

ISSUE 116

Holden Business

MAY/JUNE 2007



FRONT COVER - 1960 FB for sale, just £500, but in South Africa!

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The Register is recognised by GM Holden Ltd

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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,

Lots of lovely warm weather recently so I have no doubt that a lot of you have managed to get out to some of the shows. I did attempt to get to the Rushmore Arena on Good Friday for Wheels Day which I promoted in the last Holden Business, however the hot weather seemed to have attracted half the population of southern England. Having sat in a two mile queue for some time, I decided to return home. If any of you did manage to get in I believe the huge arena was at bursting point. It took some time to get away from the event later in the day too.



Thanks to those of you who have contributed to this issue and to Ian Saxton who continues to provide me with pictures and information on Holdens in South Africa (see front cover picture).

Regards

Ken

This Aussie will bowl you over

It's big, brash, distinctly Australian and proud of it. The Shane Warne of the automotive world, the new Vauxhall VXR8, will be on sale here in July for £34,995. The only car built Down Under and sold in the UK replaces the 5.7-litre and

6.0-litre versions of the equally in-your-face Monaro muscle car.

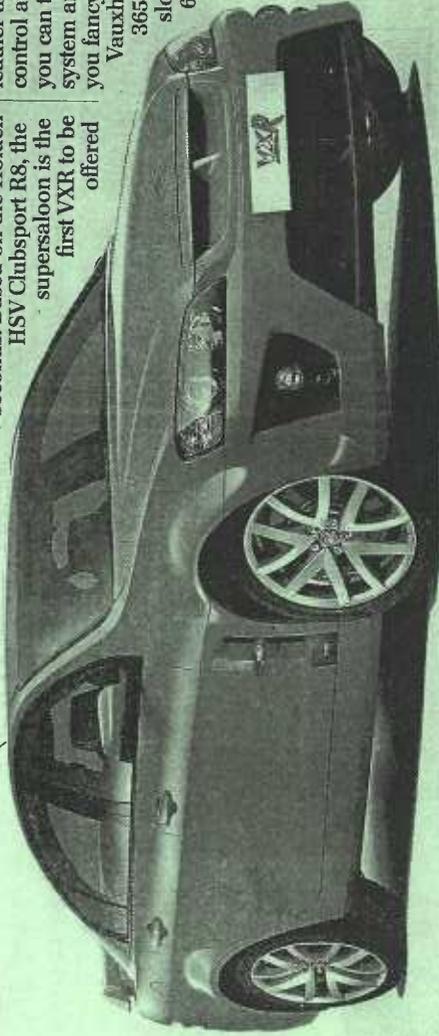
It is powered by the Monaro VXR's 6.0-litre V8 engine which has been retuned to develop 414bhp and a hefty 406lb ft of torque, giving the car a 0-60mph time of 4.9 seconds. Based on the Holden HSV Clubsport R8, the supersaloon is the first VXR to be offered

with an automatic gearbox. The optional £1,400 auto transmission has a manual override and sport setting to ensure a sharp shift – the auto's 0-60mph time is only half a second slower than the manual's.

Cruising comforts such as leather trim and climate control are standard, while you can turn off the stability system and traction control if you fancy a bit of fun.

Vauxhall claims that the 365mm front disc brakes slow the car from 60mph to a stop faster than those on a Lambo Murcielago or BMW M5.

Options include sat-nav and 20in wheels, in case the standard design is just too subtle for you...



Oil Changes Might Not be Needed So Often The Associated Press

By Tom Krisher

March 22, 2007

DETROIT -- Most major automakers agree: The adage that you should change your car's oil every 3,000 miles is outdated, and even 5,000 miles may be too often.

Ford Motor Co. became the latest manufacturer to extend its oil life guidelines, making public that it is raising the recommended oil change interval from 5,000 miles to 7,500 on its newly redesigned 2007 models and all subsequent redesigned or new models.

The company, like many other manufacturers, said higher oil quality standards and new engine designs were responsible for the change, which affects vehicles driven under normal conditions.

