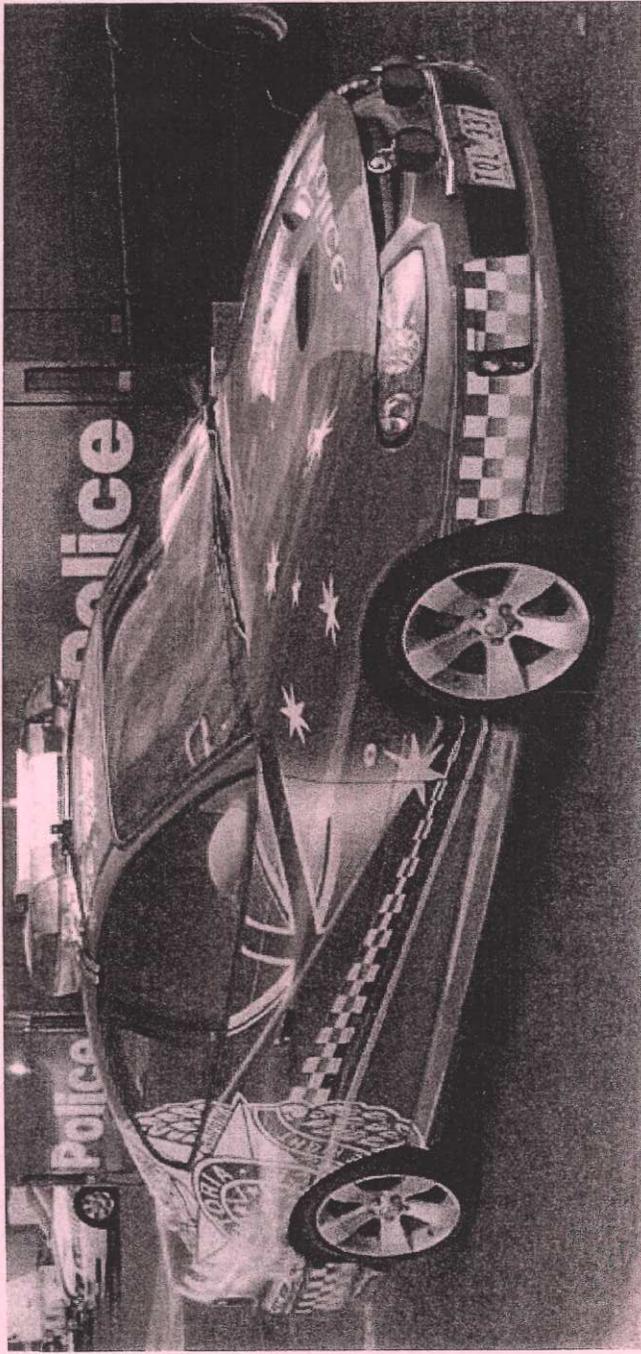


Police Monaro flies flag



TWO head-turning Holden Monaro police cars are flying the flag for the Victoria Police at this month's Commonwealth Games and the Australian F1 Grand Prix.

Developed jointly by Holden and the police, the Monaros have been designed to raise awareness of police road safety initiatives in Victoria during one of the busiest periods in the state's history.

With thousands of international and interstate visitors flocking to the big events,

the true-blue cars were given a national flavour by mixing images of the Australian flag with the unique Victoria Police livery.

Victoria Police Transport Division Manager Frank Melilli said the first of the two cars was unveiled on a police stand at the Melbourne International Motor Show, where it attracted plenty of attention from car fans.

He said the two Monaros had since been delivered to the police Region 1, where they were being used around the

Commonwealth Games precinct in various high-profile traffic and cavalcade duties.

The Monaros are the first to be adopted by Victoria Police under the force's Smart Cars program in partnership with Holden.

Holden is a major supplier of police vehicles to the Victoria Police. These include Commodore SS highway patrol cars and Crewman Prisoner Transport Vehicles.

Late last year, Queensland Police took delivery of 10 Holden Monaros for highway patrol duties.



