expenditure		
Chairmans xs:N/Letter/Post	300-61	251-85
Secretarys xs:post	20-23	4-46
Dues:Assoc British Drivers	NIL	20-00
Closing Balances:		
Alliance & Leicester	161-14	141-14
Nationwide	1190-99	1436-12
Total	1672-97	1853-57
Creditors		
Chairman	251-85	206-34#
Secretary	4-46	0-46#

#Netted figures Chairman offset on gross:Sales£156-25/Subs£29/Dues£13,Secretary:Dues£13

Guy Hardy Treasurer
Milford Haven 28 July 2004

To those who are swearing about the columns of figures being out of alignment I do apologise - I still can't get my computer to line em up!

Your Letters

David Hart,
20 Ronelean Rd.
Totworth.

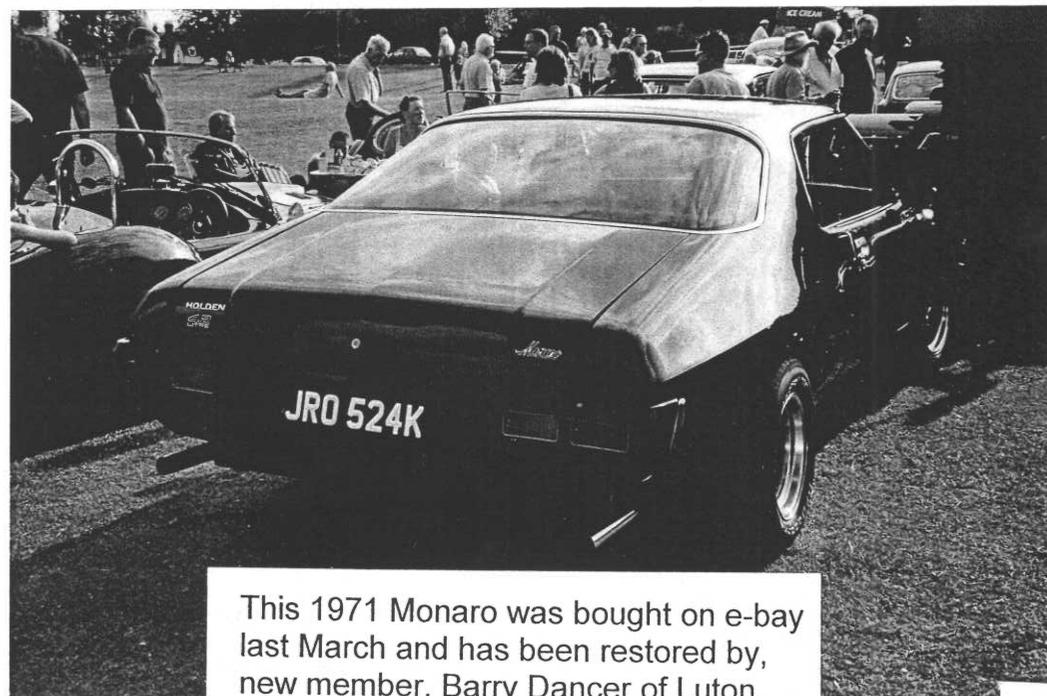
Surrey
KT6 7LJ

1-8-04

Dear Ken,
Enclosed Photo of a Superb Holden Monaro GTS on display at the 'classics on the Common' event, at Harpenden, Herts. Note how similar it looks to a Vauxhall Fianza from the rear.

regards

D Hart



This 1971 Monaro was bought on e-bay last March and has been restored by, new member, Barry Dancer of Luton.

SPECIAL FEATURE

The HOLDEN UK REGISTER celebrates the 100th edition of "Holden Business" with this issue. May I be the first to offer my hearty congratulations!

For the benefit of newer members I thought I would take a few moments to explain how the Club, and the magazine came into being. Well, there were a few individuals in Gt. Britain who have always had an affinity with Holden cars but for whom there was not a collectors' club in existence outside their market territory, i.e. Australia, parts of Africa and Asia. Indeed the number of running Holdens here, all imported by various individual means could always seem to be counted on the fingers of one hand although no one really knew the true number; perhaps the formation of a club for owners would bring the cars out of the woodwork and reveal a figure nearer the true number?