"The oils have advanced a lot since the days when 3,000 miles were the typical oil drains," said Dennis Bachelder, senior engineer for the American Petroleum Institute, an industry organization that sets quality standards. "They're certainly more robust than the oils of 10, 15 years ago."

These days, motor oils start with a higher-quality base oil than in the past, and they have more antioxidants that make lubricating properties last longer and other additives that keep deposits from forming on engines, Mr. Bachelder said.

Pete Misangyi, Ford's supervisor of fuel lubricants, said the company conducted numerous fleet and laboratory tests with newer oils before it raised the interval.

Some manufacturers, such as Honda Motor Co. and General Motors Corp., have stopped making recommendations on all or most of their models, instead relying on sensors that measure oil temperature extremes and engine revolutions over time to calculate oil life and tell drivers when to get the lubricant changed. Oil can lose its lubricating properties if it runs at too low or too high of a temperature.

Peter Lord, executive director of GM's service operations, said oil can last 12,000 miles or even more for many drivers who don't run their vehicles in extreme heat or cold or tow heavy loads. "It really does depend on the individual customer and how they've used the vehicle," he said.

When to change oil is not without controversy, though.

Toyota Motor Corp. reduced its change interval from 7,500 miles to 5,000 in 2004 in part because it found that more drivers ran their vehicles under severe stop-and-start and short-trip conditions that cause oil to deteriorate more quickly, said company spokesman Bill Kwong.



HOLDEN

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

News

21 March 2007

VE COMMODORE AND WM STATESMAN AND CAPRICE SHORT LISTED FOR INTERIOR DESIGN AWARD

The VE Commodore and WM ranges have been short listed for the Interior Product category for the 2007 Interior Design Award – the first time a car has been short listed for the prestigious awards program.

Now in its fourth year, the internationally recognised Interior Design Awards promotes and rewards interior design excellence. The award ceremony will take place in April where commendations and winners will be announced.

The Awards are open to any Australian-based designer, including interior designers, architects and other design professionals. This year it attracted a record 355 entrants.

The Interior Design Awards is a partnership event of the Design Institute of Australia (the professional body representing Australian designers), designEX (Australia's event for interior architecture and design) and ARTICHOKE (published by Architecture Media).

GM Holden Design Director, Tony Stolfo said having the VE and WM short listed was fantastic recognition for the interior designers who worked on the cars.

"When we set out to design these new cars we intended to be class leaders in interior design in the automotive field."

"As these awards recognise the best of design across a wide spectrum, it's especially pleasing to see our work on the VE Commodore and WM Statesman and Caprice stand out against the leading designers in other industries as well," Mr Stolfo said.

The category winners and overall winner will be announced at a ceremony held in Melbourne on Friday 20 April.

For more information on the Interior Design Awards 2007 visit www.interiordesignawards.com.au

Images can be found at www.media.holden.com.au

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Bumper March drives talk of 1 million car sales

By IAN PORTER

THE new-vehicle market is closing in on its first 1 million sales in a year as registrations rocketed 8.3 per cent last month to 94,392 cars and trucks.

Federal Chamber of Automotive Industries chief executive Peter Sturrock said it seemed inevitable sales would reach 1 million vehicles, a "remarkable achievement".

"With 8 per cent growth, we would be well and truly over 1 million. It's running at (a rate of) 1.1 million at the moment," he said. "It has surprised a number of industry analysts and it shows no sign of abatement."

While small imported cars continued to race ahead, Mr Sturrock said the often predicted recovery in sales of locally made large cars seemed to have arrived.

Commodore was again the nation's best-selling car, with 5752 registered.

March top sellers

- 1) Holden Commodore...5752
- 2) Toyota Corolla.....4029
- 3) Ford Falcon3249
- 4) Mazda33182
- 5) Toyota Yaris2702
- 6) Toyota Camry2574
- 7) Toyota Aurion2037
- 8) Hyundai Getz.....1895
- 9) Honda Accord1775
- 10) Holden Astra.....1771
- Others:
- 17) Ford Territory1383
- 25) Mitsubishi 3801022

Toyota's gamble on making the Camry a four-cylinder-only car and introducing the Aurion as its "big 6" also appears to be paying off.

