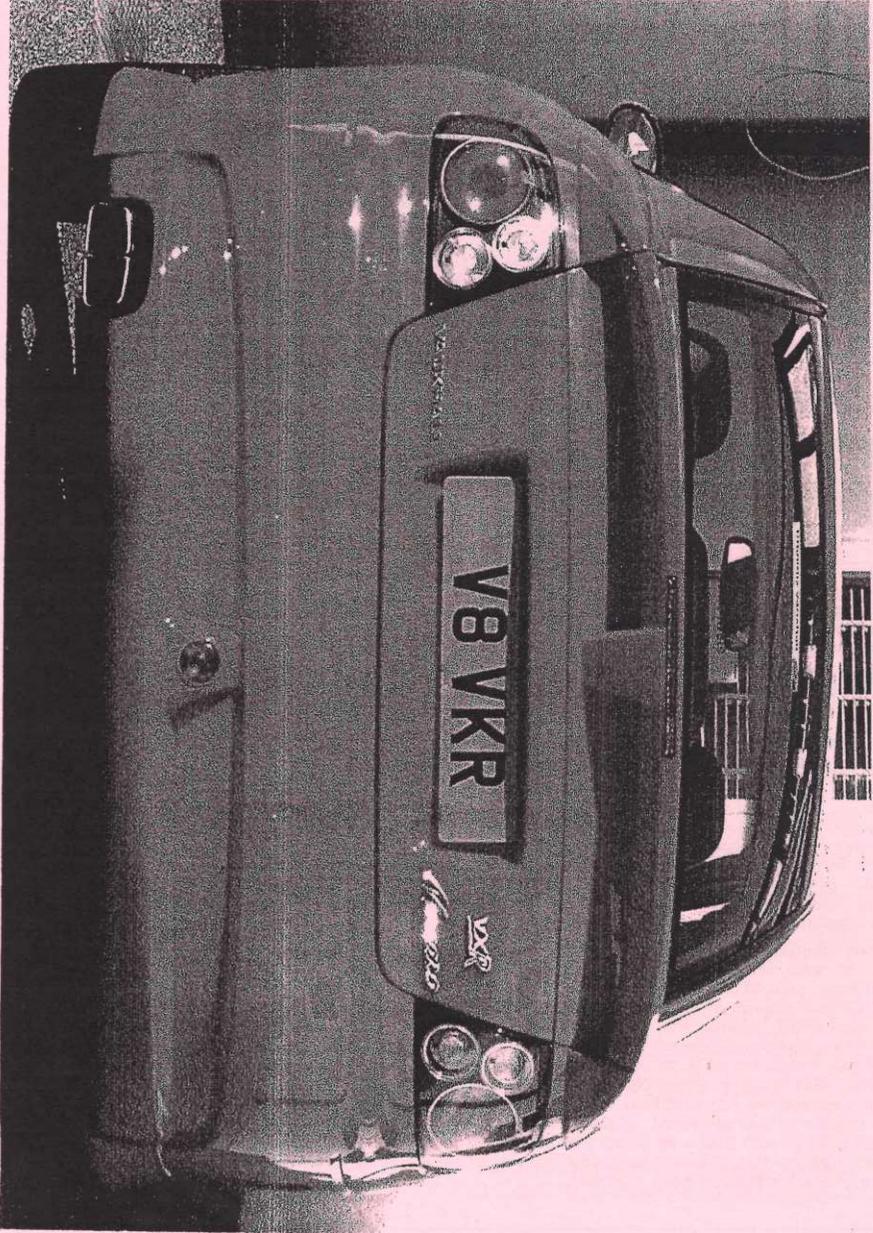


ISSUE 102



Holden Business

JANUARY/FEBRUARY 2005



Member John Dandy's 2004 VXR Monaro

FRONT COVER - Our 'regular' venue - the Ace Café

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The Club is a member of the Association of British Drivers (ABD)

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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,

Happy New Year to you all, I hope it is a good one.

I'm afraid it is a bit of thin magazine this month. Not much information or news has come through to me, but I'm sure it will pick up by the time of the next edition.

As you can see on page 4 Rob has arranged another outing to the Ace Café in London on Sunday 23rd January to celebrate Australia Day. I hope to see some of you there.

If any of you missed out on the Vauxhall Monaro when it first came out, look out for the new VXR which will be available in the UK from March, I believe there will be 150 of them available.



For those of who aren't up-to-date with your subscription, this will be the last edition of the magazine you will receive. We are reviewing the membership list at the end of January and will remove those members who did not renew their 2004/2005 subscription which was due in May 2004.

Regards

A handwritten signature in black ink, appearing to read 'Ken Garner', written over a horizontal line.

Ken



WHAT'S ON

January & February

G'Day Holden Fans, Happy New Year, hope 2005 is a good year for you all and another good year for Holden.