My own interests date back to early childhood when my father ran a Holden dealership in a small goldmining town in Western Australia. I used to spend many of my waking hours in the showroom or workshop among the gleaming EK and EJ models as well as the second hand trade-ins (which themselves would make a separate story!). And how many owners of new Holdens can recall that overpowering smell of fresh plastic from the interior? Anyway I brought those memories with me to the British Isles in the late 'sixties where I have lived continuously ever since, and by 1987 I was to acquire my first of three Holdens in England – a rather down-at-heel HK Kingswood model.

Armed with the car and the enthusiasm, the need to turn to a one-make club became a necessity for me; since there wasn't one my only option was to start one! The hardest part was knowing how to attract the attention of other owners. Research showed that "The Motor" had imported an FC model for evaluation in 1959 and there were occasional references to later models in magazines, but where were they now? Anyhow a timely appeal in "Practical Classics" – curiously not from me but from an owner of a dormant FC in London named Allen Harris - produced a small response; from Ken Garner, who was soon to run an HR wagon, Guy Hardy who owned a South African built Chevrolet Kommando similar to my HK, and myself.

After all these years my recollections of how we met up are a bit vague but I know Ken, Guy and I (and possibly Allen) convened at Guy's dairy farm in Leicestershire to inaugurate the Club on 18th February 1988, and that evidently I agreed to edit a magazine. So, in April 1988, Australia's Bicentennial year, "Holden Business" was born, hand-typed and photocopied onto A4 paper, with no pictures. The heading was by my very shaky freehand, but we were up and running!

"Holden Business" No. 1, in common with many issues since commenced with the Aussie greeting "G'day", and went on to outline the formation and purpose of the Club. It also posed the question "Why the title, "Holden Business"?" to which was made this simple explanation:

"In the early days of Holden cars, 3 models were offered – "Standard", "Special", and, for fleet operators, the "Business", reflecting a prewar roadster style designation."

Today I wonder how many of our younger members have ever seen a Holden Business – the name was phased out with the introduction of the 1960 FB, as I recall so the title bears little relevance to today's model lineup.

David Hart,
20 Ronelean Rd,
Totworth
Surrey
KT6 7LJ

8-7-04

Dear Ken,

Just thought I would let you know
'EVO' magazine, Aug 04 issue has an
excellent roadtest on the new Monaro
'VXR'.

regards

D Hart

Issue Two, which appeared in May was in the same A4 photocopied format, giving a potted history of Holden models and inviting all readers to attend our first "Holden Day" at Guy's farm on 12th June – public liability insurance came to a total of £12.50 (!) which was to be shared between attendees. Our first letter, sent from Iain Brazier who recollected the purchase of his 1956 FE was published.

Issue Three, in July 1988 assumed much the form of today's bi-monthly "Holden Business" being in A5 size, although on a single sheet. It was to bear the hallmarks of Ken's magazine production of all issues since. For the first time there was a picture on the front – of Iain Brazier's FE poking its nose out of its garage. By this stage "Holden Day" had taken place; the Constitution had been agreed as well as an annual subscription - £7.50. My greatest privilege of all was to be able to announce that the Register had been officially recognised by General Motors-Holden's (as it then was), who also permitted us the use of their logos. We were really in business! The next issue had 12 pages, graced by my disreputable HK on the cover; the magazine contained technical tips and our first Holden article, which was the road test of the 1959 FC (YOH 690) conducted by "The Motor" who kindly allowed us to reproduce any of their material in exchange for due acknowledgement. The back cover advertised the first complete car offered for sale, Ken's HG-station sedan. There were apparently no takers as some years later the car was dismantled for parts.

Issue Five in November commemorated Holden's fortieth anniversary of car manufacture by carrying an article which originally appeared in "Thoroughbred & Classic Cars" by the late Andrew Whyte, who had an all too brief association with the Register. A list of parts suppliers also featured. HB 6 listed nine paid-up members and nine further cars either currently known or seen in the UK in the past.

