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Deflects rain and wind stream when driving with front door window down.



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Provides added all-round view of following traffic. Several types available.



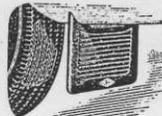
### SUNSHADE

Reduces sun glare, alleviates eye strain and helps keep interior cool.



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One item you should never be without. Lap, sash, or lap-and-sash versions.



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### VENETIAN SHADE

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### HOOD ORNAMENT

Richly chromed and tastefully styled for added beauty.



NATIONAL AUTOMOTIVE SERVICE COMPANY  
PARTS AND ACCESSORIES DIVISION OF GMH

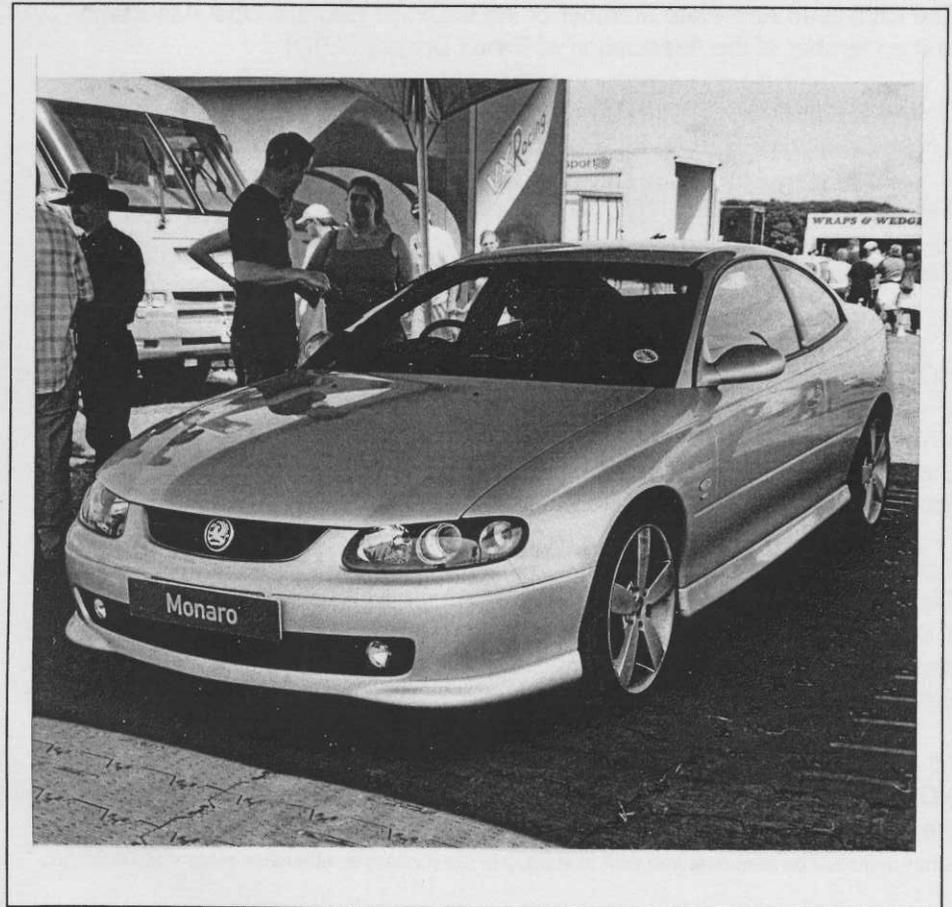
NASCO ACCESSORIES—SPECIALLY  
DESIGNED FOR YOUR NEW HOLDEN

1148



# Holden Business

JULY/AUGUST 2004



## FRONT COVER -

Silver Monaro at the Performance Vauxhall show at Santa Pod 6<sup>th</sup> June - Picture: David Hart

### 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) and a member of the Association of British Drivers (ABD)

Spares Co-ordinator : Ken Garner. Phone: As above  
Technical Adviser (pre 1968): Patrick Hemphill. Phone: 01787 282307  
e-mail: Patrick@prhemphill.freemove.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)

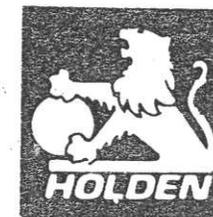
**NOTE:** Equivalent amounts in AUS\$ and the Euro can be accepted, please contact the Chairman for details.