The AUSTRALIA DAY, event at the Ace Café on SUNDAY 23rd JANUARY, will be the First meeting of the year. This event is growing bigger every year and this time with a lot of help from the HSV UK Drivers Club we have arranged to have Linden Special Vehicles, WRC UK and Emotional Engineering, set up promotional stalls. Linden will also be bringing the Cappa Monaro, WRC a Twin Turbo Ute and E-E the 2004 Valvoline British GT Monaro. I have also been told that Vauxhall are going to try to bring along a new 2005 Monaro.

From the people that have contacted myself (Holden UK), Paul Spinks (HSV-UK), Matt Hollingsworth (Aus-Mopar Muscle) and Sandy Mercer from the (Aus-Ford UK), to say they will be taking cars along, we should have around 30 cars on show.

Because parking spaces will be tight, Paul and I are working on a layout for the Stalls and cars. So could I ask the people who will be bringing Holdens along, can you please be there by 11 am so we can get you parked up.

At this stage there are no events planed for February, but if anyone wants to attend a particular show, please let us know and we will post it on the Web Site.

Many thanks,
Rob Apsey
Events Officer.

Your Letters

4-1-05

David Hart
20 Ronelean Rd.
Tolworth
Surrey
KT6 7LJ
020 8391 5621

Dear Ken,

A short note to say that in Diecast Collector Magazine, Feb 05 (No 88), there is a large feature on Diecast models from Australia - shown in colour are the following: Holden Commodore VY SS, 1951 Holden FX ute, 1953 Holden FJ ute, 1974 Holden HQ 'Sandman' utility, 2002 Holden VU SS ute, 1965 Holden HD Special Station wagen, 1962 EJ Holden Road Service Vehicle (RACV livery), 1963 EH Van (Royal Automobile Association of South Australia livery), 1963 Holden EH Van, 1963 Holden EH 'ute', 1973 Holden HQ Monaro GTS, 1976 Holden LX Torana SLR 5000 A9X, 1974 Holden HJ Sandman Van and Holden one ton Flatbed trucks, as well as many, many Australian Fords. To obtain a copy ring 01778 391180

regards



7-11-04

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

Bits & Pieces ...

Government issue breaks away

Your feature on the Holden EH and Vauxhall Velox PB (November) brought back memories of driving Australian government EH Holdens in the 1960s. The department had two of them, a standard sedan very much like the one featured and a Special station sedan (Holden's terminology for the station wagon/estate). Both cars had the 149 engine, but neither had a heater. Lap belts were fitted to the outboard front seating positions.

The sedan was a horrible light blue, much favoured by the Western Australian Government at the time – no one else would buy it. It had locally made tyres from a firm called Hardie, which later disappeared into the Firestone group, because the WA Government bought WA-made goods where possible. The Hardie tyres were dreadful things. They squealed like stuck pigs when cornering in the dry and had almost no wet-weather grip. When I joined the department as the 'junior with a licence' in April 1965, I was warned by a senior member of staff to be careful of the sedan because everyone who drove it regularly had managed to spin it in the wet. Naturally that presented a challenge to a car-mad 19-year old.

It was indeed hard to catch the thing if the back end let go in the wet, but it was eminently controllable if you 'dirt-tracked' it and backed it into corners. Travelling through roundabouts completely sideways was great fun –

and terrifying for passengers. In the dry the EH went around corners like a dog around a tree – with one hind leg in the air.

I used to race about the Perth metropolitan area in the course of my duties. Unscheduled stops to buy parts for my own cars (Peugeot 203 and Triumph Herald during that period) or to pop in at home for a cuppa with my mother brought journey times back to what was expected by the management.

One trip that management did notice was when I was asked to take the Holden from our office in the Perth Central Business District to pick up some documents from the seaside

suburb of Cottesloe, probably 20 minutes' journey each way. I was asked to hurry and did the return trip in under 20 minutes. I was charging along a suburban street at 85mph (on the clock) when a council rubbish truck pulled out of a side street right in front of me.

I hit the brakes, very hard. I'd recently read an article about the Scarab sports cars that suggested that releasing the brakes momentarily during a fast stop would allow the gasses in the drum to circulate and delay the onset of fade. A rapid double-declutch back to second at about 60 allowed me to test the theory (the pedals were too far apart for heel and toe changes, even with my size 10s). The theory didn't work.

I avoided the truck, but the next time I used the brakes was a fascinating experience. They came on one at a time, in random order, so that the car waltzed a bit, but didn't slow down a whole lot.

When I parked the poor car back at the office you could smell the brakes from at least 20ft away.

