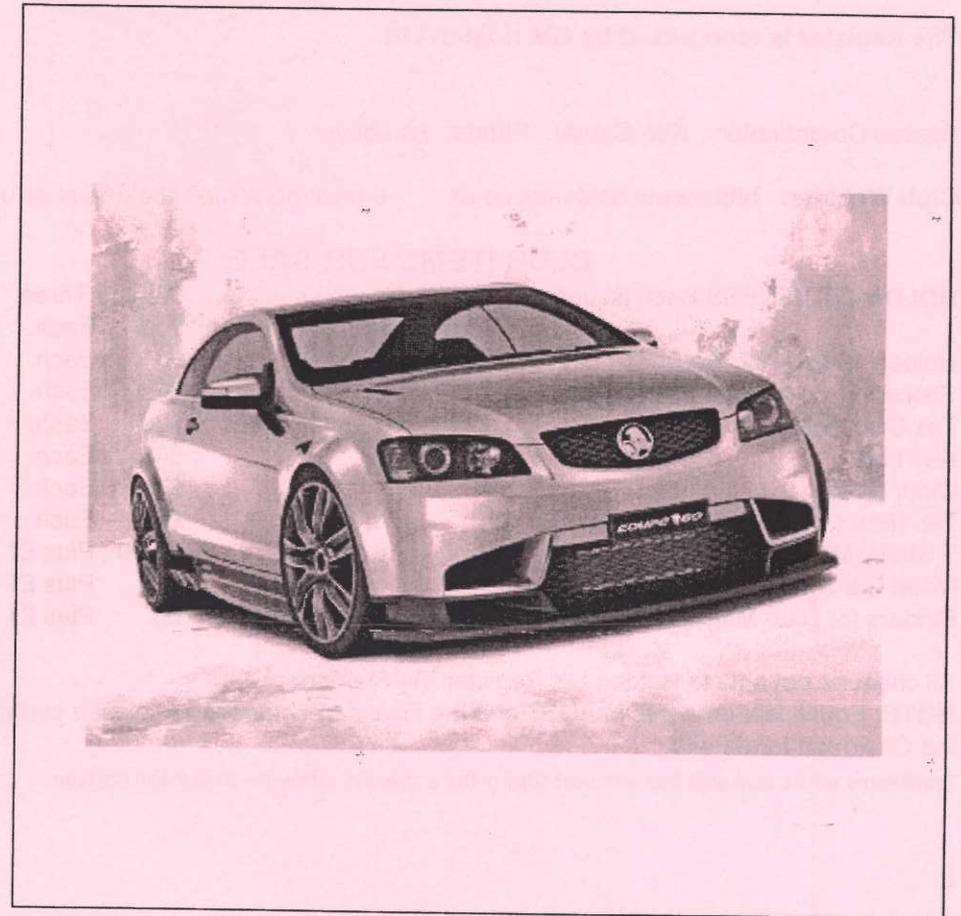


ISSUE 121

Holden Business

MARCH/APRIL 2008



FRONT COVER -

The new Coupé 60

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HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
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Tie (Blue)	..	£8 Each.
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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,

I hope some of you managed to get to the Ace Café for the Australia Day event last month, unfortunately I was laid up with a cold so couldn't make it myself. It was a good event I was told.

As members will see from the enclosed flyer, we are offering you all a free T-Shirt to celebrate the 20th Anniversary of our club. Try to send your size details back to Guy as soon as possible so that we can place the order, and get the items out to you all in good time. If you prefer you can simply forward your request to Guy's e-mail address.



Now that Spring is almost here the number of events being advertised is increasing, so time to check your cars out and make it along to some of them. If you are based in the South of England the Wheels Day show on Good Friday is a good season opener, it should be a huge event if previous years are anything to go by.

Regards

A handwritten signature in black ink, appearing to read 'Ken'.

Ken



Your Letters

29/12/07

David Hart
2c Konelean Rd,
Telicorth
Suney
KT6 7LJ

Dear Ken,

Just a short note to let you know in classic American, Jan 2008 issue they run a 2 page feature on the 2007 Vauxhall Monaro VXR 500, showing plenty of pictures and spec.

regards

D Hart

PS. CLASSIC CARS FOR SALE. DEC 2007.
Ran an article on the Holden/Vauxhall Monaro about its future classic status.

