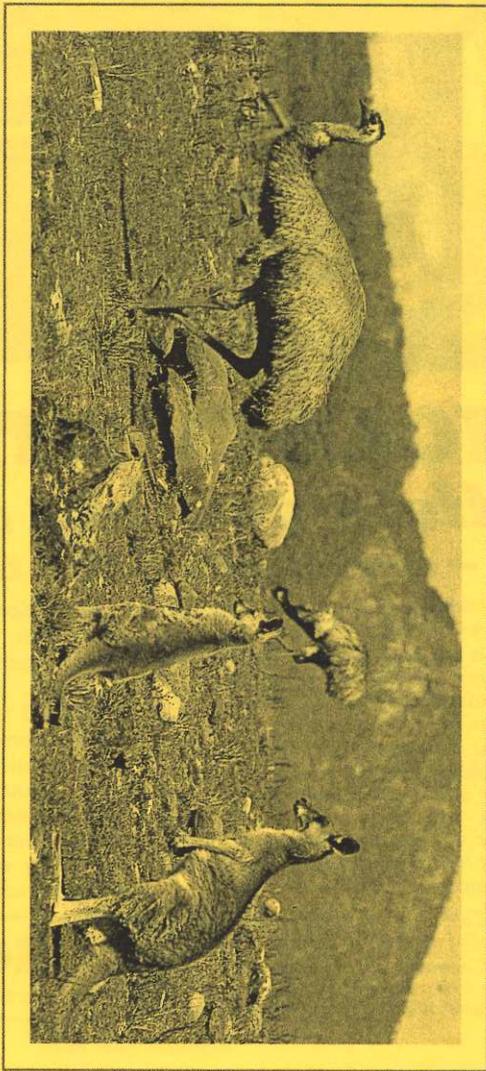


Season's Greetings



ISSUE 125

Holden Business

November/December 2008



FRONT COVER - Members at the Bathurst Bash 2008

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The Register is recognised by GM Holden Ltd

Spares Co-ordinator : Ken Garner. Phone: As above.

Club Website: <http://www.holdenuk.co.uk> - e-mail: holdenuk@holdenuk.co.uk

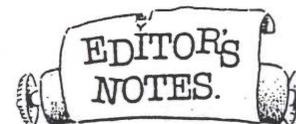
CLUB ITEMS FOR SALE:

HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
	No. 4-Date.	50p Each.
Holden 1948-1962 Book		£8 Each.
Stickers (With Club Logo)		50p Each.
Tax Disc Holder	..	50p Each.
Key Fob	..	50p Each.
Cloth Badge	..	£7 Each.
Tie (Blue)	..	£8 Each.
T Shirts (M/L)	..	£6.50 + £1 p&p
Metal Car Badge	..	£10 + £1 p&p
Binders for Club Magazine (holds 12)		£6 + £1 p&p

All cheques payable to Holden UK Register. (In Sterling)

NOTE: Equivalent amounts in AUS\$ or payment via PayPal 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,

Surprising as it may seem this is the last edition of this magazine for 2008 although some early snow a couple of weeks ago tended to bring an end to 'summer'.

Thanks to all those of you who went along to the Ace Café last month for the annual Bathurst Bash. I had fully intended to go along myself but due to an oversight I didn't manage it.

See Trevor Drury's excellent write up on the event on page 4. Talking of the Ace Café, the Australia day get-together there is set for the 25th January 2009.

The AGM went ahead as planned last month and although it was a select gathering, no major changes in the Club have taken place and the current Committee has also been returned unopposed.

Finally can I be the first to wish everyone a really happy Christmas and good fortune for the new year.

Regards

Ken



Bathurst Bash 2008

The meeting at the Ace Café on the 4th October was blessed with nice sunny weather, although it was a bit chilly at times, as to be expected at this time of year.

The numbers were a bit down on that of previous years, but as they say, it is quality that counts not quantity!

There was a nice pink HK there which belongs to Dave and Lexi who drove down from Cambridge, they had a bit of a moment with a front tyre on the way down, thankfully all sort out safely.

Simon Robinson brought his nice bright orange HX One Tonner up from Bristol with a few of his mate, good job it has a bench seat fitted! this is powered by a small block Chevy, which as I understand may be making way for an larger engine.

It was nice to see The HK Brougham belonging to Jonnie Nairnhay who drove down from Norwich, this is the car which was advertised in the club website a while back, all credit to Jonnie for saving what must be a pretty unique car in the UK.

There was a nice red HQ Ute to be seen, (sorry, I've forgotten your name).

It was also good to see Matt Hollingsworth there with his bright pink Charger.

There was also a good selection of modern Ute's, Monaro's and HSV Commodore's, although as I said earlier, number were down on previous meetings, it kind of made the 'classic' Holden's stand out a bit more.

Lets hope the weather holds up for the Australia Day meeting at the Ace at the end of January, something to look forward to.

That all for now, take care out there and hope to see you all at a meeting somewhere next year.

Trevor Drury



HSV ClubSport R8 Tourer: Delivers performance and versatility — one of the most powerful wagons produced anywhere in the world.

HOLDEN Special Vehicles has launched the new ClubSport R8 Tourer, with all the performance characteristics of the HSV brand, in the Australian market.

It will be the company's first wagon since the all-wheel-drive Avalanche was released in 2003.

HSV's general manager of sales, Darren Bowler, says the Tourer is a natural extension to the current HSV range of luxury and performance vehicles.

"We were very impressed with the Sportwagon our colleagues at Holden have released and believe the ClubSport R8 Tourer takes the concept to the next level," he said.

HSV says the Tourer — powered by the high-performance LS3 engine producing 317kW of power and 550Nm of torque — is one of the most powerful wagons produced anywhere in the world.

