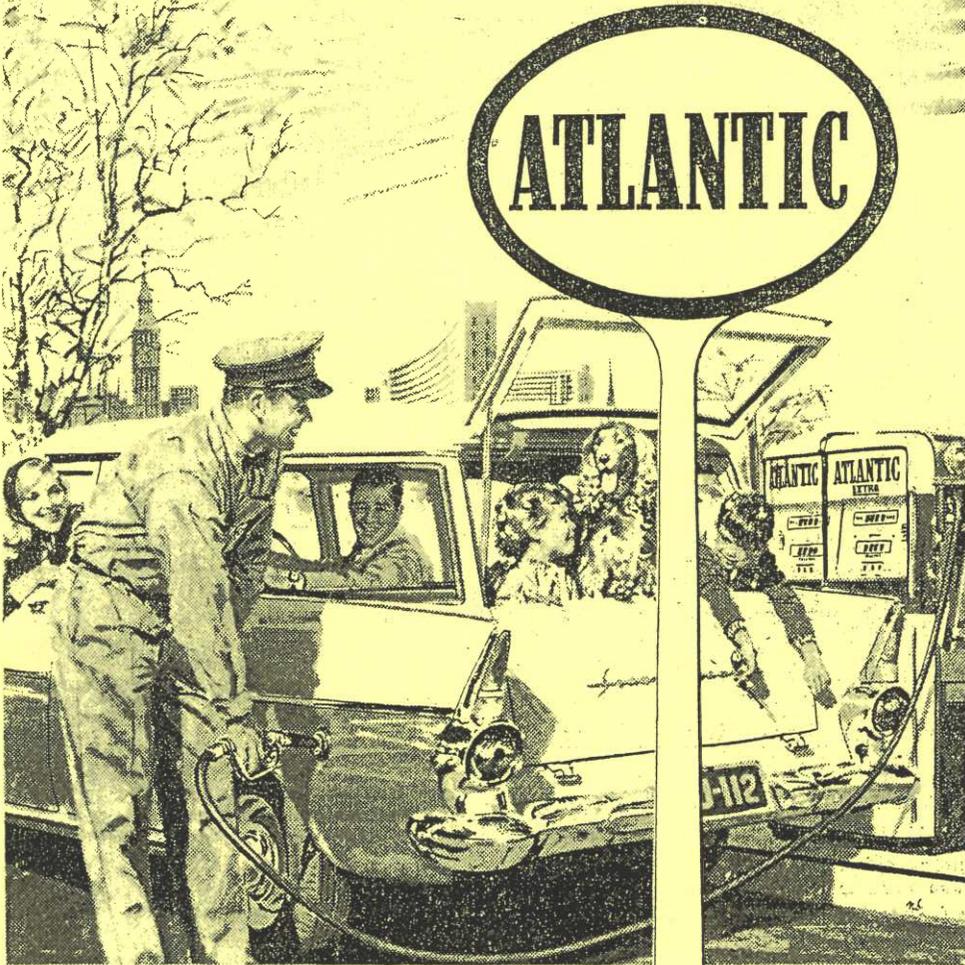


# Do You Remember ....

The year was 1961. This add appeared in the *Australian Motor Manual* November 1, 1961.



It's great to answer the call of the open road . . . great to be going places, with your car purring gently and your contented family beside you. Good to know you've left the care of your car to your experienced Atlantic service man.

Atlantic . . . all you need for safe, Happy Motoring.