News



FOR RELEASE: 2008-02-28

CONTACTS

Holden Fans Get 60th Anniversary Present

GM Holden today marked the diamond anniversary of its first all Australian car by unveiling a stunning two-door performance thoroughbred called *Coupe 60*.



Coupe 60 celebrates the six decades since GM Holden built the 48-215 at its Fishermans Bend plant in Port Melbourne, Victoria, and provides a glimpse of Holden's future directions in design, engineering and emerging engine technologies.

Exemplifying sports luxury, *Coupe 60* is a pillarless concept car that explores the limits of Holden's current rear-wheel drive capabilities, combining racing looks and technology into a road going sportscar experience.

Its sophisticated appearance is delivered through simple and powerful design, highlighted by the pillarless construction and V8 supercar inspired cockpit layout and side-exiting chambered exhaust system with billet alloy tips.

Almost 60mm shorter than the VE sedan, and sitting on 21-inch centre-lock alloy wheels with unique design Kumho high performance semi-slick tyres, *Coupe 60* captures all that's exciting about the Holden DNA.

Other racing-derived enhancements include full flat under body, rear underbody air diffuser and functional rear deck-lid spoiler with unique designed LED tail lamps.

The interior also has several unique features. They include one piece carbon fiber bucket seats (featuring leather and suede pad design) and a sports-inspired flat bottomed steering wheel with integrated shift light display and LCD sports instrument cluster.

The high gloss carbon fiber carries through to doors and rear trim providing a contrast to the leather trimmed instrument panel and black suede trimmed pillars, headliners and parcel shelf.

Details and accents are picked out with a distinctive red high shine leather on the seats and dark gunmetal finish and satin chrome on the consoles and doors.

Front seats are adjustable fore and aft to allow easy access to the rear, with four-point race harness restraints for all seating positions.

Under the bonnet is just as forward looking, with a 6.0 litre V8 engine incorporating the latest technologies such as active fuel management and calibrated for E85 ethanol fuel.

Even the paint is a one-off. Called 'Diamond Silver' by Holden designers, it gives a liquid aluminium finish that almost slides off the bodywork.

GM Holden Chairman and Managing Director Mark Reuss said, "Coupe 60 is Holden's 60th anniversary gift to its fans worldwide.

"It highlights Holden's heritage of rear wheel drive performance whilst looking ahead to the potential offered by new technologies and materials.

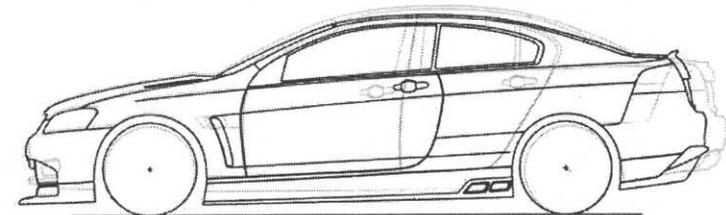
"This is a vehicle I know our designers would dearly love to see go into production, but for the moment it has to remain a concept only," he said.

Project Designer Manager, Peter Hughes, said, "We were looking to mark the diamond anniversary with a car that captured the Holden DNA and took the current VE range to an exciting next step.

"Even in the early stages of VE development, we knew there was a sensational coupe waiting to get out and the 60 th anniversary has given us the chance to explore that.

"With *Coupe 60* we think we have designed a car that has the potential to write another chapter in the book of Holden icons."

Coupe 60 – Specifications and Features (Coupe 60 overlaid on VE Sedan)



	LENGTH	WIDTH	HEIGHT	WHEELBASE	OVERHANG		TREAD		TYRE	
					FRT	RR	FRT	RR	FRT	RR
Coupe 60	4837.0	1895.0	1400.0	2915.0	912.0	1010.0	1678.0	1613.0	P245/35R21	P285/30R21
VE Sedan	4894.2	1898.7	1459.8	2915.0	848.3	1132.9	1602.0	1620.0	P225/60R16	

Main Features:

Pillarless coupe body;
Derived from flexible GRWD platform;
VE sedan wheelbase.