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



Hi all,

As you will see on page 4 we have finally arranged a date for the delayed AGM. The venue is the Ace Café on the North Circular road in London. For the exact location have a look at their website at : <http://www.ace-cafe-london.com> or contact me and I will send you a map. We hope there will be a few cars there to view but it won't be the same sort of show we have been used to at Billing. If you can't make the AGM and would like to raise any points, make any comments or ask any questions, send me a note and I will present this to the meeting. Remember it is your club and your chance to suggest changes, or put yourself forward for election to the committee.



You will see from the issue number on this copy of the magazine our next edition will be the 100<sup>th</sup> Quite a milestone. If you have any ideas or suggestions or contributions for this edition, they would be gratefully received. I will be putting it together during the last week of August.

Regards

Ken

# HOLDEN

## UK

# REGISTER

Notice is hereby given of the combined 16/17th Annual General Meeting of the Holden UK Register, to be held at 2pm on Saturday 7<sup>th</sup> August 2004, at the Ace Café, North Circular Road, London, NW10

### AGENDA

1. Welcome and Apologies for Absence
2. Minutes of the 15th AGM held 14<sup>th</sup> July 2002
3. Chairman, Editor & PR Officer's Report
4. Membership Secretary & Treasure's report
5. Technical Officers Report
6. Matters Arising
7. Election of Committee
8. Any Other Business

## Your Letters

8-6-04

David Hart  
20 Ronelean Rd  
Totworth,  
Surrey  
KT6 7LJ  
020 8391 5621

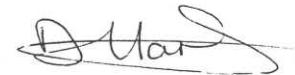
Dear Ken,

I enclose some photos I took at the Performance Vauxhall Show at Santa Pod on 6<sup>th</sup> June. The new Monaro was on the Vauxhall stand and attracted lots of attention all day.

Also in 'Evo' magazine, July 2004 issue they test the new Monaro against other Performance Cars at Millbrook test ground and Bedford Autodrome.

Finally in 'Retro Cars' magazine, July 04 issue there is a report on the Australian 'Phillip Island' classic race. Shown among other things are four of Superb Holden Toranas.

regards





28-5-04

DAVID HART  
20 RONELEAN RD.  
TOLWORTH,  
SURREY  
KT6 7LJ

Dear Ken

Some info other club members may be interested in is that in 'Retro Cars' Magazine there is an article on the Tasmanian Rally which took place this year. Among the many pictures of classic Rally cars is a V8 Holden Torana and Monaro whilst in 'Total Vauxhall' magazine June 04 there is a feature on the new Monaro VXR (Vauxhall badged). Well worth a read.

Regards

*D Hart*

From: FJspecial@aol.com  
To: holdenuk@ndirect.co.uk  
Sent: Sunday, May 23, 2004 1:03 PM  
Subject: auto parts  
Hi Ken,

Just thought I drop your an e-mail to let you know that the FJ Special is almost back on the road, it has been a long time doing but nearly there now, just waiting for the replacement pistons to arrive from Australia because the first lot had hair line cracks in so they were no good, but I have a good supplier for them, it's someone that my dad has used for 20 years or so. My wife and I are looking forward to having the car back on the road as it has been off the road since May last year. It all takes time if you want it doing right first time. I'm looking forward to the next Holden show (if there is one), I've missed too many already! I was in Australia back in April to visit family and to pick up a few parts the car needed. While I was there I meet Stan Bennett from 48 & FJ Holden Research, who is in the back of the Club magazine, he is very knowledgeable about the FJ and he told me how to improve the window wipers so that I could still run the car on the 6 volt electric's which is my main thing with this car because I want it as original as possible.