*Happy Motoring!*

begins at your Atlantic Service Station



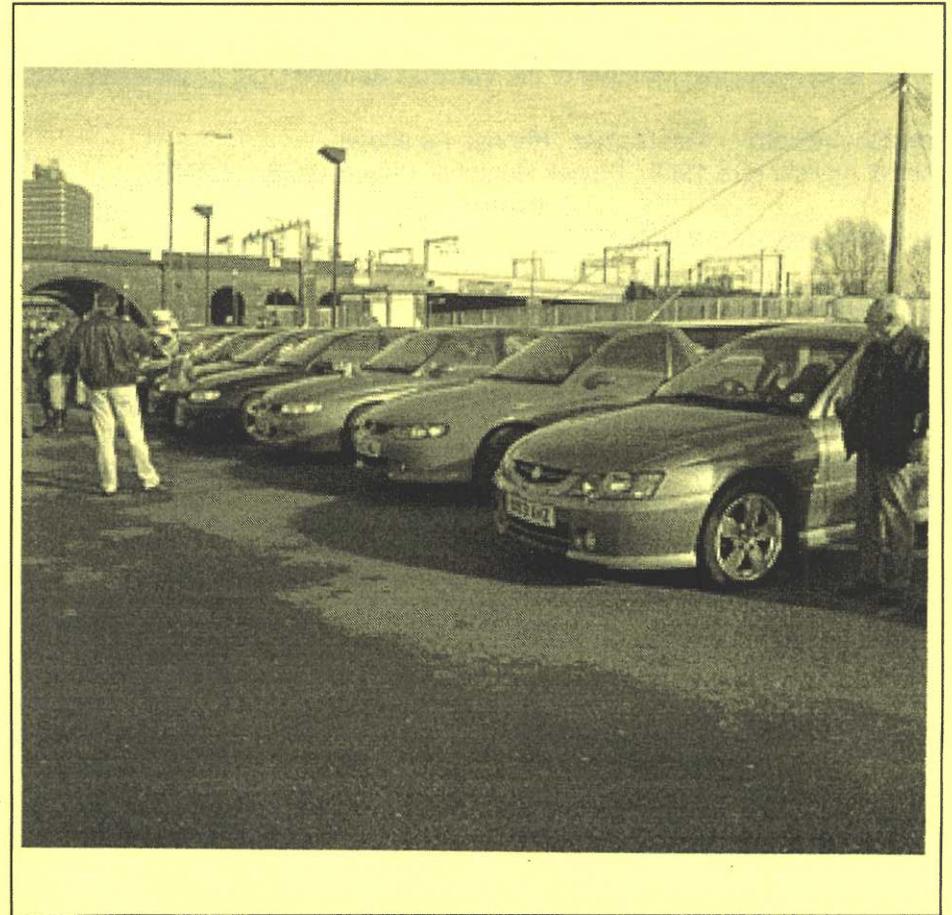
**ATLANTIC** **Esso** SIGNS OF QUALITY, SYMBOLS OF SERVICE  
Atlantic Union Oil Company Pty. Limited

3063 FP



# Holden Business

MARCH/APRIL 2004



## FRONT COVER - The Holden lineup at the Ace Café in January

### COMMITTEE:

CHAIRMAN / ACTIVITIES OFFICER. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone. 020 8287 4932. E-mail: holdenuk@ndirect.co.uk

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

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)

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

Technical Adviser (pre 1968): Patrick Hemphill. Phone: 01787 282307

e-mail: Patrick@prhemphill.freeserve.co.uk

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.	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,

As you can see from the front page, the day out at the Ace Café to celebrate Australia day was well attended, with lots of Holdens both old and new plus some Aus Fords and Chryslers It was a lovely sunny January day and we all had the option to try a special Aussie menu from the bar. Many thanks to Matt Hollingsworth and Wayne Larsen for arranging the day, and also to Wayne for DJ'ing the music with an Aussie flavour. It seems to be a popular venue with lots of other classic cars and bikes turning up to see and be seen. Must do it again soon chaps!

We are all looking forward to seeing one of the 300 Vauxhall badged Monaros on the road soon, so keep you eyes open. I'll tell you what, I'll send a small prize to the first member who can send me a picture of one on the road in the UK!

One of our members, Rob Apsey, has just set up a website with a good selection of pictures of UK Holdens, well worth a look: <http://holdensabroad.com/uk/holdens.htm>

Also, I call your attention to the letter on Page 4 from a young lady getting married next year and looking for an older Holden and Chauffeur for the day. It is a good opportunity to make a bit of money with your car. You never know you might even get a picture in the local newspaper, could be the start of a business as well!

Regards

A handwritten signature in black ink, appearing to be 'Ken', written in a cursive style.