The Aurion last month topped 2000 sales for the first time, according to the chamber's Vfacts registration figures, lifting the model to seventh.

The Camry eased to sixth place but sales stayed comfortably above 2500.

Ford's Falcon also had its best month for the year, with 3249 sales placing it in third place. Mitsubishi's 380 recorded just over 1000 sales.

"Large cars had good growth in March, up 4 per cent," Mr Sturrock said.

"It was a recovery we had been expecting, but it's nice to see the numbers on the board."

Mazda and Honda, the two biggest importers, again had record months. The Mazda3 was only just pushed into fourth place by the Falcon. Honda's Civic came in at 11th.

Mr Sturrock also applauded the Reserve Bank's decision not to raise interest rates.

"In the past we haven't had much reaction to interest rate changes, but this will be good for the overall economy."

LINK

► autoindustries.com.au

Age
Thursday 5/4/2007



HOLDEN

News

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

23 March 2007

HOLDEN VE COMMODORES RECRUITED TO NT POLICE

Five eye-catching VE Commodore SS models are playing a key role in the Northern Territory Police's new Darwin traffic unit - Northern Traffic Operations.

The 270kW, 6.0 litre, V8-powered cars are the first brand new SS model VE Commodores to appear in police livery and form part of the new unit which was established in December as a dedicated resource for traffic enforcement in the Territory.

In addition to the SS models, a fleet of new VE Commodores is being delivered to Northern Territory Police, with SV6 and Omega variants among the models appearing on the fleet in coming months.

Featuring the latest in police technology, the new Commodores have been adapted to include secure digital radios, mobile radar equipment, lights and sirens. Advanced multidirectional radar equipment on board the cars enables police officers to identify speeding drivers approaching from both the front and rear of the vehicle.

On launching the Darwin traffic unit, NT Police Commissioner White said. "NT Police are serious about improving the safety of our roads, through a combination of education and enforcement. These traffic units will have a major role to play in our major centres and on the highway leading to them."

Graeme Beere, National Fleet Service Manager at GM Holden says that the new SS police cars are highly visible on the roads and are playing their part in the Territory's road safety program.

"Northern Territory Police have taken a fantastic proactive approach to road safety this year and we're thrilled they have chosen the new Commodore to support their activities."

The Holden Commodore has been Australia's best selling large car since 1996 and serves on police fleets across the country. GM Holden works in partnership with police fleet buyers across the country to deliver cars which meet the specific needs of the police.

"Flashing front and rear lights, an additional battery to power the extra equipment, and uprated brakes are just some of the items which need to be included in a modern police vehicle," said Mr Beere.

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Images are available at www.media.holden.com.au

GM General Motors Corporation

HSV targets Europe

With the left-hand-drive VE, HSV gives a Continental about sales in new markets, writes **PAUL GOVER**

EUROPEAN countries have become an export target for Holden Special Vehicles.

HSV has established a sales division in Britain to leverage the potential of the left-hand-drive VE Commodore and is aiming to double its business within five years.

The first HSV VEs have already been sold in Britain, for delivery from June, and the company's new export boss, Phil Harding, is about to go on the international sales trail.

Harding has moved out of the managing director's chair at HSV in Clayton to base himself in Britain, his home country, on a direct brief from the hot Holden company's owner, Tom Walkinshaw.

"Phil will be in charge of all the activities for export stuff. It's his job

to see where we can go in on a controlled basis," Walkinshaw says.

"It's obviously the Middle East and Europe. We're already in the UK and Middle East, so we're going to extend the rest to Europe in the greater sense.

"There have been inquiries from all over Europe for our product, from Italy to Russia. There is no reason you shouldn't, one by one, go into other markets on a controlled basis."

Walkinshaw says HSV has invested big in the VE-based Commodores because it could see the export potential.