ISSUE 110

Holden Business

MAY/JUNE 2006



FRONT COVER - The Chairman's HQ Ute at Wheels Day,
Aldershot, Surrey on Good Friday.

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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 (M/L)	..	£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,

Once again the main car show season is upon us so I hope a lot of you can get out there with your cars and keep the Holden flag flying. See the 'What's On' page 13 written by Trevor Drury; our Events Officer for information on upcoming shows.

As you can see from the enclosed form it is membership renewal time again. Once more we have managed to keep the fee at last year's level despite a rise in the cost of postage.

Our records show that a number of members have not paid their subs for last year. I will advise each of these members individually that this will be the last copy of the magazine sent to them until their subs are up-to-date. When you return your forms can you let us know of any changes to your

car details, also whether you have any objections to any part of your name, address or car details appearing in a list of members in a future edition of the magazine.

Rosemary Camp, long standing member and one time Editor is asking Club members for any support they can provide to David Paterson who is undertaking a round Britain walk. If you would like to help you can find details on page 4.

Regards

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

Ken

Your Letters

APRIL - OCTOBER 2007

ROUND - BRITAIN WALK (BEGINNING IS LONDON, VISITING EDINBURGH AND RETURNING TO LONDON) IN AID OF THE BRITISH HEART FOUNDATION AND RETT SYNDROME ASSOCIATION.

The Walk is to be done by David Paterson (resident in New Zealand, Scottish expatriate and friend of Rosemary, HUKR member) and Peter Schmalisch, UK, both men having had quadruple heart-bypass surgery.

ANY OFFERS OF ASSISTANCE (INCLUDING HOLDEN VEHICLES) GRATEFULLY RECEIVED. PUBLICITY FOR HUKR AND HOLDENS IN GENERAL GLADLY OFFERED!

For further information contact David Paterson tkr0013@iconz.co.nz and see details on the website www.seansshack.com (click on photo above " David and Peter, " or phone Rosemary on 0116 2671104.



HOLDEN

News

GM Holden Corporate Affairs
www.media.holden.com.au

March 29, 2006

HOLDEN UNLEASHES THUNDER UTE AND CREWMAN

Holden's ever-popular light commercial range now features special edition "Thunder" models for Ute and Crewman.

Thunder special edition models represent up to \$3500 in extra value and are available on S Ute, SS Ute and SS Crewman. They will be in Holden dealerships by April 2006.

The Thunder SS models are powered by Holden's new Gen 4 V8 engine which delivers 260kW of peak power at 5600rpm and 510Nm of peak torque at 4400rpm. The Thunder S Ute boasts the advanced 172kW Alloytec V6 engine made at Holden's Port Melbourne engine plant.

"Thunder" Ute and Crewman additional feature highlights:

Exterior

- Sports Hard Tonneau – S Ute, SS Ute
- Hard Tonneau – SS Crewman
- 17-inch alloy wheels – SS Crewman (alloy spare)
- 18-inch alloy wheels – S Ute (steel spare), SS Ute (alloy spare)
- Special edition 'Thunder' badging

Interior

- Colour Coded Leather Seats – SS Ute
- Anthracite Leather seats – S Ute, SS Crewman

Recommended Retail Pricing:

Thunder S Ute	Manual \$33,990, automatic \$34,990 (plus dealer delivery & govt charges)
Thunder SS Ute	Manual and automatic \$42,490 (plus dealer delivery & govt charges)
Thunder SS Crewman	Manual and automatic \$48,690 (plus dealer delivery & govt charges)

Exterior Colour Selection:

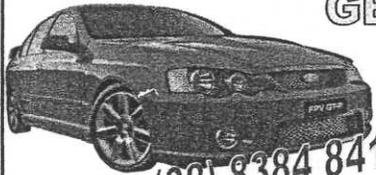
Devil Yellow – S Ute, SS Ute; Impulse Metallic (brilliant blue) - S Ute, SS Ute, SS Crewman; Turismo Mica (chromatic teal blue) - S Ute, SS Ute, SS Crewman; Phantom Mica (black) - S Ute, SS Ute, SS Crewman; Redhot (chromatic solid red) - S Ute, SS Ute, SS Crewman; Quicksilver Metallic - S Ute, SS Ute; Odyssey Metallic (mercury silver) - SS Crewman; Heron White - S Ute, SS Ute, SS Crewman