Ken

# Your Letters

Hello,

I am Australian and will be getting married in Dorset in the summer next year and would love to be able to turn up on the day in an Australian vintage car. Do you know of any UK companies who hire out Australian vintage cars for such purposes? Or would any of your UK club members be interested in hiring out their cars (and potentially chauffeuring) for the day? I have searched the internet but without success.

I love the look of early model Holden vehicles and think it would be wonderful to have a little piece of 'home' at my wedding!

Your help is appreciated.

Kind regards

Rebecca Stanners  
020 7007 3986

Anyone fancy earning a bit of money to show off your Holden. Plus the chance of some good pictures as well.  
Ed.

From: [Susie2801@aol.com](mailto:Susie2801@aol.com)  
To: [holdenuk.co.uk](http://holdenuk.co.uk)  
Subject: **john & susie ...HX ...devon**  
Date sent: Sat,28 Feb 2004 16: 57:32 EST

Hi Ken ..... hows things ?????

Just to let you know that my ute is on the road & we will send you some photos for your web site & magazine . I have got an HQ workshop manual here which I will hang onto until I get one for a V8 from my mate... then anybody who needs one can have it .... ( for a pint of Fosters at the Ace Cafe ) When is the next meeting there?

I had the front springs chopped off last week as it was too high , in Australia it was so low I could not get over the speedhumps except on an angle ... couldn't even get out of my own driveway without it dragging on the ground . 5 days before I left Tasmania I had heavy duty springs & shockers put in ... disaster ...miles to long , because the back end is uderslung .I have got the Rare Spares web site but wonder if some of the British stuff is interchangeable eg. 5 " headlights & filters etc. I am getting a M20 or M21 gearbox sent over as this one has got a tooth off 1 st gear ....is your HQ I just looked at an auto or manual . The one I had was terrible on fuel ... 202 red motor .. worse than a V8 ... a lot of people reckon the old 179 & 189 motors were 100% better . Susie has got a 500 ER5 Kawaski & has been to every Ace Cafe reunion at Brighton because there are so many bikes the London Ace Cafe can't cope with it all ... they can't cope with 12,000 bikes. Every year she gets another Ace Cafe Badge ... 8 years .

Which car club do you share with ... I hope its Pontiac ..... I would like to put a Transam / Firebird nose cone on this ute ... I've seen a couple in Oz & I can tell you Ken they look fantastic .. if you put one on that HQ ..... incredible .

All the best for now ..  
Susie & John .



## Muscle Monaro

**H**olden Special Vehicles revealed a stunning new concept based on the Monaro coupe - bound for Britain in spring next year - to steal the show in Sydney.

The Coupe4 is a four-wheel-drive version of the Monaro, and uses a 362bhp version of the LS1 engine, 12bhp up on the soon-to-be released Pontiac GTO derivative. The transmission is through a four-speed automatic gearbox and directs 38 per cent of drive forwards, and 62 per cent aft. This enables the Coupe4 to reach 60mph from a standing start in 6.1 seconds on tarmac and an impressive 6.6 seconds on gravel. Some subtle styling mods also mark out the new car, with wheel arch extensions, new front air dam, and smoothed-out side sill extensions, creating a more muscular look without being too over the top. The new car also gains a wider track and runs on 19-inch-diameter alloys, also unique to this model.

Holden CEO Peter Hanenberger said that they were looking to build 200 examples next year, to sell at approx AUS\$85,000/US\$60,000/£35,500 and, although there are no plans to export the model, there are also no plans not to export it. When asked about the possibility of bringing the new car to Britain, Holden said they don't need to produce in big volume because, as a global niche manufacturer, they can remain profitable and successful on small numbers. "If we do sell above 1,000, it would be a dream," Hanenberger said.



### MONARO GT



Vauxhall is getting its hands semi-officially dirty in the British GT Championship this year. The guys down under at Holden are running in a car complete as you read this — ready to be shipped over to the UK in time for the start of the eight-round 2004 series.