I would also like to take this opportunity to tell you about another spare parts place were our members might want to try for their parts because I have found that Mathew and his colleagues have been very professional and helpful to me and my parents who pick the parts up from them, I went and met Mathew and the team when I was out in Australia to thank them in person for their help over the past year. The name of the company is the American Auto Parts Pty Ltd at Homebush, Corner George St and Parramatta Rd, North Strathfield NSW 2137 and the phone number from UK is: 0061 2 97461188 or fax: 0061 2 9764 4106 or via their web site which is: <http://www.americanautos.com.au> or e-mail them on: [aapsales@americanautos.com.au](mailto:aapsales@americanautos.com.au)

I will e-mail some photos of the car later on so that you can up-date the photos on the web site.

Bye for now

Ian Watson  
(1954 FJ Special. Reg No. LSU 912)

## AusCCA Meeting at Billing

Hi Day Ken,

Just to let everyone know how the Australian Car Club Association get together went at the American Auto Club International Summer Nats in Billing near Northampton 18th to 20th June.

Unfortunately my EH is not on the road at the moment (waiting for parts from Rare Spares), so I went up to Billing with the HSV guy's. We headed up to the show on the Saturday and camped the night. I think we created the first convoy of HSV's in the UK, Will in his Black supercharged VT11 GTS, Paul in the Blue VT11 GTS and the car I went along in, Duncan's Silver VX1 GTS. Paul had arranged a tour around the Linden Special Vehicles Factory, so we went there first. Well I was in Heaven, as it was we now had 4 HSV's in our convoy because Richard had come all the way down from Newcastle in his Gold VT11 GTS to join us and there was the 8 Cars Linden had on sale as well. Many thanks to LSV for making us welcome and giving us Coffee and Donuts.

Late afternoon we left Lindens and headed for the Billing Aquadrome to set up camp. Peter from LSV joined the convoy with the 440HP Black Monaro they had for sale. We got plenty of looks as the 5 Cars drove into the show and past all the trade stand to set up our cars in the main arena next to Sandy Mercer from the Ford UK Reg. After some photo's a tinnie or two and a chat, we set our tents up for the night and lit the Barbie.

Up early Sunday we pulled the tents down lit the Barbie again for breakfast, then it was polish the cars and set up the gazebo and cars for the Australian Car Club stand. By this time, Trev with his Red VU Ute & John his lovely FB Holden had arrived to add to the Holden clan and a few Valiant's gathered alongside Sandy's Ford toys.

In all we managed to get about 15 Australian cars together over the two days and generated a lot of interest from the public. Many people were impressed by the HSV's which sounds good for Vauxhall as they look to bring in more Holdens from the HSV range.

As I couldn't take my EH, I was unable to take my gazebo to set up the Holden JK Register Stand, but hopefully next year we can get a few more cars to attend and promote our great Australian Cars.

You can look at some of the other pictures from the weekend on the UK HSV Drivers Club at : [www.hsvdriversclub.co.uk](http://www.hsvdriversclub.co.uk) Under Events.

Or the Ford UK Register at : [www.aus-ford-uk.co.uk](http://www.aus-ford-uk.co.uk) also under Events.

Regards,  
Rob Apsey.



HOLDEN

For priority distribution

1 June, 2004

### HOLDEN TO WIND DOWN GM DAEWOO IN AUSTRALIA

The Holden Board today announced it would wind down GM Daewoo Australia, the national distributor of GM Daewoo vehicles, by 31 December 2004 and remove the GM Daewoo brand from the local market. The Board made the decision in light of the brand's current and forecast performance in Australia as well as the broader competitive environment.

The 37 employees of GM Daewoo Australia, a wholly owned subsidiary of Holden, and the 110 GM Daewoo Australia dealers were notified earlier today. Holden established the new local distributor in late 2002, in conjunction with investing on behalf of General Motors in GM Daewoo Automotive and Technology in Korea.

The Holden Board has made the right decision to ensure the most successful future for GM operations in Australia. GM Daewoo has had difficult circumstances in the past few years at the global and local level. However, the situation was worse than we initially believed. The segments in which GMDA participate are incredibly competitive and have become even more intense in the past two years. This is a matter of brand value and strength rather than a reflection on the products themselves.