"You won't sell right-hand-drive into Europe except to the odd enthusiast. It's a world car so there is potential. To sell the real volume you need left-hand-drive," he says.

"At HSV we started off three years ago. The VE was a hugely expensive project and I think we did it very well, and it was always predicated on that it would eventually double the number for export.

"That's going to take a year or two to do. It's consolidation now."

Walkinshaw will not be drawn on the first left-side steering targets, but expects an answer by the end of next month.

"Phil has got to sort that out over the next six weeks or so. Then we will know what the options are. But we're not ready to divulge that."

But he has ruled out, for several years at least, any push into the US.

GM Holden starts its Pontiac G8 export program at the end of the year, but Walkinshaw says doing a similar HSV deal would be too much of a stretch at the moment.

"For a company like ours, to go into America is bigger than all the others put together. We could never satisfy that and do a good job.

"We've decided we won't go there until we can prove we can do these other chewable lumps, if you like, one by one.

"I think, at the moment, when you set up export you must have all the supply lines. It's no different really to an army and you're only as good as your supply lines.

"We're in the Middle East and Europe and it will take us a few years to consolidate in those territories.

"I mean, it's huge for a company like ours. You can only bite off so much."



HOLDEN

11 April 2007

HOLDEN EXPANDS ITS GLOBAL ROLE

GM Holden today announced plans to export Global V6 engines to China. Two versions of the Global V6 engines will be fitted in the new Buick Park Avenue being built by Shanghai General Motors.

The new engine export program is expected to be worth several hundred million dollars to GM Holden over the next few years.

The Buick Park Avenue, unveiled to media in Shanghai last night, will utilise both the 3.6L V6 engine and a unique 2.8L V6, both being built at the GM Holden's state-of-the-art Engine Operations plant in Victoria.

The new Buick - which will be built at Shanghai GM's Jinqiao plant - is the first vehicle to go into production outside Australia utilising the global rear-wheel drive architecture developed by GM Holden. The vehicle will have an exterior based on the Holden Statesman with the interior completely redesigned by GM China to suit the local market.

GM Holden's specialist rear wheel drive engineering expertise has also been called upon to engineer the car to serve as a luxury limousine for rear seat passengers as distinct from the sports luxury, driver-orientated vehicle produced in Australia for domestic and export markets.

GM Holden Chairman and Managing Director, Denny Mooney, said, "The Buick Park Avenue is another exciting step in the worldwide adoption of the global rear-wheel drive architecture developed here in Australia and is a valuable export program for GM Holden in the world's fastest growing auto market.

"Our engine export program generated over \$570 million in revenue in 2006 alone and this will be a further boost to this key area of our business.

"With today's announcement of these engine exports to Shanghai GM, our engine production plant in Victoria is supplying customers in markets as diverse as Italy, South Korea, Germany, Thailand, South Africa, Sweden and China.

"Australia's role in the forthcoming Chevrolet Camaro for the US market, and now the Buick Park Avenue for China, underlines how Australian design and engineering expertise is playing a lead role in General Motor's worldwide vehicle production."

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John.Lindsay@gm.com

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Every TORANA owner will want one!



New, richly chromed Hood Ornament

This new accessory gives a touch of distinction and individuality every motorist will admire. Designed specifically for Holden Toranas, it is tastefully and brilliantly finished in gleaming chrome. Torana owners will love it.

Part No. 7437575. List Price \$5.50 plus tax

Now available from NASCO Distributors.

for safety's sake



HEAD LAMP PROTECTORS

Now available for HK Holdens in addition to HD, HR and HB Torana models.

Flying stones and gravel can seriously damage headlamps — even cause dangerous blackouts. Point this out to owners of these vehicles. Tell them, too, how they can ensure their car and their safety by fitting specially designed Headlamp Protectors from NASCO. Made of tough steel mesh, finished in gleaming chrome and hinged for easy cleaning, simple to install, quick to sell and a genuine long-term investment. If stocks are low, contact your NASCO Distributor.