Powertrain:

6.0L V8 with Active Fuel Management, calibrated for E85 Ethanol fuel;
6-speed manual transmission (SS specification);
Engine oil cooler.

Exterior:

Unique "Diamond Silver" paint colour;
Electrically dropping front & rear side windows;
Racing-derived aerodynamic down-force enhancements:

- Rear under-body air diffuser;
- Full flat under body;
- Functional rear deck-lid spoiler;

21-inch centre-lock alloy wheels;
 Unique design Kumho high-performance semi-slick tyres;
 High-performance Brembo brake hardware with ducted air cooling for front callipers;
 Side-exiting chambered exhaust system with billet alloy tips;
 Unique design LED tail lamps;
 Exterior mirrors with integral LED side markers.

Interior:

V8-Supercar inspired cockpit layout for enhanced driver visibility and spaciousness;
 LCD sports instrument cluster located in a unique column-mounted binnacle;
 One-piece carbon fiber bucket seats, featuring unique suede-pad design and distinctive red high shine leather accents;
 Front seats are adjustable fore-aft and allow easy access to rear;
 Four-point race harness restraints for all seating positions;
 Unique sports-inspired flat-bottom steering wheel with integrated shift light display and suede grips;
 Unique interior details including air vents, column switches, gear shift knob and pedals.

Interior trim.

Perforated leather trimmed instrument panel;
 Black suede trimmed pillars, headliner and parcel shelf;
 High gloss carbon fiber used as a structural material for seats, doors and rear trim provides contrast to leather and suede trim;
 Details and accents are picked out with red high shine leather, a dark gunmetal finish and satin chrome.

GM Holden in 2008

2008 is a diamond year for GM Holden which will be recognising a number of key anniversaries. These include: the 60th anniversary of Australia's Own Car – the 48-215; the 50th anniversary of the founding of Holden Vehicle Operations at Elizabeth; 40 years since the introduction of Monaro; 30 years of the Commodore nameplate; and the General Motors centennial.

CONTACT(S):

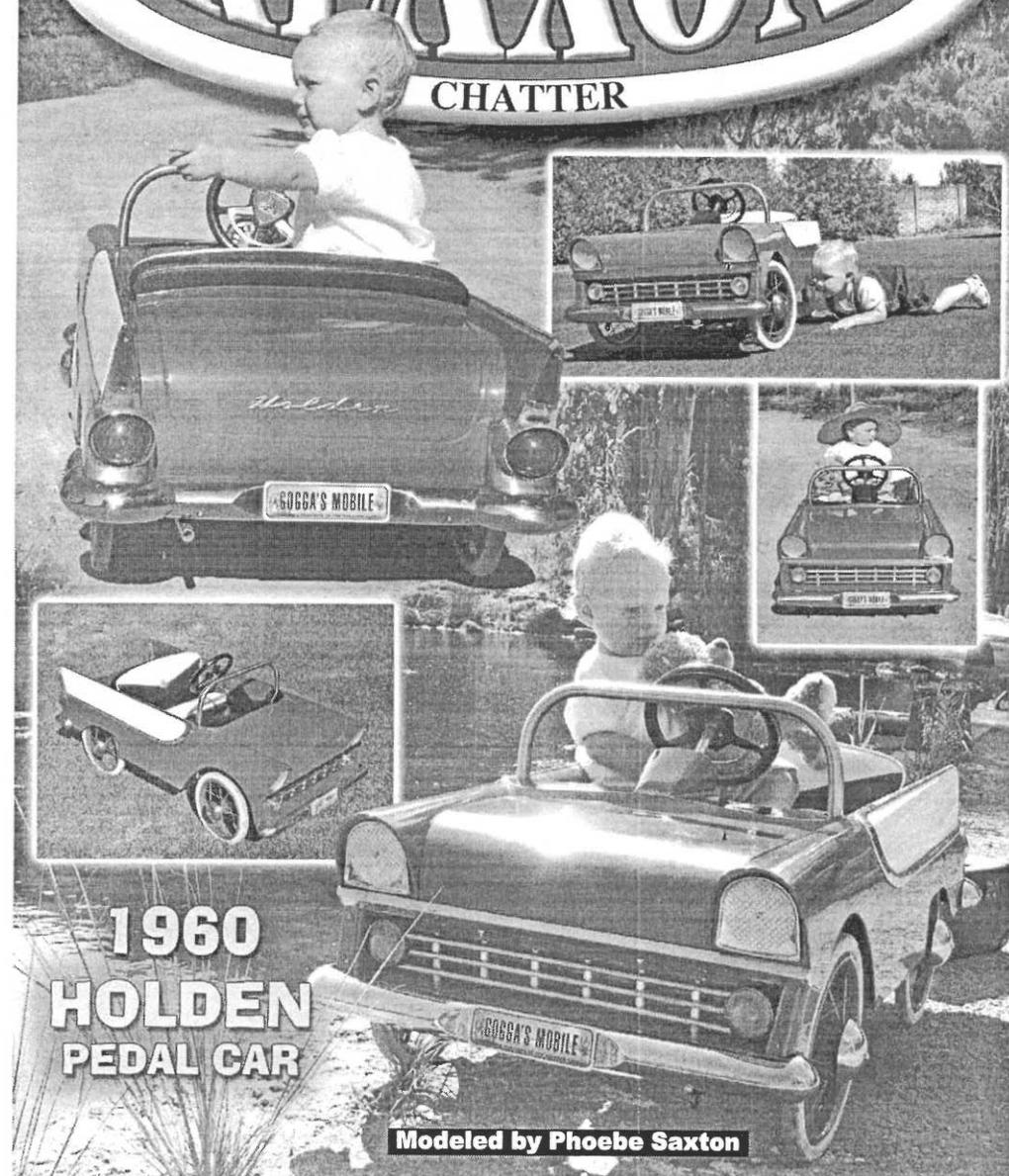
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Official newsletter of the
**Border Vintage
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 East London,
 5200