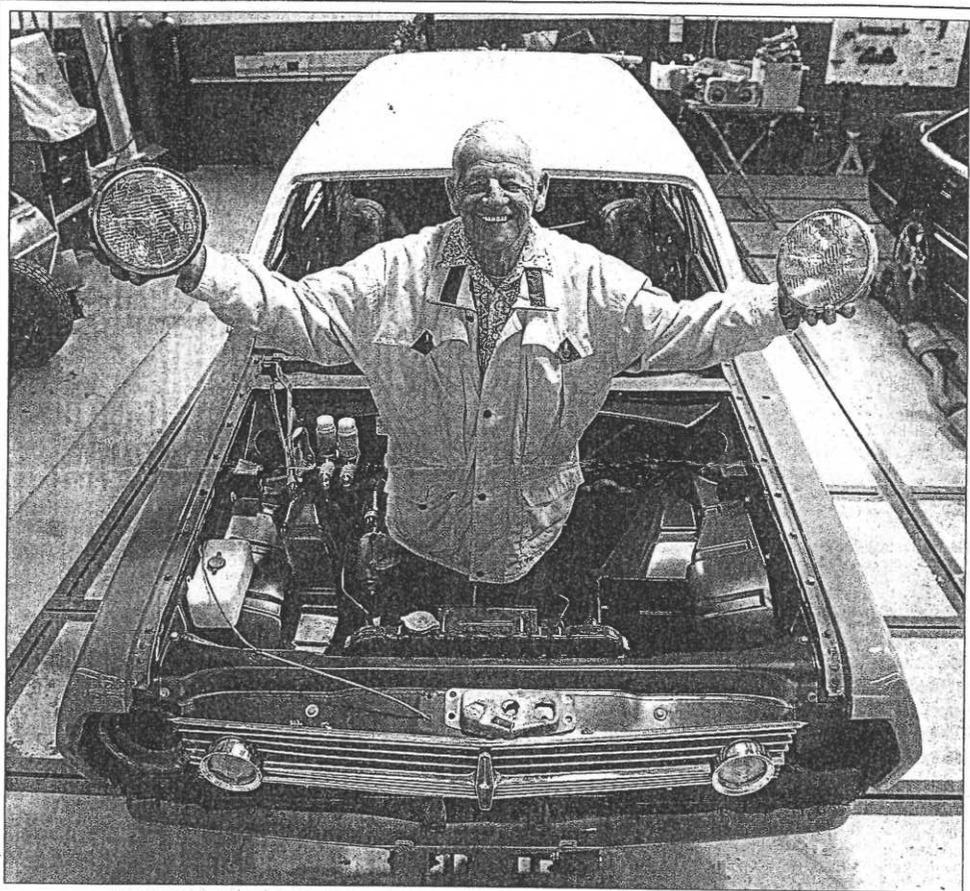
Holden's investment, as a member of the General Motors family, has been at a global and local level and remains an important part of GM's footprint in the Asia-Pacific region. The basis of that strategy and regional footprint remains unchanged. We have achieved cost synergies in backroom functions but we accept the brand's positioning in Australia does not warrant maintaining the current structure. Holden has established detailed plans to assist employees, dealers and customers during the transition phase before 31 December. They include -

- **Employees** – GMDA has 37 employees. Holden Human Resources and GMDA management will meet with each staff member to work through individual circumstances. Employees will be offered support and assistance to find work, within or external to Holden, keeping with their skills sets and interests.
- **Customers** - The existing Daewoo network will continue servicing responsibilities until December 31. Daewoo owners will then be supported by participating Holden dealers. Holden will make arrangements to cover warranty obligations, including any applicable warranty from the previous distributor, as well as roadside assistance.
- **Dealers** – GMDA has 110 dealerships, of which 39 also sell Holden products. We will work with dealers to help wind up their franchises in the most effective way prior to December 31. This will include a range of initiatives to reduce factory and dealer inventory.

It should be noted that General Motors continues to believe in the value proposition of GM Daewoo products and will investigate future product options across the Asia-Pacific region for the longer term. However, the current and future forecasts for GMDA's performance led the Board to this decision.