Part No.	Model	List Price	
7433949	HD, HR Holden	\$ 9.50	} Plus Tax
7439755	HK (Exc. Premier)	8.00	
7439906	HK Premier	15.75	
7437050	Torana	7.50	

TRUCE SECURES HRT FUTURE - FOR NOW

MARK FOGARTY
Melbourne

MARK SKAIFE and Tom Walkinshaw have declared a truce in their long-running financial dispute to secure the immediate future of Holden Racing Team. Skaife met Monday's deadline to provide final assurances to TEGA that he complied with the team ownership rules following crisis talks with Walkinshaw last week.

AA has learned that they hammered out a settlement of Skaife Sport's multi-million dollar debt to Walkinshaw Performance to preserve their strained alliance. But the deal only exists in principle and further negotiations are required before it is finalised.

The proposed settlement is enough to ensure that Walkinshaw Performance will run the HRT Commodores, which it leases to Skaife Sports, at Pukekohe this weekend and at least the following round at Winton next month.

While admitting that it was an 11th-hour compromise, informed sources were cautiously confident the agreement would be ratified in the near future. "The

crisis should be over," a snout said.

The terms of the deal are secret, but it is likely to involve a revised version of the pre-Barbagallo agreement to give WP a 50 per cent share in Skaife Sports, which owns the two Level 1 licences under which HRT competes.

Walkinshaw withdrew from that arrangement because he refused to be a party to the provisions of the deed of release Skaife was required to sign by TEGA to have his licences reinstated.

The harried Holden hero was forced to submit a modified deed, following which TEGA imposed further requirements that he had to meet by April 16. Skaife is understood to have fulfilled the stipulations, while Walkinshaw agreed to the terms of the revised deed of release as part of their settlement agreement.

The deed is a legally binding document that enforces strict compliance with the ownership and control provisions of the Team's Licence Agreement.

A further breach of the TLA would almost certainly result in automatic termination of Skaife's licences.

Walkinshaw can own up to 50 per cent of Skaife Sports without his shareholding

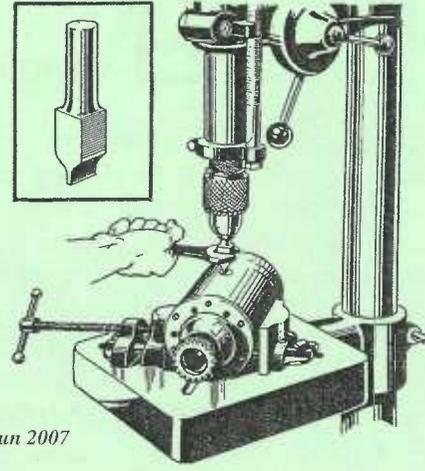
requiring TEGA's approval, although the issue of who controls HRT could still be subject to review.

While co-ownership of his licence-holding company would be a major step towards clearing his mounting debt to Walkinshaw, Skaife still needs to raise money to continue financing the engineering, supply and support services provided to HRT by WP. It is known that he was trying to find outside finance or investment in the lead-up to last week's summit with Walkinshaw, who was in Melbourne for four days. He brought forward his visit to resolve their differences before Monday's deadline, returning to the UK last Friday.

Skaife submitted the necessary paperwork to TEGA over the weekend, clearing the way for HRT to compete at Pukekohe subject to his submissions being accepted. TEGA general manager Kelvin O'Reilly declined to comment, but as AA went to press, there was no indication it wouldn't be approved. HRT's Commodores were transported to Brisbane over the weekend to be flown to Auckland on Tuesday (yesterday).

Australian Auto Action
Wednesday 18/4/2007

Bits & Pieces...



Restored Cars #182, May-Jun 2007

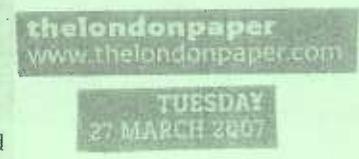
USING A DRILL PRESS TO REMOVE STUBBORN SCREWS such as those that hold the field in a generator. The screwdriver tool is placed in the drill chuck, apply pressure and use a spanner or adjustable wrench to turn the screwdriver blade.