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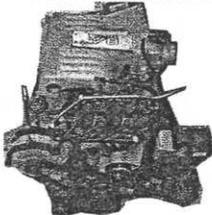
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NEW ARRIVALS DAILY AUSTRALIA WIDE

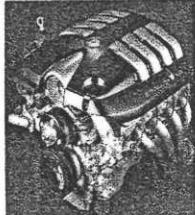
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VN/V5 5 LITRE EFI ENGINE
LOW KMS
WITH COMPUTER & LOOM
Bolt on acc not included
\$ 2495



AU XR8 ENGINE
SOLD COMPLETE ALL ACC
\$4500



VX SS ENGINE
LOW KMS 5.7
WITH COMPUTER & LOOM
Bolt on acc included



AU TICKFORD
LOW KMS
WITH COMPUTER & LOOM
Bolt on acc not included
\$2500

VT 5LT EXTRACTORS + CATS	\$350	VX HSV GEN III ENG/AUTO TRANS ALL ACC LOW KMS	\$7700
VS COMMODORE V6 ENGINE	\$950	VS HSV ENGINE 220 KW STROKER	\$5500
*VT-X HSV 18" R8 RIMS + TYRES	\$1850	VT HSV 195 KW ENGINE ALL ACC	\$4100
BA XR8 FRONT B/BAR COVER	\$550	EL XR8 5LT ENGINE ALL ACC	\$3000
VY 6 SPEED G/BOX MANUAL CONVERSION	\$3300	VR HSV RIMS + TYRES	\$1200
VY HSV WHITE FACE DASH CLUSTER	\$395	VR HSV REAR BAR	\$550
GENIII INLET MANIFOLD S/H	\$770	*VS HSV SENATOR 17" CHROME WHEELS WITH TYRES	\$1200
*VT HSV CLUBSPORT INT GREY/RED	\$2500	VR V8 AUTO TRANS	\$795
*VX HSV R8 COL SUN INT SLIGHT DAMAGE	\$2500	COMMODORE IRS LSD DIFF CENTERS REBUILT	\$770
*VZ SS 18" NEW RIMS NO TYRES	\$1050	MAZDA RX7 13B EXTEND PORT REBUILT	\$2500
VY HSV FRONT B/BAR COVER NEW	\$750	E/A/E/L MANUAL 6CYL G/BOX CONVERSIONS	\$1450
HSV GEN III EXTRACTORS	\$550	VN/VR V6 MANUAL G/BOX CONVERSION	\$1450
*VS HSV SENATOR INT COMPLETE	\$2200	GEN III ENGINE 03 COMPUTER/LOOM NO ACC	\$4000
VY SS REAR WING	\$250	GEN III HSV ENGINE COVERS	\$250
AU FORD 6 CYL ENG LOW KMS	\$950	*VP V6 COLD AIR BOX	\$150
AU FORD AUTO TRANS	\$950	VT/VX/VU HSV COLD AIR BOX	\$150
VP HSV SENATOR FRONT AND REAR BARS	\$950	VN V8 ENGINE NO ACC	\$1500
*AU XR8 MANUAL GEARBOX CONVERSION	\$2750		

"HSV GEN 3 ENGINES SPECIAL HUGE DISCOUNT CALL FOR DETAILS"

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HOTLINE RECYCLED
AUTO PARTS



2500035



By TERRY MARTIN

HOLDEN has released full details of its 2006 Australian-built V8 model range which, as GoAuto revealed last November, gains an all-new 6.0-litre V8 engine codenamed L76 as its headline act.

A member of General Motors' fourth-generation small-block V8 stable and the first application of L76 within the GM empire, the Mexican-built engine delivers 260kW at 5600rpm and 510Nm at 4400rpm (on premium unleaded petrol) and is believed to have been fast-tracked for Australia to meet our new Step 2 emissions standard now in force.