**Ross McKenzie**  
Executive Director – Sales and Marketing





**Full beaming:** Donald McCaskill hopes his car will be ready to roll soon. Pictures: CRAIG BORROW

## Still Holden on after all those years

Kelly Ryan

DONALD McCaskill has waited a long, long time to slip behind the wheel of his old car so he can cruise about town with his wife of 50 years.

His 1966 HR Holden got nicked in Sunshine in 1987.

And it took 15 years before the car was found again — just a five minute drive from where it was stolen.

Tools from the boot, cash from under the seat and the battery were missing.

But the car was still in one piece — its tyres flat but its old push-button radio in place.

Mr McCaskill has waited the past two years as his battered wreck has slowly been restored to its original glory.

But now 73, Mr McCaskill has declared his waiting is over and he wants to go for a spin.



**As it was:** Mr McCaskill with the car when it was found in 2002.

"There's life yet in that old girl and I want to show her off to the blokes at my local," the Footscray grandfather said.

"I want to take my wife, Valma, for a ride and I want the car to drive down the old roads we used to go."

Mr McCaskill was amazed when told two years ago that his car had been rescued.

"When I went down and saw it at South Suburban Towing I told them to chuck it — it was just a rust bucket."

But generous mechanics

promised to rid the car of its rust and corrosion and get it going again.

And Mr McCaskill is pleading for public help to find the last vital parts needed to put his "old girl" back on the road.

Moorabbin's Collision Repair Centre consultant Tony Murdaea said cosmetic trim details were needed to complete the car.

"We want to get it finished so Don can take it out.

"Every time he comes in to look at it, he looks like a 21-year-old again."

Mr McCaskill said he looked forward to taking his wife, 69, as his first front seat passenger.

But with the car boasting big bench seats, he said he expected to squeeze about half of his 11 grandchildren in as well.

# Keep dreaming - there can only be one Marilyn



**OUT OF REACH:** Holden designer Mike Simcoe puts the new Monaro convertible, Marilyn, through her paces.

By STUART MARTIN

SHE'S sleek, she's hot and she's fast but for Monaro fans "Marilyn" will only ever remain a dream.

The roofless Monaro has been on the wishlist for many inside Holden ever since the original Coupe Concept reared its head in 1998.

But while Holden has revealed just one convertible Monaro, they're not promising production.

Details of the soft-top Monaro, named Marilyn,

were revealed this week when Holden rolled out some of its concept models built over the past 30 years.

Built at a cost of \$1.75 million by now-defunct TWR Engineering and Edscha (which make the Astra Convertible's roof) in Europe two years ago, Marilyn will never reach production, according to Holden corporate affairs manager Jason Laird.

"There's no chance of production at all," he said.

"We had a Middle East

engineering mule that we were able to use for it, hence the left-hand drive, and this was done prior to the GTO even being a consideration."

Mr Laird said the engineering work does not relate to the next Monaro and that economics have ruled out production of this car.

"The business case for this car, given how late it is in the life, simply doesn't stack up — no amount of interest could change things.

"The board was

sufficiently interested in it to invest the time and money to investigate it, there was enough interest in Monaro as a concept to risk life and limb to get a look at one — yes, it was under consideration, but if the numbers don't stack up and then they don't stack up sufficiently then the board had a responsibility to make the decision that they did," he said.

Holden design chief Mike Simcoe — the man who led the team to produce the new

Monaro — believes concept cars represent the creative processes in automotive design. "There is no doubt that the Coupe Concept provided the catalyst for all that came after, because it allowed us to believe in ourselves.

"It gave us permission to push forward and continue to create," he said.

Other concepts displayed in Melbourne yesterday included the 1970s GTR-X and the Sandman panel van.

Reprinted from the Advertiser. Adelaide. 22/5/04

And its code name? That derives from the old-time Monaro owners' habit of nicknaming their cars 'Munros'. Marilyn Monroe ... geditit



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## PERFORMANCE SPECIALISTS

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We specialise in tuning, modifying and supercharging BMWs, American and Australian cars. We have also developed a range of ultra high performance vehicles based on Holdens. With engine outputs ranging up to 700 bhp and beyond, each car is hand-built to the specifications of the customer. We always have models in stock, together with a number of pre-owned HSVs.