Clever use of BTCC 2003 graphics (complete with the black roof and 888 logos) made this a favourite from the start. With the skirts, rear spoiler, RX-8 front bumper, bonnet pins, subtle v-grille, huge MkV alloys and awesome detail, this had to be the winner.

There's no chance of the GT car looking like this. The hot tip is that Vauxhall will have a new colour scheme for this year's BTCC runners. And there's no chance of the Monaro doing a few rounds of the BTCC, it's just too damn big!

Congratulations to Reece Mooney who gets a fat cheque in the post.  
SHOWROOM POTENTIAL: O  
Are you kidding?

### MONARO





Jack Ogston of the Evening Standard gives the Holden a really tough work-out.

## WHAT THE MOTORING EXPERTS SAY ABOUT HOLDEN

### RAND DAILY MAIL:

Dinkum Honest—that's the verdict on the Holden. . . . Briefly—I like its notable passenger comfort, its high standard of interior finish, its very large boot; I like its tremendously rugged construction, its rough-riding ability, its lack of road and engine noise; and I like its ease of handling . . . —Cambahaf

**EAST LONDON DAILY DISPATCH:**  
We thrashed a Holden for 28 hours . . . 1,200 miles Press coverage of Anatolia Rally Open section . . . Drive a car practically non-stop at maximum possible speed for 28 hours over roads where other machines collapse suspensions, shear off exhaust systems and petrol tanks, bind up brakes and suffer from a variety of mechanical failures you couldn't count on two hands—then one expects trouble. But you don't get it with a Holden . . . safe and tough and as rugged as motor-cars should be for South Africa. —John Dewar

**STAR:**  
No-Nonsense Holden, will not break easily. This can be said after a rigorous test which failed to reveal any weaknesses.

**CAR AND LIGHT DELIVERY ELET:**  
A Commercial Traveller's Car . . . combination of style in appearance and durability in performance under tough conditions.

**EVENING POST:**  
The comfort of the car over corrugations and potholed country roads was exceptional . . . I noticed the absence of squeaks and rattles, even after the car had been hammered over some atrocious surfaces.

### EVENING STANDARD (Rhodesia):

This car scores with me because of its big heart when the going is tough . . . a really reliable "cobber". —Jack Ogston

**DAGBREEK en SONDAGNUUS:**  
The Holden will do well in the Union—a tough car with a good, solid feel about it. —Vonkprop

**THE FRIEND:**  
The Holden can cope with anything that looks remotely like a road. Not once did she bottom, or skid or lose control . . . remarkable torque range—which means oodles of pull at low engine speeds. —Con. Rod

**THE SUNDAY NEWS (Rhodesia):**  
An excellent, reliable, high-speed bundu-basher. In my experience, it is unique—a car which is built like a tank and yet has a performance which would shame many alleged sports sedans, inside the Holden is spacious and comfortable as an old boot. —Spot Checker

**SUNDAY TRIBUNE:**  
Of major interest to anyone who covers a considerable mileage on untarred roads is the extreme care taken in dust-proofing. The Holden . . . really comes into its own on the rough going.

**VOLKSBLAD:**  
The Holden stirs the imagination of all South African motorists because it is so well suited to South African conditions.

### WEEKBLAD:

The Holden will be popular in the Union—the "Ward Jakob" for South African conditions—outstanding stability on the road and nothing to touch it for coping with soft sand.

### OOSTERLIG:

The Holden is the sort of car that South Africa needs. It behaved beautifully over badly corrugated and potholed roads, with no sign of a rattle, and after nearly 200 miles on very bad roads averaged 23.4 miles per gallon.

### HUISGENOOT:

The Holden is definitely a car to see and drive. I have come across very few cars that can take the road like the new Holden . . . and no sign of dust entry. For people who ride over rough roads—and I mean rough—the Holden will certainly prove the most sensible car in the country. —Passasier

*The Holden Special de Luxe Sedan and Special Station Sedan are backed by General Motors Service and Spares throughout Southern Africa. Ask your Holden dealer about the General Motors Owner Protection Policy.*

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on Springbok Radio every Friday night from midnight to dawn.