Production commences next month following a \$35 million upgrade to Holden's Elizabeth production plant in South Australia over the past few weeks.

Holden claims the Gen IV L76 offers better acceleration, smarter low-speed engine response and improved ease of towing over the previous 250kW/470Nm 5.7-litre Gen III V8 engine.

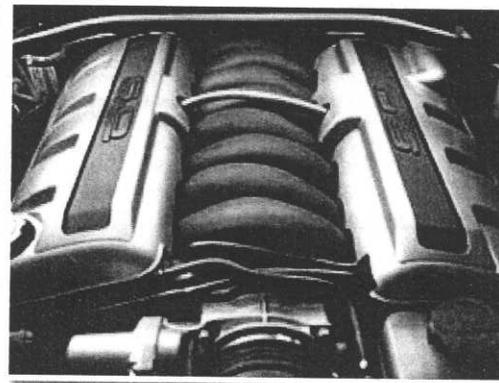
It is fitted standard in Commodore SV8 and SS sedans, and SS-branded single-cab ute and

260kW 6.0-litre V8 the headline act in MY06 VZ Holdens

dual-cab Crewman light commercials (as well as Crewman Cross8). It is also available in Calais and Berlina sedans, Berlina wagon and Statesman and Caprice long-wheelbase prestige sedans. As previously reported, the slow-selling Adventra V8 has been discontinued.

Fuel consumption according to the ADR 81/01 test standard is listed as 14.0 L/100km for all automatic models bar Crewman SS (15.3), Crewman Cross8 (15.6) and Caprice (14.3), while manual versions return 14.6L/100km where available (with the exception of Crewman SS: 14.8).

To complement the increased power, the SS sedan and ute each receive upgraded brakes - 320mm x 32mm vented rotors at the front wheels (up from 296mm x 28mm) and 286mm x 18mm vented rotors at the rear (up from 286mm x 18mm solid). SS Crewman gets the beefier front brakes, but not at the rear.



John Mellor's



GoAuto e-news

JANUARY 25, 2006



HOLDEN

GM Holden Corporate Affairs
www.media.holden.com.au

News

January 19, 2006

EXTRA STATESMAN LUXURY NOW STANDARD

Statesman buyers receive even more luxury features as standard with the 2006 model Statesman International, on sale from January 2006.

All 2006 Statesman vehicles have a sportier look with standard larger 17-inch five-spoke alloy wheels (steel spare), factory fitted electric sunroof, distinctive grille, sports profile leather-wrapped steering wheel, black bezel fog and headlamps and decklid spoiler.

Statesman International is available with two interior options. They comprise an Anthracite Black interior with Neutral Pewter leather faced seats or a two-tone interior of Anthracite Black featuring Light Reed leather faced seats and lower trim.

The 2006 Statesman International is available with the 190kW Alloytec high output V6 alloy engine and optional high performance 260kW 6.0L V8 alloy engine.

Exterior features: 17 inch five-spoke alloy wheels (steel spare); 225/50 R17 tyres
Electric sunroof
Decklid spoiler
Bright chrome grille surround, sports graphite mesh insert
Black bezel projector headlamps and foglamps
Body colour door handles
"International" decklid badge

Interior features: Anthracite Black interior with Neutral Pewter leather faced seats; or two-tone Anthracite Black interior with Light Reed leather faced seats and lower trim
Linear' dark woodgrain instrument panel décor strip and accents
Black instrument console, radio and switches.

Exterior finishes: Heron (solid white)
Shanghai (chromatic medium red metallic)
Quicksilver (sharp silver)
Martini (pale olive green metallic)
Vespers (dark blue metallic)
Odyssey (dark mercury silver)
Phantom (metallic black with silver highlights)

Reco'd Retail Pricing: 3.6L V6 - \$56,990 6.0L V8 - \$61,690
Plus dealer delivery & government charges

For media enquiries, contact:

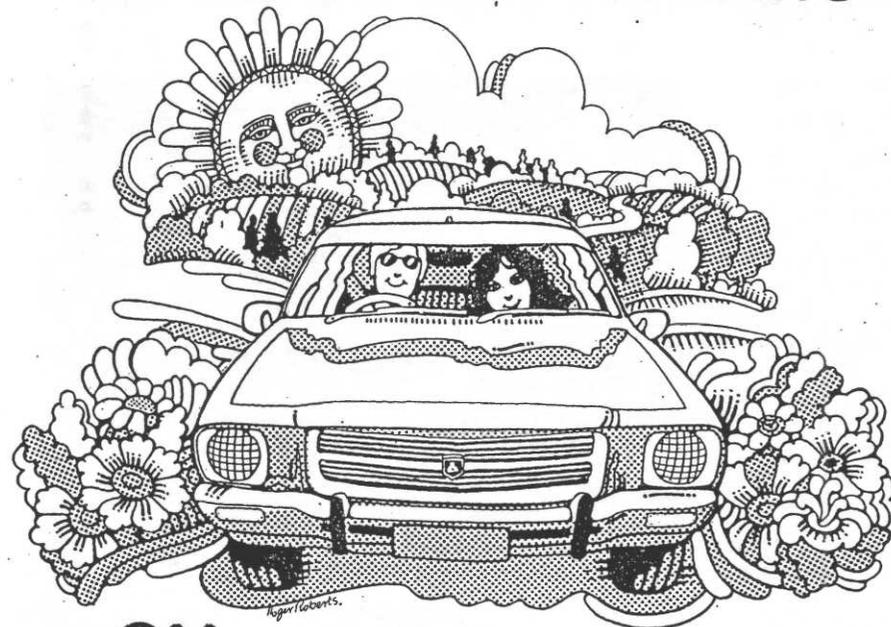
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See your GM dealer
for a demonstration



N201

FE pow-wow

MORE than 100 FE and FC Holdens built between 1956 and 1960 are expected to head for Phillip Island over Easter to celebrate the 50th anniversary of the FE model.

Sponsored by Shannons and staged by the FE-FC Holden Car Club of Victoria, the 11th FE-FC Holden Nationals event will run from April 14-17.

The half-century milestone is expected to draw a record number of entrants, eclipsing the 81 cars that were entered in last year's Nationals at Jindabyne, NSW.

Following the immortal FJ in July 1956, the FE was the first Holden manufactured at GMH's Dandenong assembly plant and the first Holden to be fully tested at the company's then-new Lang Lang proving ground.

Featuring a much more modern, angular design than the original humpy Holden, the FE model also ushered in the first station sedan, or wagon-style body, for Holden on the Australian market.

The FC that followed the FE in May 1958 shared the same basic architecture as the FE and continued in production until 1960.

The FE also had a major role in the 1956 Melbourne Olympic Games, in which many cars were used as support vehicles during the torch relay and as courtesy cars for officials and



Golden moment: FE and FC Holdens will converge at Phillip Island over the Easter weekend.



athletes. The FE-FC Nationals will run over four days from Good Friday, finishing on the Monday.

Trophy judging will take place on the Saturday at the Phillip Island Grand Prix circuit, with cars displayed for public viewing.

On Easter Sunday, all cars will also be displayed in front of the Continental Hotel in Cowes from 8.30-10.30am before the entrants head off on a cruise.

On Easter Monday, entrants will leave Phillip Island for a tour of Holden's Lang Lang proving ground, revisiting the facilities where the first FE prototypes and pre-production models were tested in late 1955 and early '56.

Cars taking part in the 2006 Nationals will include all types of vehicles from daily drivers to original low-mileage cars, classic restorations, hot custom, and modified.



HOLDEN

News

February 28, 2006

HOLDEN CAPTIVA – THE NEW SUV TO CAPTIVATE AUSTRALIA

Holden's new sports utility vehicle will be called Captiva and powered by an advanced new 3.2-litre Global V6 all-alloy engine made in Port Melbourne.

Holden today released the name and first images of the new production car to coincide with Captiva's global debut at the Geneva Motor Show.

GM Holden Chairman and Managing Director, Denny Mooney, today said Captiva would be available with five or seven seats, electronic stability program (ESP) and an active all-wheel-drive system.