With the release of the Vauxhall Monaro in April, we have developed a range of performance packages designed to take this vehicle into the supercar league.

Our 440 bhp version was featured on BBC2's Top Gear recently, and in track tests by 'The Stig' our 'wet' lap time was over ten seconds faster than the Vauxhall model.

With performance packages starting at £1,315.00, these upgrades are very affordable. In addition, we provide the broad range of garage services for specialist vehicles, including fault diagnostics, repairs, servicing and MoT test preparation. We offer an efficient and competitive service, with access to a wide range of performance techniques and components.

### WHAT THE PRESS SAY

"The supercharger .... is fitted by Linden Special Vehicles and the on-paper credentials are frankly mind-blowing .... Any gear, any time and the HSV will demolish most metal purporting to be a supercar .... I'd grab myself one of these. Yesterday." *AUTOCAR Feb 2002* "I really warmed to the honest charms of the big LSV. It's awesomely quick, makes all the right noises and surprises with its agility and forgiving chassis." *Driven rating \*\*\*\* EVO Jul 2003* "As soon as you press the accelerator, the extra urge is there, instantaneously .... Suddenly your anonymous executive saloon turns into a car that will out-drag virtually anything on the road." *BMW CAR Aug 2002*

**Tel: 01933 670980/2**  
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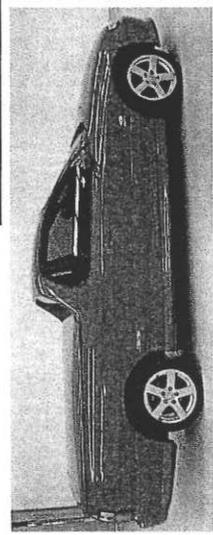
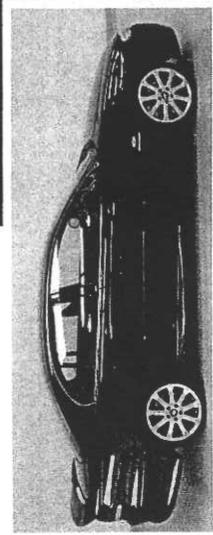
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**NN8 6GR**



## Muscling into the ute market

A retro-style one-tonner makes a top street machine, writes MIKE DUFFY



**H**OLDEN once again has illustrated its ability to develop niche models with amazing swiftness, with the muscle-bound SST one-tonner ute concept vehicle.

The standout sports/recreation street machine has been created by Holden by Design, the car maker's in-house vehicle enhancer.

It is yet another styling exercise to assess buyer interest and help establish the viability of the SST concept.

An obvious market for the in-your-face ute is the US as a sporty version of the Chevrolet El Camino - once the proposed free trade agreement allows additional prod-

uct to be shipped to America alongside the Pontiac GTO-badged Monaro.

The SST debuted at the Melbourne Motor Show to help establish the viability of the SST as a production vehicle.

Holden likes to crunch its numbers based on sales on the local market - with export sales providing the windfall.

The SST runs Holden's 225kW, V8 Gen III motor.

The vehicle is strong on attitude, featuring a sedan-style Commodore front and cab with a utility rear styled with pronounced rear-wheel blisters.

SST's cleverly integrated, low-set

ute side body is described by Holden senior designer Jeff Haggarty as "tough, stubby and muscular with a mildly retro feel but contemporary in execution".

The rear fenders frame 19in five-spoke alloys shod with 275/35 low-profile tyres and four-pot Harrop brakes.

The front wheels are 18in, giving the vehicle the hint of a hot rod.

Cab design cues follow those of the SS-style and the theme continues along the deep-skirted flanks and into the ute-style rear fascia panel, which features low-set reversing lights.

The tailgate sports a moulded lion logo reminiscent of an earlier pick-

up era and SST has vertical twin circular tail lamps.