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The Holden Barina (Vauxhall Corsa) has just been facelifted in Oz. Running only a few model versions, the Aussies get the new 1.4-litre TwinPort engine to go alongside the standard 1.4-litre and 1.8-litre. The SXi is A\$15,990 (£6730) and the SRI is A\$22,490 (£9470).

The Vectra has also been upgraded, tweaked and massaged for 2004. These tweaks are only the start, as prices have been dropped between 5 and 10 per cent for the 2004 model. The Holden version comes with only 2.2-litre or 3.2-litre V6 engines. The manual V6 comes in at A\$45,990 (£19,330) whilst the starter 2.2-litre saloon costs A\$31,990 (£13,450).

And just in case you were wondering, The Holden logo features a Wembley Lion — an Egyptian big cat. It also happens to be the symbol of the Wembley Exhibition held in London in 1924.

If you believe the stories, man invented the wheel after seeing a lion roll a stone across some ground — the basis for the Holden logo. A variation on this image was sculpted by George Rayner Hoff and used on Holdens from the mid-'20s. With a couple of updates, the logo remains pretty faithful to the original.

CONTACT: Holden

WEB: [www.holden.com.au](http://www.holden.com.au)

Famous Weekly magazine  
South Africa 1960

## SPECIAL FEATURE

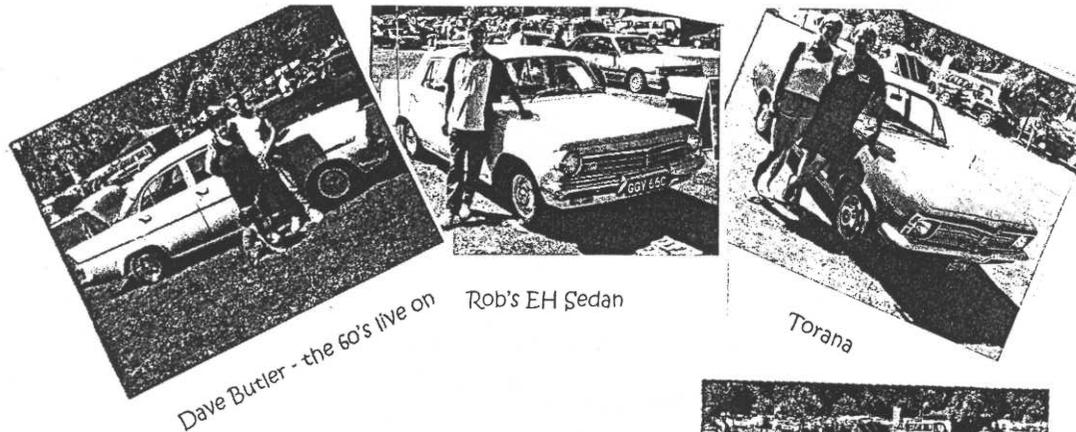
# English Holden car club day

After the Trade show in June Greg & Jill Barker traveled to England to see Jill's son Warwick get married. During their stay they had the opportunity to attend the UK Holden car club day and present a number of prizes for the entrants. Peter Brock, through Greg Stevenson, provided some signed shirts and Holden provided some other giveaways.

Here is a report on the trip:

This event was held in conjunction with the annual Vauxhall day and saw a number of Australian built Holden cars being displayed. The club had a designated display area and had plenty of GMH flags flying. The Billing Aquadrome is a well-known resort area about 150kms north of London and can cater for numerous cars and displays. Greg Barker, Product Sourcing Manager for RSP Australia, was able to attend this event to judge and present a number of prizes and trophies. This included two shirts signed by Peter Brock and some giveaways donated by Holden's HSPO division Dandenong. The enthusiasm shown by the UK members in the prizes was very pleasing and the only difficulty was in deciding who the eventual winners were.

It was good to get feedback from the members about the service levels and availability of parts we supply and extremely pleasing to hear of the prompt, reliable and efficient service we provide. The standard of cars and their presentation was comparable to Australia and attracted interest from many of the people visiting. For a couple of hours it seemed like home with the laid back atmosphere, the rather warm British Sunday, the display of Holden cars and the hospitality of the UK Holden club. There was no football, meat pies or kangaroos in sight to complete the Aussie quadrella so it was time to say goodbye and head off for a cold one somewhere else.