Bob Campbell
South Guildford, Western Australia



Campbell fondly recalls tail-happy Holden EH

Dear Ken,
Thought I would let you know that in 'Evo' magazine, Dec 04 issue there are 2 excellent features on Holdens. The first is a 5 page feature on 'Drifting Sideways' (a new form of motorsport) in a 382 bhp Monaro VXR and the second feature (4 page) is on the Holden HSV Coupe 4 (4wo).

regards

David Hart

Total Vauxhall, Jan 05 issue features Linden Special Vehicles, who specialise in modifying the new Holden Monaro. They can get up to 700 bhp out of the engine. Superb 6 page feature.



IT has been Australia's top-selling sports car since launch almost three years ago, and thanks to its most substantial upgrade to date, the Holden Monaro is set to retain a firm grip on its crown.

The VZ-series Monaro CV8 not only gets a more muscular look, from twin bonnet scoops in a newly-sculpted bonnet and front fascia to big-bore dual exhaust pipes, but also a range of powertrain refinements for an even more forceful launch feel, more mid-range torque.

On premium unleaded, the new Monaro's 5.7-litre V8 can now generate 260kW of power, thanks to new drive-by-wire electronic throttle technology that allows the engine to match its outputs to the type of fuel it is using.

As well, there are bigger brakes – the largest of any production Holden – coupled with a new brake booster and master cylinder with Brake Assist and Electronic Brakeforce Distribution.



A COLLEAGUE recently bought a new VW car and was very pleased with it, until the engine suddenly stopped on a busy main road, with the dashboard showing the cryptic error message "EPC". An emergency call brought a helpful service engineer, complete with laptop. He plugged it into a socket hidden down near the pedals, then waited while Windows crawled into life and diagnosed the fault.

EPC, it seems, stands for Electronic Pedal Control. Instead of a mechanical linkage between the accelerator pedal and the engine, the car has an electronic sensor that detects the pedal's position and sends it to the engine. There had been a "communication problem" between the pedal and engine, the engineer explained, which the laptop had now reset.

"It should be fine, but take the car to a garage for a permanent repair as soon as you can," he advised.

Our colleague agreed to do exactly that, but for peace of mind he asked what to do if the engine stopped again before the car had reached a garage.

"Turn off the engine, take out the ignition key to shut down the electronics, and restart", the engineer explained. "That should do it."

Feedback has been driving cars for over 30 years, many of them old bangers, and never once has the mechanical link between a pedal and the engine broken. The same goes for our colleague. Is it really progress if a vital link breaks down in a brand new car and can be repaired only by shutting down the electronics and rebooting? Perhaps "close all windows" should be part of the recovery procedure.

NewScientist | 20 November 2004

Results

Pos	Driver/co-driver	Car	Time
1	Matthew Fowle/Peter Joy	Peugeot 106 Rallye	3h 47m 15s
2	Carl Hawkins/Iain Tullie	Peugeot 106 Rallye	3h 48m 32s
3	Don Whitehurst/Terry Atherton	Peugeot 106 Rallye	3h 49m 54s
4	Chris Day/Ric Chalmers	Mini Cooper	3h 50m 06s
5	Kevin Wilson/Paul Caunt	Citroën AX GT	3h 50m 42s
6	David Johnson/Keith Hounslow	Proton Satria	3h 52m 59s
7	Mike Biss/Cath Woodman	Holden Barina	3h 54m 17s
8	John Cotton/Gill Cotton	Citroën AX GT	3h 56m 37s
9	Graham Parkinson/Andrew Duerden	Vauxhall Astra	3h 57m 00s
10	Doug Brown/Alan Pettit	Vauxhall Nova	3h 58m 19s
11	David Winstanley/Terri Metcalfe	MG ZR	3h 58m 59s
12	Robin Eyre-Maunsell/Peter Scott	Citroën AX GT	3h 59m 31s
13	Nigel Gray/Christine Gray	Vauxhall Corsa	4h 00m 31s
14	John Flynn/Richard Wise	Citroën AX GT	4h 00m 42s
15	Andrew Actman/Robert Ellis	Daihatsu Sirion	4h 00m 59s
16	Michael Corns/Colin Francis	Peugeot 106 Rallye	4h 03m 46s
17	Jamie Turner/Graham Raeburn	Rover Metro GTi	4h 06m 16s
18	Malcolm Grubb/Steven Grubb	Vauxhall Nova	4h 08m 18s
19	Andy Bown/Nigel Wakeling	Peugeot 106 XSi	4h 09m 02s
20	Freddy Camp/Bob Rutherford	Ford Puma	4h 09m 28s

Motorsport News December 1, 2004



Export deal

Holden this week confirmed it would be exporting its long-wheelbase luxury vehicle, the Statesman/Caprice, to China, where it will be sold through 250 Buick dealers as the Buick Royaum. It will come onto the world's third-largest vehicle market with the choice of 2.8 or 3.6-litre V6 engines.

■ **AUSTRALIA:** Banned driver Richard Green, 24, gave Brisbane police a false ID when he was pulled over – but they spotted his real name tattooed on his arm.