Mr Mooney said Captiva would be in Holden showrooms in the second half of 2006. The start of sales date, model line-up and further technical specifications will be released closer to launch.

"Captiva is a striking design with flexible seating and extremely competitive equipment levels," Mr Mooney said.

"The production car remains very close to the S3X concept which has impressed motorshow crowds in Australia in the past few months.

"The extensive Australian input in Captiva covers the outside, inside and underneath to ensure it looks, feels and drives as a Holden should. This vehicle has been a missing link in our product line-up and we believe there is strong appetite for its arrival.

"Captiva is Holden's strongest move yet into the sports utility vehicle market and it will represent great value and high specification."

Holden Captiva will measure 4.635m long, 1.850m wide and 1.720m high, offering spacious seating for five or a third row to fit seven people. High quality materials will provide an impressive fit and finish to complement its sophisticated and bold exterior design.

Captiva has a strong Australian influence, with former GM Holden-based designers Mike Simcoe and Max Wolff involved in the car's design team. GM Holden engineers extensively tested Captiva around Australia and at GM Holden's Lang Lang Proving Ground, ensuring top class ride and handling for local conditions.

Captiva's active all-wheel-drive system instantly employs the rear axle, as driving conditions dictate, via an electronically controlled electro-magnetic coupling to provide maximum traction. This system also works seamlessly with ESP and ABS, enhancing driver control.

For media enquiries, contact:

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Media can access Holden Media Online at <http://media.holden.com.au>

● THE Grand Prix was in full swing, the cars hurtling round the track at death-defying speeds.

The German driver pulled in, and his pit crew had his car finished and out on the track again in eight seconds.

The Italian driver came in, and his pit crew changed his tyres, refuelled the car and repaired his front wing all in 11 seconds.

The Aussie car came in.

The pit crew told him to bring it back in on Thursday, leave the keys and they'd call him with a quote.

Exhausting times

HOLDEN says the 3.6-litre Alloytec engine introduced in the VZ Commodore required minor changes to the exhaust system and calibration to meet Euro 3 requirements.

The company is also unleashing the six-litre V8 260kW/510Nm engine this year, which was developed to meet Euro 3 regulations.

Meeting new standards

THE Lion brand's entire petrol vehicle range will all comply with Euro 3 emissions regulations that came into effect on January 1. The federal legislation lowers hydrocarbon emissions to 0.2g/km, oxides of nitrogen to 0.15g/km and carbon monoxide to 2.3g/km, and introduces restrictions on fuel evaporation.

carsguide.com.au

Unarmed, dangerous

A NEW Zealand police officer could not believe his eyes when he found the motorist he stopped for speeding at 121km/h had no arms.

The 32-year-old driver was using one foot to steer and the other to operate the pedals when he was stopped in the Bay of Plenty on the west coast of the North Island.

He told the shocked police officer he was born with no arms and had never held a driver's licence.

Acting Sen-Sgt Deidre Lackfor said "driving at a speed like that, arms or not, you're just waiting for an accident". The driver was fined \$150.

WHEN John Haythorne was working in a garage he was reminded of the importance of careful punctuation by a puzzling note from a customer whose car had failed the UK's Department for Transport MOT roadworthiness test. The note specified the work that had to be done for the car to pass the test, and included the instruction "Lubricate Fair-Clips".

None of the workers in the garage had the faintest idea what this meant - until they read the test report on the car: "Seatbelt condition Fair - Clips require lubricating."

ROBERT SHROCK's seminal work *A Study of Features and Structures Useful for Determining Top and Bottom or Order of Succession in Bedded and Tabular Rock Bodies* originally had a different title, Stuart Baldwin tells us. A geologist recently confided that Shrock first called the work *Tops and Bottoms in Beds*, but for some reason the publishers rejected this.