Dave Butler - the 60's live on

Rob's EH Sedan

Torana



Restored FB



# News Release

Press Release Number: 3

Date: 18 February 2003

1903 - 2003

## 100 Years of Licensing and Registration in Britain

2003 marks 100 years of licensing and registration in Britain. When the Motor Car Act of 1903 was passed, 17,000 vehicles were registered in Britain. Today this figure stands at nearly 30 million, with 72% of British households now owning at least one car, and 71% of British adults holding a valid driving licence.

DVLA has worked at the heart of road safety since 1974, and to celebrate this milestone in British motoring the Agency has compiled a dossier of motoring facts and figures examining 100 years of motoring in Britain.

### Vehicle Licensing and Registration

*(See appendix for regional breakdown)*

- The number of vehicles licensed in the UK and the number of newly registered vehicles is increasing year on year (see appendix for regional figures):

Year	Number of licensed Vehicles	Number of newly registered vehicles
1903	17,000	No data available
1920	591,000	No data available
1946	3.1 million	No data available
1956	6.3 million	751,000
1966	12.0 million	1.5 million
1976	17.3 million	1.8 million
1986	21.7 million	2.3 million
1996	26.3 million	2.4 million
2001	29.7 million	3.1 million

This is part of a two page spread which appears in the latest edition of 'Rare Insight' The house journal for the Australian company, Rare Spares. ED

DVLA, Longview Road, Swansea, SA6 7JL Tel.01792 782318

An executive agency of the Department for Transport



## The Cost of Motoring

- The average household spends £55.10 per week on their motor vehicle including insurance, taxation, petrol and servicing. That's £2,865 per year per household – an increase of 61% over 10 years.
- In 2000, 4,230,000 motor insurance claims were made at a cost of £7,078 million. An average of 17% of the motoring population make an insurance claim every year, an average payment of £1,673. This is an increase of 5.9% in cost terms over the past 10 years, however frequency of claims has reduced by 2.9%.
- In 1971 the best-selling family car was an Austin Morris 1300 at a price of £931, the 2001 equivalent was the Ford Focus costing £12,710.

## Historical Overview

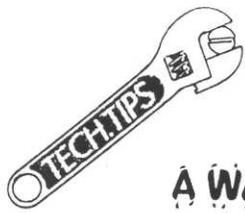
- **The Motor Car Act 1903** introduced measures to help identify vehicles and their drivers. County Councils and County Borough Councils were made Registration and Licensing Authorities; the vehicle registration fee was twenty shillings and the drivers licence fee was five. The speed limit was raised to 20mph.
- **The Roads Act 1920** required Councils to register all vehicles at the time of licensing and to allocate a separate number to each vehicle. People were also required to notify the local council when they bought a vehicle. The term 'owner' was replaced by 'keeper' on a vehicle logbook.
- **The Road Traffic Act 1930** abolished the 20mph speed limit and set a variety of limits for different classes of vehicle. There was no speed limit for vehicles carrying less than seven persons.
- **Motor Vehicles Regulations 1935** saw the introduction of driving competency tests for all persons who commenced driving on or after 1 April 1934. These were suspended in 1939 for 7 years due to the Second World War and in 1956 for 1 year due to the Suez crisis.
- By the 1960s active driver's records had reached 14.9 million and 12.9 million vehicles were registered. The Government decided that a new system of data processing was needed in order to keep track of drivers and vehicles. So, in 1965 the **Driver and Vehicle Licensing Centre** was planned to meet this need with the headquarters in Swansea, supported by 81 Local Vehicle Licensing Offices.
- The first computer produced driving licence was produced in 1973.
- In 1976 DVLC introduced the first 'till 70' full driving licence.
- **The 1982 Motor Vehicles (Wearing of Seat Belts) Regulation Act** came into force on 31 January 1983.
- **Lead-free petrol** was introduced in 1987, and in 1989 the introduction of associated tax advantages signalled its widespread use. In January 2000 leaded petrol became obsolete.