**December
 2007**

KLAXON

CHATTER



**1960
 HOLDEN
 PEDAL CAR**

Modeled by Phoebe Saxton

A special Holden Special 1960 Pedal car

For years I have been interested in Pedal Cars and in fact toys of that 'tin era'. A few years ago I restored an old child's toy pram with the help of Andrea. It was a fun little project on the side line.

Pedal cars have been around since the early days of motoring and came in all shapes and sizes. Almost every classic car has been made into a pedal car at some stage, somewhere. Some were produced in factories and others in small town 'tin shops'. Collecting them now is a whole hobby of it's own. The highest price ever paid by a collector is \$95 000. That's enough to buy a convertible 50's Cadillac. 'Crazy or what?'

Probably the most well known and now sought after is the Baby Austin produced by Austin it's self. The J40 as it was known is worth more than a full sized restored A40 these days.

I decided to do my own thing and build my own. Enjoying sheetmetal work did help. Being a designer helped too. One thing is sure; restoring something that already exists is a lot easier than creating your own from scratch. For me the natural choice was to build a little Holden and a 1960 FB was chosen. It would not be an accurate scale model. The features of the full size car need to be squashed into pedal car dimensions. Years ago I had done some drawings and these were pulled out of the file. Masses more sketches would be done to 'work things out'.

I chose to go with a chain drive as opposed to reciprocating pedals with linkages. I believe the linkage system was a bit unreliable. Rotating pedals means more under-dash/bonnet space is required. I also wanted suspensions to prevent the body breaking due to fatigue.

A set of pram wheels was the basis for scale. Big wheels so they don't stick in every crack in the road.

I made up a wooden male and concrete female die to press the side panels. Two scissor jacks and the garage lintel helped fold the metal into the required fold; tapering from the headlight diameter at the front to the pointed top of the tail at the rear. Wheel arches were cut and curled over to add strength and avoid sharp edges.

A front end was created to hold the head lights and grille. Likewise a back panel holds the back fenders together and houses the tail lights and rear bumper. The old jig was used again to press a chain guard.