NewScientist | 15 April 2006

WHAT'S ON

Hi everybody,

Well the weather hasn't been too kind for shows lately. took the Ute to the AAC UK Spring Nationals at Gaydon, it was wet and very windy! Still it was a day out, very interesting museum on site, well worth a visit just to have a look round. Made the trip to Surry to the Wheels Day show, again wet to start with but turned out lovely as the day wore on. Is was good to see Ken there with his Ute (I hope the wipers survived !). John Ward was also there with his lovely FB. We met a chap (sorry, his name escapes me) from Perth WA, he runs a Rod club back home, he was amazed at the amount of cars at the show, he said that back home he will get calls as to whether a show is to be called off if a single cloud appears in the sky! A very interesting car at Wheels Day was a prototype Leyland P76, number 001 owned by a very enthusiastic chap called Kev. Check out his web site <http://www.p76.co.uk/> well worth a visit, an amazing story to how and why the car is in the UK. The Damn Yankees show at North Weald was it's usual turn out of cars and trucks (mostly from the US). I'm afraid I let the side down a bit by taking along my newly acquired 1986 Chevy EL-Camino and not the Ute.

I've had a 'phone conversation with Matt Hollingsworth after he saw my suggestion of a meeting at Duxford. It appears he is organising a meeting there for the Mopar owners later in the year and has kindly invited the Holden UK register members along to show our cars. This will definitely be one to look forward to. More details to follow.

I've also had a conversation with Richard Miller the CEO of the AAC UK, he has invited the Holden UK register along to the AAC UK Summer show at Stratford Racecourse Warwickshire over the weekend of June 24-25th.

A list of a few shows coming up soon:-

Can-Am car club Lazy Sunday. St Edwards School, Dalevalley Rd, Poole, Dorset.

18th May. Enfield Pageant. May 27-29th AHRA 'Mersea Motor Madness' East Mersea youth camp Essex.

June 11th AACI Summer Nats. Billing Aquadrome, Northants.

June 16-18th AAC Summer Nats. Stratford racecourse, Stratford upon Avon, Warwickshire.

June 23-25th Bromley Pageant.

June 25th Bristol American car show

June 25th Yate Town football club.



For Sale

1992 VP Commodore Executive. Auto. 160,000 km. Came to the UK in 1997 but stored for 5 years. This car has had a lot of money spent on it and it is in excellent mechanical condition with all the servicing records. It comes with two Holden workshop manuals.

The price is £3000.

For more information contact:
Geoff Sawyer: 01392 253923
or 07792891643 (Exeter)



1999 HOLDEN V8 Commodore Utility Vehicle, dark metallic blue, alloys, air con, electric windows, etc., full SS trim, long Mot & tax, right hand drive, 5 litre V8 engine, not for the faint hearted, 60,000 miles, ono.

Price: £6,000 ono.

Tel: 01383 872664 or 07881 953888



GM Holden

GM Holden Corporate Affairs
www.metria.holden.com.au

News

14 March 2006

GM HOLDEN SAFETY RECALL

GM Holden has issued a safety recall on specific locally built vehicles from April 2003 to December 2005 sold in Australia and export markets and fitted with side impact airbags as standard or optional equipment.

The recall has been issued following reports to GM Holden that side impact airbags had inflated under circumstances which did not warrant inflation. This may be caused by static electricity charge, generated in particular conditions, which stimulates the airbag inflator if an earthing wire under the seat has come loose.

Such conditions can be generated only when the car is stationary and the person is exiting or has exited one of the front seats, as sufficient charge must be generated and the outer side seat bolster compressed to reach the side airbag inflator.

The situation will be rectified free of charge at Holden dealerships by installing an additional earth spring at the front of each height adjustable seat to correctly earth any charge.

The recall involves 89,167 vehicles in Australia and 34,552 export vehicles for a total of 123,719. Thirteen cases have been reported since 2003 with no resultant accidents - an incident rate close to one in 10,000 vehicles or about 0.01 per cent.

GM Holden Executive Director Engineering, Tony Hyde, today said the organisation had confirmed that the inflation would occur only while the car was stationary, allaying concerns about possible accidents.