The deep tray, finished in heavy-duty aluminium chequerplate, is equipped with storage compartments and a polished alloy sports bar with high-mounted third stop lamps.

The prototype was presented at the show in appropriately named Ego blue - a colour reflected throughout the cockpit, which is trimmed in black leather with inserts in blue.

Holden's sales and marketing manager for performance products, Kelly Brauer, says the SST provides another example of Holden's capacity to offer market-responsive

niche vehicles with a performance edge. "In this case, we used the one-tonner as a blank canvas, to show that you can take a light-commercial vehicle and do whatever imagination dictates," he says.

"The fact the SST project was completed in a little under two months is a reflection of the energy and talent of the specialist design and engineering team working on it, and the tools at their disposal."

The SST custom body was created using advanced composite panel technology, which lends itself to the lightweight tooling and flexible manufacturing processes that are required for cost-effective, low-volume production.

## Gotcha! 'Assist' stalls car theft

WITH a press of a button, a stolen Holden Calais was stopped in its tracks by remote control as police swooped in Melbourne recently.

Using sophisticated Holden Assist technology, the missing car was located by satellite and, when pursuing police gave the all clear, was immobilised by a secure digital code that switched off the car's fuel system.

The drama started at Crown casino when the driver of a Holden Assist-equipped VY Calais noticed that both his keys and his car were missing. He quickly notified Holden Assist operators at the National Emergency Response Centre on the service's 1300 phone number.

Holden Assist located the car using satellite Global Positioning System technology and tracked it as it moved through the eastern end of Melbourne's central business district. The operators contacted Victoria Police, who directed patrols to the scene.

Holden Assist operators also advised police of their ability to immobilise the car, and they were patched through to the police radio so they could be instructed to immobilise the car when patrols had the stolen car in sight.

During a brief chase near Melbourne's Rod Laver Arena, the patrols radioed that the stolen car was in the clear, and Holden Assist switched off the car's fuel system using a secure message, effectively



Picture: Herald Sun

causing it to run out of petrol.

Matt Hansford, Operations Manager of Holden Assist supplier Intelomatics, said the Melbourne incident was the sixth such stolen car immobilising intervention in Australia since Holden Assist was introduced in July 2001.

As well, the 24-hour, interactive Holden Assist service had located a number of dumped stolen cars, directed police to unauthorised entry of Holden Assist-equipped vehicles, rendered assistance when airbags had activated in accidents, answered SOS calls and

provided other emergency services.

The state-of-the-art service, which relies on both GPS satellite tracking and GSM digital network technology to provide its cover, can even be used to unlock cars for owners who have accidentally locked their keys in their car.

The Holden Assist technology is standard equipment on new Holden Caprice and optional on new Commodore Sedan, Berlina, Calais and HSV models.

Sound like a good investment? Please see your Holden Retailer for full details and conditions.

**VAUXHALL 3.3 AUSTRALIAN**  
Holden engine, hydraulic tappets, twin choke, carburettor, electronic ignition, automatic gearbox, radiator oil cooler, prop shafts, exhaust, 36,000 genuine miles, all test certificates. £200. Tel 01782 334847 (1/6).

**Morse for email**

The @ sign will be added to the official Morse code next month to help amateur radio enthusiasts exchange email addresses. It is the first addition to the 160-year-old code since the second world war. The @ character will be tapped out as dash-dot-dash-dot, replacing the stop-gap dot-dash-dash.