A seat was created which also adds strength to the flimsy body. (Thin metal is used to avoid it becoming too weighty). This also forms the mounting point for the rear suspension which has two swing arms, valve springs and rubber mounted axil bearings to allow the back wheels to move up and down independantly. One wheel is fixed to the axle while the other one moves freely to avoid wheel 'hop' on corners

Front suspension is a simple pair of wishbones and a spring on each side, and the rack and pinion steering is made from a bicycle sprocket and short length of chain welded to a slide. The steering wheel is made from the corners of a scrap deck chair to form the rim. Hooper ring is made of stainless steel and the badge comes from a wreck in the Ozzie outback.

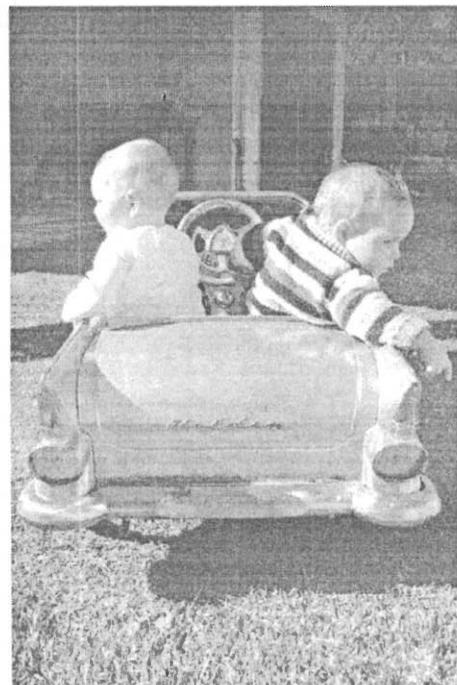
The boot end was rolled and a groove wheeled in to indicate the bootlid. The script came from another wreck of a 48 Holden, also Down-under.

Headings, tail light housings and grille are fashioned from stainless steel. Another jig was made to press the ridge around the headlight bezels. A few stainless steel soup ladels and a bit of tubing gave up their lives for 'the cause' The bumper is made of 22 pieces all tig welded together and polished. 4 more gravey ladels made the hubcaps. At least all my files now have matching handles!

The lenses are a combination of various techniques. The headlights were cut from a sheet of plastic from an old fluorescent light cover. Those were the easiest. Tail lights are adapted trailer lights. Rear indicators and reverse lights are made from translucent perspex heat-bent over a jig. The front indicators are cone shaped and got me thinking a bit, until I saw a 60 mm anti-tank round on a shelf in a friends garage. I took molds off it and cast the lenses in resin.

Another friend helped by stitching up the seat, to my design.

After the painting and polishing it has all come together very nicely. 15 months of work and a lot of head scratching. It is a bit heavier than the original simpler cars, due to all the grille, lights and bumpers being created separately and not nearly pressed into the panels. But I like the details. Having a full suspension would also add to the final weight but comfort was gained.



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

News

26 February 2008

GM SOUTH AFRICA WELCOMES NEW VE UTE

2008 will see GM Holden celebrate its 1000th ute export to South Africa with the announcement that General Motors South Africa is to take delivery of the new VE Ute.

This is the first export program for the all-new Ute, outside New Zealand, and enters GM Holden into its 5th year of ute exports to South Africa.

To be sold as a Chevrolet Lumina SS Ute, the VE derivative will be almost identical in terms of specification and features to the domestic version of the sporty SS V Series, and joins the popular Lumina SS Sedan already on sale.

The vehicle was launched recently in Sabie, South Africa, where Marketing Manager for General Motors South Africa, Des Fenner, said the all-new Lumina SS Ute occupied a special niche as it was the only vehicle of its kind in the South African market.

"It is a vehicle that has a tremendous appeal amongst a group of buyers that work hard and play hard and enjoy an active lifestyle," Fenner said.

"This vehicle raises the bar thanks to the wealth of expertise at GM's global rear wheel drive design and engineering centre in Australia. They have created a vehicle that successfully integrates sports car performance, ride and handling, together with a functional load carrying capability."

GM Holden Export Manager, Kristian Aquilina, said that it was great to see this long standing relationship with GM South Africa continue, especially with such an exciting product.

"The VE range, including the Ute, has generated a great response from our global GM partners and there is certainly a market for this kind of vehicle," Aquilina said.