■ **FRANCE:** Thieves abandoned an Opel Chevette in Lille when the wheels fell off. The owner had left the nuts loose because he was working on it.

Auto Express 8 December 2004

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THE beach isn't the only place that muscles will be flexed this summer.

At Shannons December 6 auction, four classic Australian muscle cars will attract plenty of admirers.

Pride of the performance pack are the auction's two cover cars — a genuine 1970 XW Falcon GTHO Phase II and a very original 1974 Torana SLR 5000 L34.

The GTHO on offer is one of the best to come to the market in recent years.

Finished in trademark Grecian Gold, the feisty Ford has been in the hands of the same enthusiast owner for the past 14 years and has all the important HO performance features, including the High Output 351 Cleveland V8 engine, long-range racing fuel tank, special final drive ratio and massive front spoiler.

Although the car was the subject of a full repaint some years ago, all the important details are correct, such as the proper placement of the spare wheel above the differential and the proper 'Superoo' front mudguard badges.

XWGT's in top condition are now selling for more than \$45,000 and Shannons expect keen bidding for this well-presented and even rarer HO model in the range, up to \$50,000.

Holden muscle car fanciers are equally well-served at the December 6 Shannons auction with a superbly original 1974 Torana SL/R 5000 L34, which until the last few months had been a one-



owner car since its delivery in Wagga Wagga in August 1974.

Following the success of the GTHO Falcons in racing, the L34 option available on the then-new V8 Holden SL/R 5000 was designed to restore Holden's supremacy in touring car racing in general and Bathurst in particular.

With the option came stronger rods and pistons for the Formula 5000-developed 5.0-litre 308 V8 engine, heads with modified ports and larger valves; roller rockers, two-piece tubular exhaust headers, a modified inlet manifold and twin-coil/twin point ignition and a high-pressure fuel pump.

This fine example in rare Monterey Green (of which less than 10 were built), has covered just 93,000km since new, was also was also dealer-fitted with the 780cfm vacuum secondary Holley carburettor from Holden's optional High Output racing package.

Because of its originality and rarity, Shannons expect the L34 to sell in the high \$30,000 bracket at the auction.

Another very desirable Holden muscle car going under the hammer at the same auction is a red 1987

Holden VL Commodore Group A SS that has covered just 63,000km since new.

The classic Brock Commodore is in excellent condition and is finished with the desirable Plus Pack, which included the controversial Polariser fitted by Peter Brock to improve the synergy of his performance models.

Expect to pay \$25,000-\$30,000.

Finally, Aussie muscle car enthusiasts on a tighter budget will find the Brock-built 1984 WB Statesman HDT Magnum a real talking point at its anticipated selling price of around \$10,000.

The HDT Magnum was built alongside the Brock Commodore and came with the full HDT SS-spec V8 engine, which included different valves and heads.

This excellent white example comes with its full HDT-spec build sheet, but instead of the model's usual colour-coded bumpers and white Momo road wheels, the original owner specified the chrome bumpers and standard mag wheels from the WB Statesman Caprice of the day.

All lots can be viewed from 9am-5pm this weekend with the auction from 8pm on Monday.



FOR SALE

1964 EH Holden Sedan
2.4 ltr (149 cu. in.) 6-Cylinder, Red Motor. With 3-speed manual, column change.

Featured in November 2004 Classic & Sports Car Magazine, this is the only EH Sedan in the UK. Brought to the UK in 1965, I'm only its second owner. The car has been garaged all its life and has only done 26,000 miles. It's in a very good and original condition! This car drives very nicely.

The car comes with all original purchase receipts & Shipping documents. An original General Motors- Holden, Service Division Work Shop Manual and many spares, such as, Oil Filters, Points, Condenser, Distributor Cap, Radiator Cap, Kits for the Brake Wheel Cylinders, Clutch & Brake Master Cylinder and a Fuel Pump Kit. The Carburettor has recently been completely re-plated & overhauled. The car has some rust in the front o/s wing, These are 'bolt on' and I have a rust free spare one ready to fit.

This is a regrettable sale, as I'm moving back to Australia and can't take it with me.

MOT until Aug 05. No road tax of course as it is an historic vehicle

PRICE £4,000. Or reasonable offer.

Contact:
Robert Apsey
Events Officer
Holden UK Register

robert.apsey@ntlworld.com

Mobile: 07841718852.

WANTED

VB, VC VH OF VK with a 4.2 of 5.0 V8 engine
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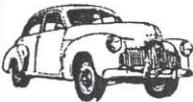


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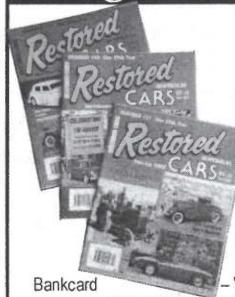
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