24 April 2004 | NewScientist |

**MURPHY'S LAW**

1. Any tool, screw, nut, bolt or clip dropped while working on a car will roll to the geographical centre, under the car or it will completely disappear somewhere in the engine bay never to be seen again.
2. The probability of a car not starting is in direct relation to the number of people standing nearby.
3. The likelihood of paint running is increased by the obviousness of its location on the finished car.
4. A tyre will go flat only when the jack has been left at home.
5. If a starter motor works perfectly on the workbench it will not work when installed.
6. When you double check everything prior to a tour, you stand a greater chance of running out of gas.
7. No matter what fails on a car there is always someone who knew it would.
8. Carrying an extra set of points, an extra condenser and an extra fan belt will cause the lower radiator hose to burst.
9. The later a tour runs, the greater the chance of the light switch not working.
10. The possibility of a fender being scratched is increased by the number of hours spent polishing it.
11. A prospective buyer attempting to start an engine will cause primary wiring failure.
12. No matter how rare the accessory someone's uncle had one just like it.
13. The way to locate a part in better condition is to send the inferior part to the stripper or chrome plater.
14. Never fix anything that is not broken.
15. The nut or bolt that is the most difficult to reach will always be stripped or seized.
16. One last pull on a nut or bolt to make sure it is tight will always strip it or snap it off, but if it doesn't get that extra pull it will always loosen and fall off.
17. Bright, clean and new parts are always defective, but dirty greasy old ones work fine, unless you clean them.
18. If a part is carried as a spare, it can either never be found or won't fit when it is needed, and if the spare part comes in two different sizes or lefts and rights, the one you need is not the one you have. ☒

Restored Cars #163, Mar-Apr '04

COMPUTERS and lavatories are very different things, and ne'er the twain should meet. One of the features of the ultra-modern London hotel

One Aldwych is, we hear, aircraft-style vacuum-operated toilets. Executives from the US technology company PalmSource had to tell visitors meeting them there recently that the clever system had crashed or, er..., gone down the pan. For two days, whenever nature called they had to contact reception to be escorted to the facilities in the building next door.

According to the PalmSource people, the hotel's plumbing is run by a Windows-based computer system. The hotel had to get a technician flown down from Scotland to fix it and reboot the loos.

| NewScientist | 15 May 2004

**FINALLY, a hopeful note on a whiteboard seen by Simon Decker in his university's theoretical astronomy department: "Nobody is perfect. I am a nobody. Therefore I am perfect."**

| NewScientist | 5 June 2004

**WHAT'S ON**

HUNSTANTON & DISTRICT ROTARY CLUB presents  
**KITE FESTIVAL & CLASSIC CAR RALLY**  
SMITHDON HIGH SCHOOL  
HUNSTANTON - NORFOLK  
**SUNDAY 15<sup>th</sup> AUGUST 2004**  
KITE DISPLAYS • CARS & MOTORCYCLES  
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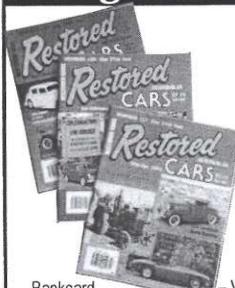
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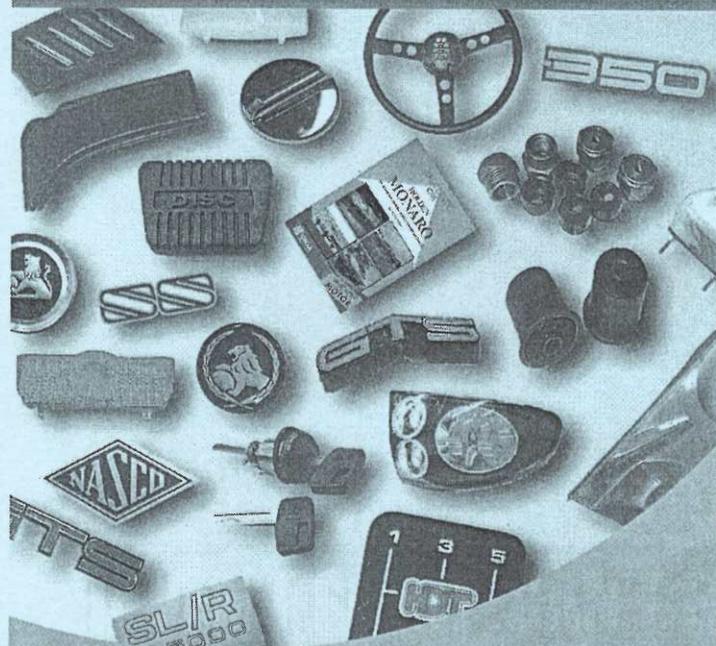
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