Issue 21, published July/August 1991 saw the arrival of the enthusiastic Rosemary Camp as the first replacement editor. She had co-owned an FC in New Zealand so was the ideal candidate to breathe fresh air into the pages. By now the Register held an annual "Holden Day", usually at the venue of a large show. In 1991 it was held at Duxford Air Museum in Cambridgeshire, where I recall we lit a barbecue beside a runway! The AGM was staged in an unoccupied room in the corner of a hangar.

Rosemary's tenure as editor lasted for 20 issues, during which time each magazine attracted lots of correspondence and articles from Australia and the UK. When she was eventually replaced by Ken Garner, he wrote in HB 41:

"...Rosemary has finally departed the editor's chair, and it is left to your Chairman to pick up the quill and dip it into the ink for what I hope will be just the one issue".

That was in November 1994; he has still in 2004 to find a replacement!

In the last ten years Ken, ably supported by Marilyn has unfailingly found articles and suitable contributions to the magazine, often working single-handedly while also fulfilling his role as Chairman and representing the Club at shows. Recent years have seen us team up with Australian Ford and Chrysler clubs to add strength to the Australian car scene whilst retaining our independence, and our new venue at the Ace Café appears to endorse this success.

After sixteen years the club still boasts a few of its original membership; Guy Hardy can surely claim the record for endurance having been our Membership Secretary and Treasurer since the first AGM in 1988, during which time he has moved house (and country) at least twice! Ken has been Chairman for all but a year of this time, and there are other unsung heroes and heroines inside and outside the club, here, in Europe, South Africa and of course Australia who have given their valuable services, or who have contributed to "Holden Business" over the years. And by the way, if you are interested in the history of the Register why not purchase some of the back issues of the "Business", all of which are still available from Ken.



HOLDEN BUSINESS

ISSUE NO. 3

JULY 1988



EDITOR*PATRICK HEMPHILL*6 STOUR GARDENS*GREAT CORNFORD*SUDBURY*SUFFOLK



HOLDEN BUSINESS

ISSUE NO. 4

SEPTEMBER 1988



EDITOR*PATRICK HEMPHILL*6 STOUR GARDENS*GREAT CORNFORD*SUDBURY*SUFFOLK

World's oldest registered Holden found

By KRISTY SEXTON

THE world's oldest registered Holden has been uncovered in a dusty garage in a tiny NSW town.

The "priceless" No 46 Holden 48-215, one of the first Holdens to be made, is still making the rounds in Canowindra, a speck on the map one hour's drive from Bathurst.

Car experts say the vehicle, the fourth-oldest known surviving production Holden in the world, could be worth as much as \$300,000.

Owner Charlie McCarron, who bought the 1948 Holden in Adelaide in 1970, drove it an astounding 1300km across the country to his home at a speed of just 65km/h.

A Holden dealer, Mr McCarron and



Debut: Mr McCarron's car on its arrival at Tanunda

his car are a familiar sight on the Canowindra streets, where the perfectly polished vehicle with original red leather seats still purrs like new.

"The number 46 means it was body number 46 to be assembled in the factory at Fisherman's Bend in Victoria," Mr McCarron, 71, said.

"There are older cars, but it is widely believed to be the oldest registered Holden still on the road."

Shannons Insurance NSW auctions manager Christopher Boribon, who auctions vintage and classic cars, said the car was priceless.

Built in November 1948, Mr McCarron's car was the first Holden shipped to South Australia - to a dealer in the Barossa Valley town of Tanunda.



Priceless: Charlie McCarron and his rare Holden

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Holden UK Register
39 Roebuck Road
Chessington
Surrey
KT9 1JY

12th August 2004

Dear Sir

I would like to invite your club members to enter a vehicle in our Classic Car of the Year competition.