ODD SPOT

Would you have your car serviced by this man? English mechanic Chris Donald, 38, admits to having sex with cars - a recognised psychological condition called paraphilia, says *The Sun*. Donald has had sex with more than 30 cars, two motorboats and a power-ski in the past 20 years, he says.

THE AGE - THURSDAY, MARCH 22, 2007
theage.com.au

PORTUGAL A road safety group has asked the Vatican to ensure that a priest who owns a souped-up Ford Fiesta "resists the temptations of speed". Father Antonio Rodrigues has boasted of his car's rapid acceleration to 130mph and "thanked God" for never being fined, the Association of Motorist Citizens said in a letter to the Pope.



Jeremy Clarkson

Driven to respond

A MALAYSIAN car maker has blasted a British motoring show host for calling its award-winning compact cars, the Kelisa, the worst in the world.

The review by Jeremy Clarkson on high-rating *Top Gear* - where he attacked the car with a sledgehammer, hung it from a crane then blew it up - was a stunt, the Perodua company said.

"His testing method often goes beyond the standard," said Perodua managing director Hafiz Syed Abu Bakar.

In Malaysia, Perodua has sold 161,000 Kelisas. "The fact that the car is selling well speaks for itself," Mr Hafiz said.

KICK UP A STINK

An Ohio family is suing Greyhound after the contents of a bus toilet were dumped through their open car sunroof. The car was a write-off.

APRIL 2007 ROYALAUTO

HOLDEN.org.au is a not-for-profit initiative developed to provide information to Holden car club members and Holden enthusiasts. It aims to provide the latest news from Holden clubs and Holden events. It also aims to be the premier website for Holden vehicle classifieds.

Funding is raised through sponsorship, which goes to maintaining the website and development to improve the service offered.

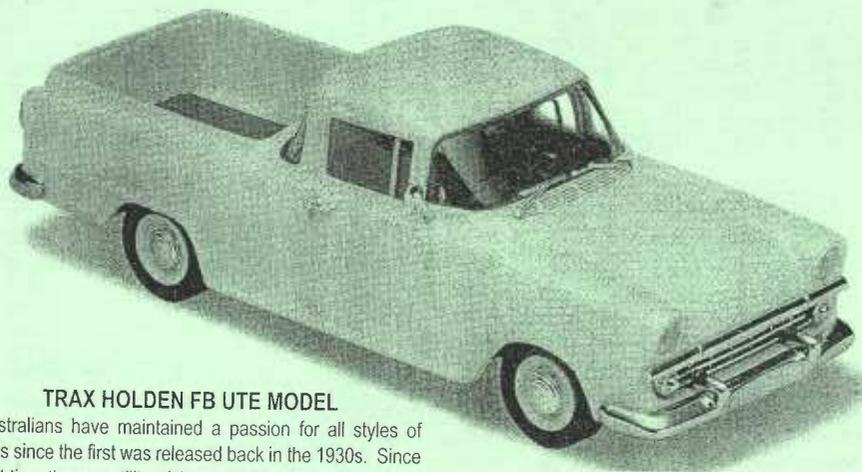
Check out their website for all the information or email to oldgmh@holden.org.au

The SCHOC is a proud member of HOLDEN.org.au

Bits & Pieces ...

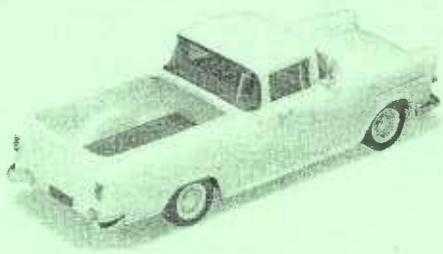


The Holden-built Daewoo L4X



TRAX HOLDEN FB UTE MODEL

Australians have maintained a passion for all styles of utes since the first was released back in the 1930s. Since that time the versatility of the great Aussie ute has seen it become an essential part of the streetscape, be it at work on the farm, for tradesmen or as a family unit. This latest model from Trax has all of the original character of this Holden classic with the distinctive FB grille and the front and rear rounded windscreens. The 1:43 scale diecast has two original color schemes available, Colleen Green with a grey interior and Grecian White with a contrasting red interior, which were so popular at the time. Completing the model are chrome bumpers, door handles, hubcaps and grille. To order call Trax Models on Freecall 1800 635 508 or www.topgear.com.au



A Monaro like no other ... Holden's promotional golf cart, complete with Monaro badges, went under the hammer this month.