"Exports are an essential part of our strategy and with the success of the VE range overseas we expect to export 50 per cent of the vehicles we make here in Australia in the near future."

The Chevrolet Ute has established strong credentials in South Africa as a recreational sports car and the new VE Ute is set to impress as a practical workhorse that promises functionality and versatility with stunning styling and performance.

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

GM Holden in 2008

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US rejects VE wagon

Export blow for GMH as Lutz reveals VE wagon will not reach America

By BYRON MATHIOUDAKIS in DETROIT

HOLDEN will not export the VE Sportswagon to the United States in the foreseeable future as Americans continue to ignore wagons in virtually any size and form – in contrast to the situation in Europe where such vehicles have a healthy share of the market.

This was the bombshell dropped by General Motors' product czar Bob Lutz this week to the Australian media at the North American International Auto Show in Detroit.

"We looked at that, but the amount of change to meet US regulations was going to be quite a lot of money," Mr Lutz said. "And the sad truth is, as much as some of us like 'sportswagons', they just don't sell in the US.

"How often do you see an Audi wagon? How often do you see a BMW wagon? How often do you see a Mercedes wagon? The answer is: almost never.

"They're just not fashionable. I can't explain why."

Mr Lutz revealed that he championed the VE wagon strongly, but was shouted down by



VE Sportswagon

the number crunchers who could not make a strong enough business case for the Australian Commodore carryall.

"We have the product idea. We say: 'Hey, how about taking the (Holden) Sportswagon and doing a (US Pontiac) G8 Sportswagon of it,'" he said.

"Then we turn it over to the marketing guys, who do the volume analysis, and they look at sales of Audi A4 wagons ... zero. BMW 3 Series wagons: close to zero. Mercedes C-class wagon and E-class – it's all close to zero. The Jaguar X-Type ... it was sales proof!

"But then we say: 'Well, we think this one looks so good, that it can overcome that, and the volume planners say: 'Well ... we can only do two to three thousand, which is not worth the investment.

"So, reluctantly, in my particular case, I reluctantly gave up on that one."

The production version of the VE Sportswagon – which made a splash at last October's Australian International Motor Show in Sydney – is due to arrive early in the second quarter of this year.

A COUNTRY DEALERSHIP

My parents emigrated from Ireland to Western Australia in 1949; ten years later my Dad found himself running a rural Holden dealership in the goldfields of W. A.

Australia offered very different conditions from those he had known during his upbringing on a dairy farm in the middle of Ireland somewhat devoid of machinery, but he soon learnt about cars when his cousins would "horse trade" bangers with him. He told me he learnt to drive when asked to take a couple to the cinema in an adjacent town; he was lent an old car which he practiced manoeuvring around the cinema car park during the film such that he was able to drive them home by the end of the showing! This was years before the requirement to take a driving test. Apparently on another occasion when repairing the differential on a Model T Ford he ended up with two reverse gears and only one forward; not what Henry Ford had intended... He was never as affluent as his doctor brother Bobby, who drove MGs, but when he acquired an inheritance he sailed with my mother and two elder brothers to seek his fortune in the Antipodes.

After landing in Fremantle and gradually working his way east he worked variously for Elder Smith, and the Kalgoorlie Power Company, in the days when DC electricity was still being generated in that city. This is also where I was born.

Tired of being just an employee he found himself in a position to buy the small garage in Norseman which happened to have the local franchise for Holden cars. It was also the only source of fuel in the town; a welcome sight to weary travellers coming from the desert in the east. Holdens, which had just been launched when my parents set foot in Oz were now practically selling themselves such was their popularity with Australian motorists. What greater chance of prosperity could he want?

It was not long however before my Dad experienced a conflict of interests. He had cultivated a taste for exotic British cars; he had been fond of Rovers, and in my time had owned an Austin Atlantic convertible, an American De Soto, and a couple of Humbers. He made his feelings about Holdens rather too well known, and although he was the local agent, preferred to be seen in a car of distinction, which he topped when he bought a seven-year old Jaguar Mk VIII - almost certainly the only one for miles around.