Entries shortlisted by a Classic Cars reader poll will be on display at Classic Cars Live! held at Alexandra Palace, London, over the weekend of March 19-20, 2005. There, a panel of experts will choose the final winners for professional and amateur classes. Both cars will be featured in a subsequent issue of Classic Cars magazine.

Your car stands a good chance of winning if it meets any one – or more – of these factors. It doesn't have to meet all of them:

- Restoration challenge or difficulty of work/sourcing parts
- Challenge of finding out what it should actually be like
- Preservation of originality
- Historical significance of the car
- An interesting discovery or rescue story
- The quality of restoration
- A tale of determination and enthusiasm

Don't worry if the restoration isn't quite finished yet, as long as it will be ready in good time for the show. Write in and tell us why your classic ought to win, including any photographs you may have, to the address above. Alternatively, email classic.cars@emap.com

I look forward to hearing from you.

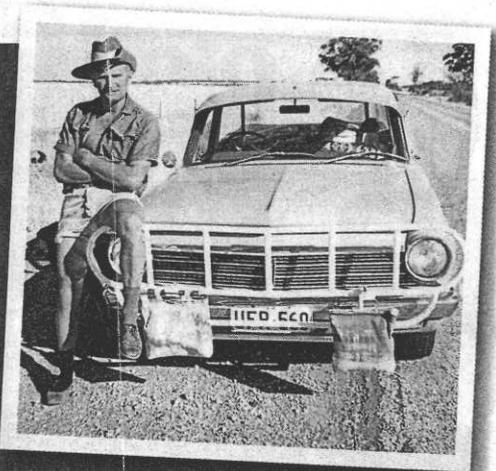
Good luck!

pp E Bryan

Phil Bell
Managing editor

You-beaut ute

I wrote this poem
about my beloved
Holden ute:
*She was like a faithful
wife to me
I couldn't ask for
more
My beloved EH
Holden ute of 1964
A true blue Aussie
dinkum girl
She never let me
down
Whether travelling over far
off tracks
Or just cruising around town
My travelling friend for many
years
I possessed her as
brand new
Both growing old together*



*As good friends often do
Alas she took to smoking
And I swear I almost cried
When one day she started
coughing
Then gave a sigh and died.*
**Robert Webb,
Belmont, WA**

PUTTING BATTERIES INTO STORAGE

Here is a method I have used to preserve batteries. It works by removing the acid as far as possible, cooling the battery to slow any chemical processes and adding an agent to prevent the stored battery freezing.

1. Wear appropriate protective clothing and eye protection.
2. Thoroughly clean the outside of the battery case.
3. Remove the electrolyte from the battery and save it in an appropriately labelled acid container.
4. Repeatedly rinse the cells with clean tap water. Let the water soak in the battery for a while to leach out as much acid as possible. Do this a number of times.
5. Drain the water from the battery but don't let it dry out.
6. Fill the battery with methylated spirits and slosh it around a bit. Let it sit for an hour or two.
7. After asking your wife's permission, wrap the battery (with the metho still in it) in plastic, put it in a box, and place it in the bottom of the freezer. My battery stayed there for years.
8. When you need the battery, defrost it, remove the metho, replace the acid and charge the battery. It should be almost as good as it was when you froze it.

Rick Payne. Email PynRc@aol.com



Glass polish wiped liberally on the inside of your car or station wagon windows transforms the vehicle into a private dressing room at the beach. The translucent coating is quickly rubbed off later, leaving the windows clear and sparkling.

Restored Cars #166, Sep-Oct '04



HOLDEN

BULLETIN

All employees

July 26, 2004

END OF AN ERA AS ECOTEC WINDS DOWN

The last Holden ECOTEC V6 engine will roll off the Port Melbourne production line next week after a stellar 16-year career powering Australia's favourite cars.

Holden Engine Operations workers will complete the last engine, which will be framed for display at Fishermans Bend, on or near Friday August 6.

Production is being wound down for the introduction of the state-of-the-art Alloytec V6 engines, powering the new VZ Calais, Commodore and WL Caprice and Statesman models.