• IT must go down as the most unusual vehicle ever offered at a Holden Remarketing auction. A racing red Monaro-badged golf buggy used for Holden promotions went under the hammer at Mannheim-Fowles recently, in the same auction that saw the debut of the new VE Commodore. The buggy went to a good home for \$4500.



2008 Pontiac G8, based on VE Commodore SS, has been awarded U.S. Consumer Guide Automotive's "Most Significant New Car"

Pontiac G8 - U.S. Consumer Guide "Most Significant New Car"

The United States (U.S.) Consumer Guide Automotive has named the 2008 Pontiac G8 as the "Most Significant New Car Introduction" as part of its second annual Awards announced at the 2007 Chicago Auto Show.

The G8 faced competition from the Scion XB and XD and fellow GM product, the Saturn Astra.

Consumer Guide's editors considered only new or completely redesigned cars and trucks which were unveiled at the 2007 Chicago Auto Show as potential award candidates.

The winning vehicles were determined based on their outstanding consumer value as well as their innovative features. To determine the winners, each Consumer Guide editor allocated 25 points among all vehicles open for consideration. Vehicles were awarded no more than 10 points and winners were chosen based on the highest number of overall points in both the car and truck categories.

HOLDEN SS FIFTY UTE

2001, 50,000 miles black, RHD pickup 5.7 V8 330HP auto, immobiliser, aircon, CD, LPG conversion, s/exhaust, outstanding condition

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Private 48382501/13/2/194 **£12,000**

HOLDEN U TE

22,000 miles May 2003, professional upgrades include: new stainless duals, lowered suspension, brakes, MALOO R8 body kit, 6 spd man, eng LSI, all options unregistered, owner retiring, serious offers only

Tel: 01323 849441 (SUSSEX)

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WHAT'S ON

BRITISH AIRWAYS CLASSIC VEHICLE SHOW

Sponsored by British Airways Benefit Fund

Sunday 1st July 2007 1pm onwards

British Airways Concorde Club Crane Lodge Road, Cranford, Middlesex, TW5 9PQ
Hundreds of Classic, Veteran and Vintage Cars, Motorbikes, Vans and Buses

Charity and Trade Stalls • Mini Fun Fair
Auto-jumble • Live Entertainment
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GO-KART PARTY FOR KIDS
4YRS - 9YRS

£3.00 to all Classic Car exhibitors & 1 passenger in the car incl. Flageolet
£1.50 to non-Concorde Club members
FREE to Concorde Club members.
Public Admission £1.50 - Under 16's free

LIVE ENTERTAINMENT
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ROTARY - CARS *In the* PARK

30 June / 1 July

2007 BEACON PARK LICHFIELD • STAFFS.

AUTOJUMBLERS WELCOME FEATURING BUS & TRUCK

A classic car rally in the heart of historic Lichfield • Fun for all the family
CLUBS AND INDIVIDUAL ENTRIES WELCOME

Also featured are new car dealers, trade & charity stalls & now Buses & Trucks
Full Catering facilities - camping on site; both days have arena events.
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ONE OF THE LARGEST EVENTS OF ITS KIND IN THE MIDLANDS!

Rotary Club of Chipping Campden presents

VINTAGE & CLASSIC SHOW

SUNDAY 24TH JUNE 2007

11am 'til 4.30 pm **NEW DATE! NEW VENUE!!**

Adjacent to the GWR steam railway at Toddington
On the B4077 Stow on the Wold to Tewkesbury road
Cars, Motor Cycles, Tractors and Military vehicles
Entries invited or turn up on the day

For info tel Peter Butler on 01386 438853

BEWL WATER, LAMBERHURST TUNBRIDGE WELLS, KENT

10am to 4pm

SOUTHERN CLASSICS CLASSIC CAR SHOW and AUTOJUMBLE

Sunday 10th June 2007

Held in the delightful grounds of the Bewl Water Leisure Complex. One mile South East of Lamberhurst on the A21 Hastings Road. Plenty of interest for all the family - No booking required!