- In 1951 only 14% of British households had a car, with 1% owning two cars. By 1969 this figure had increased to 45% for one car and 6% for two cars. Currently 46% of households own one car, 22% two cars and 5% three or more cars.
- Almost 1/3 of households buy another car as a result of a teenager/young adult passing their driving test.
- 71% of adults in Britain now hold a full driving licence - that's 32.3 million people.
- Male drivers still outnumber women drivers with 82% of men holding a valid licence compared to 60% of women. This has increased dramatically since 1976 when only 29% of women held a licence compared to 69% of men.
- In 2001/02 DVLA processed 81.7 million vehicle transactions and 16.1 million driver transactions.
- Blue is the most popular colour for motor cars with 6,302,346 currently licensed. This is closely followed by red at 5,693,327.

## Drivers and Driving

- Distance travelled by car per year has increased for the average British person by 11% over the period 1989/91 to 1999/01. In 1989/91 the average person would travel 4806 miles in their car per year, today, the average person travels approximately 5,350 miles.
- Average trip lengths in cars have also increased since 1989/91 from 8.2 miles to 8.7 miles in 1999/2001 – an increase of 6%. In contrast the average length of all trips has increased by 13% over this period, from 5.9 miles to 6.7 miles.
- 70% of GB citizens drive to work on a regular basis; the average journey time of 20 to 21 minutes has remained constant for all modes including cars.
- The average number of journeys made by people in their cars has increased over the period 1989/91 to 1999/01 from 619 trips to 639 trips per person per year.
- Car travel accounts for 4/5 of the total distance travelled by the UK population.
- The number of driving tests conducted in the UK has decreased in the past 10 years from 1.8 million to 1.2 million. The pass rate for tests has also decreased from 51% in 1991 to 43% in 2002.
- In Britain, we spend approximately nine days per year travelling by car.
- 60% of car trips are taken by one person alone (As measured by single occupancy rate), and 36% are shared by two people.
- 27% of household cars are 3 years old or less. 27% are more than 10 years old.
- The average lifespan of a UK car is 14 years.

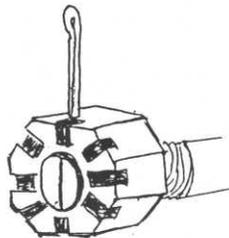




## A WARNING WHEN GRINDING

This message came from Canada via the South Australian Chapter of the Early Ford V8 Club of America. It is worth noting if you are using a grinder. I am sending you the following details of an incident that has happened to me while using a one inch belt grinder. Although I was using a commercial model, Delta Model 31-050, I feel it is just as applicable to any type, commercial or homemade. On January 25, I was using the grinder to smooth the edge of a hacksaw cut on a two inch length 1.5 inch angle iron. I had been grinding for about two minutes when there was a loud thump, accompanied by an approximately two foot diameter brilliant yellow-orange fireball. The fireball lasted no more than half a second and then completely extinguished itself. It completely enveloped the machine and my hands to half way up my forearms and to the top of my stomach. As soon as it went out it was obvious that I had suffered some serious burns to my hands. Beside large white areas on the heel of each thumb and the palm of my left hand, the skin was hanging from the heel of both hands from my little finger to my wrist and from the finger joint on my left hand. Also the right cuff of my shirt was smouldering, my face felt burnt and I could hear the front of my hair sizzling. Nothing on the bench was burning. The only evidence was a few streaks of white powder on the bench top and on a few items lying on the bench. The workshop was filled with dense white smoke with very little odor. My finger and the ends of my thumbs escaped relatively unscathed as they were resting on the machine's table and were protected from the heat flash by it. Besides the burns to my hands, my neck, chin, cheeks, lips and the end of my nose which suffered first degree burns I have recovered