More than 1.4 million ECOTEC engines have been produced at Port Melbourne since 1988 for domestic and export use. ECOTEC-powered cars have graced the roads of the Middle East, Asia, South Africa and New Zealand as well as Australia.

ECOTEC began production in 1988 in the VN Commodore range and, received a significant upgrade in 1995 to increase performance and efficiency. A supercharged V6 variant was developed in 1996.

Locally, ECOTEC has powered the following vehicle ranges:

- Commodore – VN (1988), VP (1991), VR (1993), VS (1995), VT (1997), VX (2000), and VY (2002);
- Ute – VG (1990);
- Statesman/Caprice – VQ (1990), WH (1999), WK (2003); and
- Crewman and One-Tonner variants (2003).

Holden's Manufacturing Director Jeff Jamieson said ECOTEC had served Holden extremely well for well over a decade.

HEO employees will mark the last ECOTEC engine with a ceremony in the plant once the last engine is produced.

Mr Jamieson said the majority of employees that worked on ECOTEC had been redeployed to the new Global V6 plant in Port Melbourne that produced the all-new Alloytec V6.

The Alloytec V6 engines will deliver more peak power and considerably more torque across the rev range than the current 3.8 litre ECOTEC V6 while maintaining a similar level of fuel economy and producing fewer emissions.

Display until - August 30, 2004

WHAT'S ON

September & October

G'Day Holden Fans,

As the new Events Officer, I will be posting a list in each Holden Business Magazine, of the events that Members of the Holden UK Register will be attending

Below is a list of the up and coming events for September and October.

- **"HOLDEN DAY" Sunday 19th September**

We have been allocated a Stand at the VBOA (Vauxhall and Bedford Owners Association) Show at the Billing Aquadrome in Northampton on the 17th to 19th September 2004.

To pay for the plaque each car will receive the VBOA have asked us to pay £1.00 per car.

At this stage, I have applied for 10 Car passes to the Show, so if anyone is interested in taking their car, could they please contact me for a pass. I have once again invited Paul Spinks and our friends from the HSV UK Drivers Club, to come along so we should get a few HSV's to add to our Stand.

Billing Aquadrome; <http://www.billingaquadrome.com/home.php>

- **"BATHURST BASH" Saturday 2nd October**

The Bathurst Bash at the Ace Café in London, is on once again this year to celebrate the Bathurst 1000.

After the success of last years event, the Management at the Ace café were very keen to host the event again. They have promised to make it a great day again with an Australian menu like last year. So why not come along and try a Kangaroo Burger, washed down with a XXXX or a Bundaberg Rum.
Ace Cafe; <http://www.ace-cafe-london.com/>

If you would like any more information about these meetings, or you are attending a show and would like me to mention it, please contact me,

Rob Apsey.

E-mail; robert.apsey@ntlworld.com



For Sale

Set of front brake shoes for HD/HR These are from Rare Spares, unused and still in their packaging.

Only £17 + postage.

Contact: Anthony Hancock

Mobile - 07817 486 926

FOR SALE

2004 HOLDEN SS UTE V8. Auto
'Cosmo' (mettalic purple) colour.

Hard TONNEAU COVER.

BLACK LEATHER INTERIOR,

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MINT CONDITION-VERY LOW

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RESTORED CARS Magazine Australia



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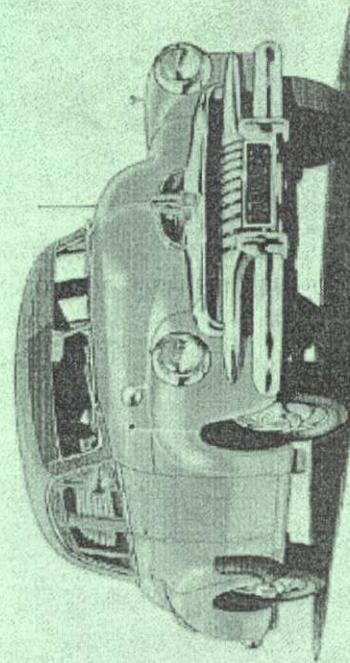
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