Normal Bewl Water entrance fee applies

All classic car enthusiasts and autojumblers welcome. CLASS AWARDS - CONCOURS COMPETITIONS - RAFFLE DRAW
Autojumblers £10 MUST show proof of insurance & Kent licence. For info contact Paul Cullum: 07795 412663 or

Eric Wood: 01903 782661 (after 6pm)

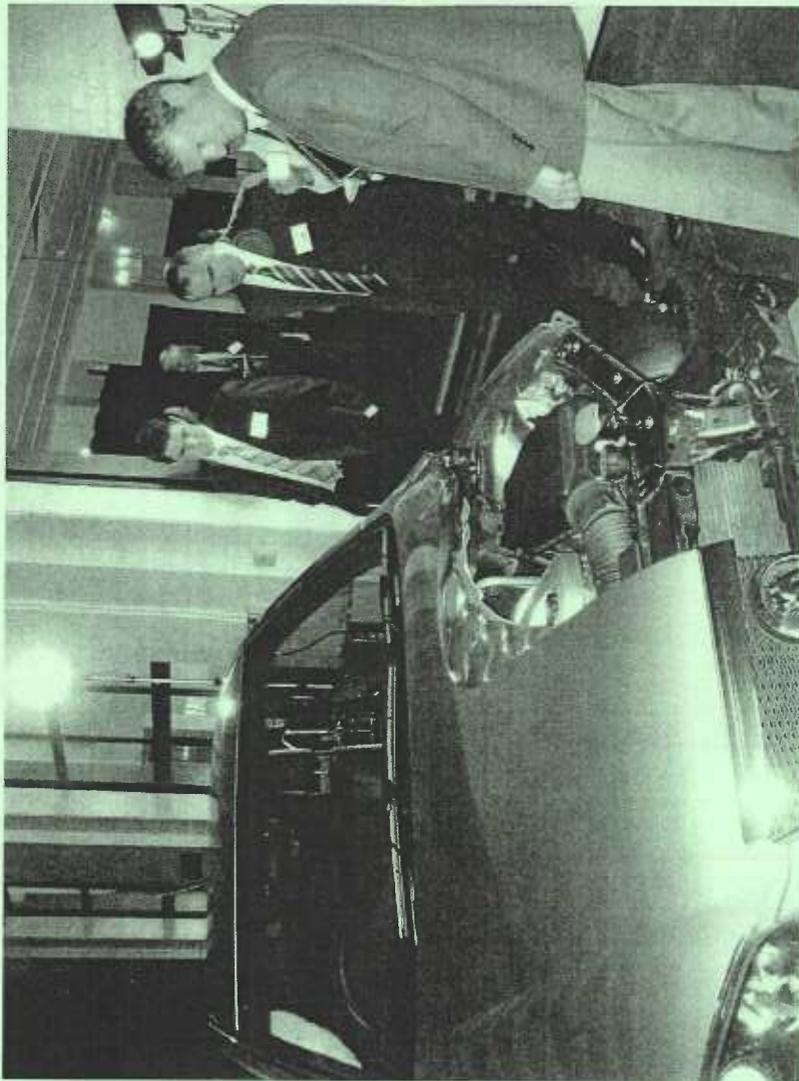
Adur East Lions Club

30th ADUR VINTAGE TRANSPORT FAYRE

MONDAY MAY 28th

BUCKINGHAM PARK, UPPER SHOREHAM ROAD, SHOREHAM-BY-SEA, SUSSEX

FOR DETAILS & STALL ENQUIRIES:
01273 887339
Charity no. 1081845



"well at least we managed to polish out that scratch..."



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