"Electrostatic charge accumulation usually requires some sort of moving activity which is generated while swinging out of a seat," Mr Hyde said. This action also brings the occupant closer to the side impact airbags as the backrest side bolster is compressed when getting out of the seat. The bolster will not be sufficiently compressed while driving to allow any charge to reach the inflator."

Vehicles impacted by the recall comprise those built between 1 April 2003 and 2 December 2005 with side impact airbags as standard or optional equipment. This may include -

Sedan - VY / VY Series 2 / VZ	Executive, Equipe, Lumina, Acclaim, S, SV6, SV8, SS, Berlina, Calais, (including HSV variants).
Wagon - VY / VY Series 2 / VZ	Executive, Equipe, Lumina, Acclaim, SS, Berlina, Adventra, (including HSV variants)
Light Commercial VY / VY Series 2	Crewman, Crewman S, Crewman SS, X6 Crewman, X8 Crewman, (including HSV variants).
V2 Series 2 / V2 Series 3 / VZ	Monaro, (including HSV variants).
WK / WL	Statesman, Caprice (including HSV variants)

Related export programs include the Middle East, China, Korea, Brazil, South Africa, New Zealand and United Kingdom. National public advertisements alerting owners of the safety recall were placed to appear today, Tuesday 14 March 2006. Customer letters will also be sent.

Any Holden owner with concerns about the recall should call Holden Recall and Rework Assistance Centre on 1800 632 826 or the service department of any Holden dealership.

For media enquiries, contact:

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jason.laird@gm.com



EVOLUTION

Holden

Did You Know?

BY STAN BENNETT.

- ▶ First cars with a key start were most likely the 1949 Chryslers, and by the late '60s the system was almost universal.
- ▶ Henry Ford had a blind spot about six cylinder engines – "I've got no use for a motor-car that has more spark plugs than a cow has teats!"
- ▶ Chrysler's research dept discovered that the average early thirties car was more efficient aerodynamically going backwards than forwards – so they created a 'back-to-front' car, the Airflow Chrysler. It was a sales flop, alas!
- ▶ Ford's famous flat-head V8 was introduced in 1932 – the first V8 in volume production for the man in the street.
- ▶ "Any colour you like so long as it's black!" said Henry Ford – but why? Because black was the only paint colour that dried quickly enough for his production lines, 1914 to 1926!
- ▶ Quickest to a million in the classic era? Probably the Mustang, which hit 1.5 million sales in three years.

- ▶ GM's early Hydramatic auto transmission was even used by Ford in the 1949 Lincoln models – Ford did not have their own auto ready then and were losing market share because of it!
- ▶ World's first radial-ply tire, the Michelin X, was introduced in 1948, and fitted first to another pioneer, the Citroën Traction Avant.
- ▶ 1946 manual-gearbox Buicks (a fairly rare breed) had four pedals to confuse their drivers – the parking brake was foot-operated, though with manual release.
- ▶ The last chauffeur-driven carriage-trade car in series production in America? Probably the Cadillac 75 (circa 1952), which was about 22 feet long.
- ▶ First mass-produced motor car? Not Ford's Model T, but the 'Curved-dash' Oldsmobile of 1901 probably qualifies, producing over 5000 a year by 1904.
- ▶ Six carburettors on a family saloon? Yes, the Alfa Six of 1979 used them to provide 160 bhp from the 2.6 litre V6 engine.
- ▶ Some fifties US cars had mighty overhangs – the '54 Packard Caribbean was 220" long, on a 122" wheelbase!

MOTERING TIPS AND ADVICE

▶ **MAKING CORK GASKETS FIT** When you buy new old-stock gaskets for a classic car, they've obviously been in store for a long time and may have been on swap meet stalls in hot sunshine or in drizzling rain. The result is that the cork gaskets often don't fit and you wonder whether or not you've got the right set for your car. You probably have, but cork is very sensitive to moisture. It expands when it gets damp from condensation, and shrinks when it gets dry, as in lying in the sun. If your cork gaskets are a shade too small, don't strain them into position but float them in a bath of water for a few minutes to expand them. If they're a shade too big, dry them out in the sun.

1995 Classic Car Magazine Yearbook and Diary

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