after peeling as if a bad sunburn. I was wearing glasses and this protected my eyes, which appear to not have been damaged. I also lost my moustache, ¼ of my eyebrows and about an inch off the front of my hair. My eyelashes were curled by the heat, but not singed. The burns to my face were caused solely by radiant heat as the fireball did not come that high. Initially I could not understand how I could have suffered such severe burns from such a brief exposure to the heat. Later that evening, after some thinking and questioning of my son (who uses my workshop), it became clear what had happened. A few days earlier he had ground the heads off about 12 1/8 aluminium pop rivets. Finely divided aluminium mixed with fine divided ferrous oxide (the black powder residue from grinding steel) produce a compound called Thermite. Thermite is used to fill incendiary bombs and commercially to weld large steel items, that is, railway rails into continuous lengths. It burns at approximately 3500°C, hence the extensive burns in such a short exposure time. The end result was, excluding my finger, that I suffered deep second degree burns to about 60% of my left hand and 50% of my right hand. Interestingly, there is no warning of this possible occurrence in any safety section of the manufacturer's owner's manual. In light of my experience I feel there should be a strong warning passed on to the readership as to the dangers posed in grinding steel after having ground aluminium, unless the machine is thoroughly cleaned of all aluminium dust. The potential is certainly there for even more serious injury.



### LINING UP THE COTTER PIN

A little trick I have been using for years that may be suitable for your Tips and Techniques page. A light hacksaw or file mark across the end of the bolt in line with the split pin hole for a castellated nut, greatly aids reinstalling the pin, no need to keep removing the spanner to see where the hole is!

Alan Baines, M/S 1497, 19 Euston Rd, Toowoomba Qld 4350.

Restored Cars #163, Mar-Apr '04



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# WHAT'S ON

## RUSTY NUTS RUMMAGE

Easter Sunday Apr. 11<sup>th</sup> & Sun Sept. 19<sup>th</sup> 10.00am

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## TAMAR HISTORIC TRANSPORT CLUB

### AUTOJUMBLE at

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**GOOD FRIDAY 9<sup>th</sup> APRIL 2004**

### RALLY & AUTOJUMBLE at the

Recreation Field • Callington

**SUNDAY 16<sup>th</sup> MAY 2004**

For both these events, please contact: (Autojumble) Brian Davey, 1 Gregory's Meadow, Stourcombe, Launceston, PL15 9QZ. Tel: 07774 283121 (mob) or 01566 775550. (Rally) Nick Edwards, 11 Fowey Crescent, Callington, PL17 7PJ. Tel: 01579 370773 (day) or 01579 383370 (eves)

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**EASTER SATURDAY  
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10am-4pm

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ADMISSION £2.00, FOR DETAILS CALL:

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from 10am - 4pm

Admission £1 adults at the  
**MUNICIPAL HALL**

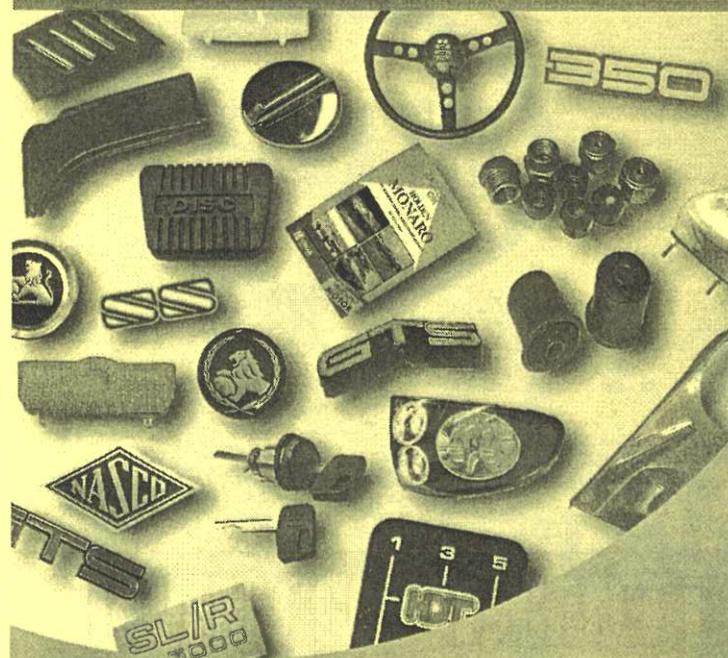
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