As well as the dealership he also held the contract to refuel the Mail planes at the local aerodrome. I often saw the piston-engined DC3s coming in to land to deliver the post from Perth, refuel, go through their check routine before taking to the air again. As a small child I thought the effort of flapping the ailerons and rudder quite unnecessary as the pilot must have known the plane was in good flying order when he landed!

Apart from refuelling the aircraft, Dad sold Mobil petrol from the front of the garage, and also did servicing and repairs to customers' cars. He employed a succession of rather unreliable mechanics, one of whom I remember was a Czech named Lucky. He operated in the workshop behind the Holden showroom, which held all manner of surprises – a wartime breakdown truck with a Rolls-Royce engine; a mid-fifties yellow Land Rover; an Austin Lodestar flat bed truck of the same vintage with a bright yellow hand suspended from the driver's door to act as a direction indicator, and the remains of a then very common vehicle – a blue Austin A40 ute (pickup). Indeed my eldest, and by then only brother had learnt to drive a green one which transported him, hesitatingly at times, to high school. The former ute later yielded its instrument panel to adorn my new pedal car! Incidentally, after interrogation about a burglary at the garage when the family was away Lucky rapidly left town, leaving Dad high and dry in more senses than one.

Sad to say my Dad could not commit much enthusiasm for selling Holden cars. Apparently the area manager was not impressed to see the Jag parked at the garage so, for a time I remember him slumming it around town in a new EJ Holden Premier from stock. Meanwhile I worshipped new Holdens and included them in conversation with anyone who would listen. My brother though, was less enthusiastic, and against my Dad's wishes never showed any commitment to the business, choosing an army career instead. My long-suffering mother was Dad's unpaid secretary for several years, trying to keep the place afloat.

Holdens had their revenge when the Jaguar broke down spectacularly on our way to a holiday in Perth. On a boiling hot day, the engine seized, so a countryman picked up my mother and me, giving us a very pedestrian lift in an old Ford Mainline ute to Southern Cross, leaving Dad and brother to arrange a tow to a garage. Some hours later, while sipping cool drinks in a café, Mum and I saw the Jag being towed ignominiously on the end of a trusty FE Holden to Barklers Holden dealership in the town, who lent us a nearly-new pink EK automatic for us to complete our holiday. This was motoring, I thought, as I sampled the smell of that fresh plastic upholstery that 1960s Holdens all had. Of course it went faultlessly except when Dad bogged it in the sand at Safety Bay and had to be lifted out by a team of tough Italians.

Dad had always taken in trade-ins against new and secondhand Holdens. Some fascinating vehicles came his way including a 1940s Lanchester Ten with a preselector gearbox which he tried, to persuade my mother to learn to drive again. She never yielded; having smashed somebody's fence in 1938 was enough for her! I also remember an early Vauxhall Wyvern Model "L" with a predilection for punctures which my brother briefly drove, and an Australian-bodied Ford Prefect. He managed to sell on these cars, sometimes to the local aboriginal people who seemed to abandon them in the bush a short while later. Cash, never credit was the form in these cases.

I also remember the shop front, where Dad stocked torch batteries, faster-moving car spares as well as firearms and ammunition. He always carried a rifle in the boot of the car in case of hitting an animal. I recall him shooting snakes and kangaroos, victims of fast cars – usually ours. One boomer nearly ruined the Jag one night when coming back from Perth at over 100 mph, although we managed to limp home on one light. A later Ford Zephyr was less lucky when a 'roo punctured the radiator.

Another serious aspect of the business was the unfortunate fact, which Dad had not realised when he bought it, that a new garage and motel was to be built at the opposite end of town, poised to greet the incoming traffic from the Nullabor Plain. When it opened it predictably deprived him of most petrol sales in the town over which he had previously had a monopoly. This hurt the family deeply and made the business very hard to sell. Indeed the end of the garage was a sorry tale. The Holden franchise had been taken away; the premises sorely needed updating, featuring as it did that old hardboard pegboard for displays, and the showroom was hardly inspiring compared with the ambitious dealerships in big towns.

My Dad left Norseman to take up an accountancy position with farm machinery dealers Southern Cross Traders, ironically not far from Barklers (who had retrieved the Jaguar some years before) and it was a while before the garage finally changed hands. As an innocent child I missed the atmosphere of oil and cars but blissfully underestimated the trauma my parents had undergone in those final years. The strain on my father had been so great that eighteen months later he died suddenly while mowing the lawn. My days in Australia were now at an end, although my interest in early Holdens has never waned.

Patrick Hemphill 2008





9 January 2008

PAST MEETS PRESENT WHEN HOLDEN UTES LINE UP

Just months after the launch of the all new VE Ute, the owner of the earliest known Holden Ute still on Australian roads has added a new VE SS V Ute to his family's collection.

The prized daily commute of West Australian collectors, Alan & Joe Little, is a 1951 Holden Ute (commonly known as the FX) with body number 208.

The restored ute is painted in Caspian Blue and still retains its original engine and gearbox, evidence of the ute's workhorse heritage which won the hearts of Australians in the 1950s.

The FX was built in Sydney in November 1950 and was the first Holden Ute sold in Griffith. It remained with its original owners for 43 years, faithfully lugging vegetables and eggs on weekly visits to the Griffith market.

Now owned by the enthusiastic Holden collectors, Joe and Alan have amassed a diverse collection of utes and sedans from 1948-1956, including the Caspian Blue FX. And now the brothers have added Australia's newest Holden Ute to their collection.

Joe Little says he takes great pleasure from keeping his FX Ute on the road as a viable working vehicle, and enjoys doing his bit to preserve Holden's heritage.

"A lot has changed since my 1951 ute was built, but I was so impressed with the VE Ute that I ordered a Redhot SS V as a surprise Christmas present for my brother Alan," he said.

Launched in September 2007, the VE Ute is Holden's first completely new ute design since the VU series in 2000.

GM Holden Chairman and Managing Director Chris Gubbey said almost 60 years of history had established the Holden Ute as a true Australian icon.

"The ute's development tells the story of Australia. Today's ute is about working hard, playing hard and enjoying an active lifestyle," Mr Gubbey said.

Images of the FX and VE utes can be accessed at <http://media.holden.com.au>

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Holden exports to motor on despite stronger dollar

By IAN PORTER
MOTORING WRITER

GM HOLDEN'S Elizabeth plant in South Australia has been confirmed as a viable source of exports to the US despite its relatively small size and the heavy disadvantage brought by a strong Australian dollar.

There were no plans to change the production of the Pontiac G8 sedan — a rebadged Holden Commodore SS — to a new plant being built in Oshawa, Canada, visiting General Motors vice-president Gary Cowger said yesterday.

"(The Elizabeth) plant . . . has made tremendous gains in productivity and quality so, as long as the plant continues to make these kinds of gains . . . those are the things we look for," said Mr Cowger, who is GM's group vice-president in charge of manufacturing and labour relations.

"There are no plans at this point to move the production to the US. We are focused on getting the benefit of our half-a-billion-dollar investment right here."

The currency fluctuation that has recently taken the dollar above US90¢ has heavily squeezed GMH's profit margins on exports of cars and engines, but Mr Cowger said it was not a strong enough reason on its own to transfer production from Australia.

"Exchange is clearly one of the things we look at, but there's

tariffs, shipping, inbound and outbound freight," he said. "It's landed cost that we look at from a manufacturing base."

Mr Cowger said that GM was working on all alternative fuel systems, including diesel, biofuel, petrol/electric hybrids and fuel cell/electric hybrids, although he believed hybrids were only a step towards the end result, the all-electric car.

Nevertheless, GM would be releasing a new hybrid model in the US every three months for the next two years.

GMH director Rod Keane, manager of the Elizabeth plant, said the change of government in Canberra would not change GMH's employment policies.

He said GMH had entered into an enterprise bargaining agreement with unions in 2004 and therefore had not been affected by the Howard government's more recent introduction of WorkChoices and Australian Workplace Agreements.

"We have good relations with both sides of government," Mr Keane said.

"We are due to have enterprise bargaining discussions next year and would expect to move in the direction we have been with the full support of the workforce and the union. We feel the change of government policies will not change that relationship."

LINK
▶ www.holden.com.au

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Traders & exhibitors should visit: www.freewebs.com/wheelsday for more info!

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