Vaunting its handling and ride characteristics and HSV's brakes and safety package, the company expects this product to appeal to a range of customers, including families.

About 120 ClubSport R8 Tourers will be built for the Aussie market in 2008.

A manual model is priced from \$65,990, which is just \$1000 more than the equivalent ClubSport R8 sedan.

Automatic transmission is an extra \$2330 and there is the option of full leather seats for \$2490.

The Tourer can be customised even further with a 20-inch wheel and tyre package for \$2500. The Tourer is available from dealers nationally.

EXPRESS TELEGRAPH, Tuesday, September 23 2008

Drive.com.au



News

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

3 October 2008

SEPTEMBER SALES HELP COMMODORE CELEBRATE 30TH BIRTHDAY

Holden Commodore was the top selling car in Australia in September and is the top selling passenger vehicle year to date.

A total of 4462 Commodores were sold in September, boosted by 1448 Sportwagons. This puts Commodore more than 700 vehicles ahead of the next largest seller with three months of sales remaining.

In its second full month in showrooms, Sportwagon out sold all SUVs across the compact, medium and large segments, ahead of class leaders such as Subaru Forester, Toyota Prado Ford Territory and Toyota Landcruiser.

October 25th marks the 30th Anniversary of the Commodore nameplate.

GM Holden Director of Marketing Phil Brook said it was fitting that Commodore would celebrate this milestone ahead in the national sales charts.

"It's a great way to go into Commodore's 30th birthday celebrations as Australia's most popular vehicle so far in 2008," Mr Brook said.

"Strong sales of Sportwagon have been particularly encouraging, especially set against a backdrop of a softening new car market and a slowing Australian economy."

Since the release of the VB model in 1978, Commodore has become the company's longest-standing and most successful nameplate with more than 2.5 million vehicles sold.

The Commodore name has graced 14 model series and four generations of large rear-wheel drive vehicles for Australian and export markets and has been Australia's top selling passenger vehicle for 12 consecutive years.

For media enquiries, contact:

John Lindsay
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Your Letters

Date sent: Tue, 23 Sep 2008 23:10:48 +0100 (GMT Standard Time)
From: "Matt Hollingsworth" <m.hollingsworth@ntlworld.com>
To: <holdenuk@ndirect.co.uk>
Subject: useful website and magazine input



Hi Ken,
Long time no speak, I hope you are well. I hope to make the Bathurst Bash this year, probably in my Aus Charger.

Little snippet of info on a website that I have found to be brilliant .
The Unofficial Holden Commodore Archive
<http://www.users.on.net/~nweber/commodore/>

It's self explanatory, has a full history of all the Commodores with pictures, but the most useful part I found is the technical section. It's not a forum, but people have e-mailed with tips they have found out, and it is fairly easy to scroll through and find things.

My Holden, eight years of ownership now (!) is a 1992 VP Commodore Executive Wagon, 3.8 V6 auto, Ex Telstra (Telecom Australia) fleet car that I have owned since July 2000, and has just passed 308,000km on the clock with all its major components still original.

I use the car daily for a 50 mile round trip and have been towing a caravan with it for the last two years, including an 18 day trip round France.

The reason I haven't written is probably because not much seems to cause problems, and with an old high mileage car, you tend to live with the little defects. Its needed exhausts and tyres and brake pads (Australia only as PBR) but for the miles its done and eight years use I cannot complain. A 3 year old Vectra would have had more problems already.

Biggest problem I have had with the car was a hot start issue, where the car runs fine but if turned off when hot, it required 20 minutes to cool down before it would start. Wiggling lots of wires seemed to fix it but I could never trace a faulty wire.

Reading through the UHCA website the same problem was mentioned, and a cure was throwing water over the crank pulley. Doing this allowed instant starting (it would previously crank over but not fire). The diagnosis given for this was the crank sensor which triggers the sparks.

I stumped up the money to get one from Southgate Holden in Adelaide and had to get my local garage to fit it because the crank pulley would not come off (autos are a pain to stop the engine turning over on the spanner!). Cost about £250 all told for parts and labour but the fault is gone and has now been gone for 2 or 3 years now.

The problem that I solved today due to the brilliant UHCA site was the heater blower. It has only been blowing on speed 3 and 4 for ages which is really irritating as its either noisy or misted up, no half way house. I suspected the resistor but didn't have a clue where to start, then I found this. Heater/air conditioner fan on a VN-VS only works on some speeds

If the heater/air conditioner fan on a VN-VS only works on some speeds ie; only high speeds, its very likely to be the resistor found under the plastic cover under the windscreen wiper arms.

It is a very simple job. The tools required are a small flathead screwdriver and a smallish phillips head screwdriver.

1. The plastic cover is removed by displacing rubber seal, undoing the clips with small screwdriver and lifting it off.
2. When the plastic cover is off you will see a dome held on with 2 screws in front of the passenger seat towards the centre of the car.
3. Remove the dome and then take the electrical plug off the resistor, undo the 2 screws (2 more screws) holding the resistor in and withdraw the resistor. It looks kind of like a bird cage.
4. In the birdcage are 3 coils of wire if one of them is broken that's why the fan is acting up. You will probably have to look very closely at it.
5. Buy a new one!!!
6. From go to woa this job takes about half an hour if you take your time and do it carefully. A sparkie will charge you copious amounts of your well deserved and hardly earned \$\$\$\$\$.

7. As they say; "installation is the same procedure in reverse.

From: Pete Vennix

The description of where to look was spot on, and I found the offending broken coil. Problem now is to get a new one (STEP5), so I took a chance, opened up the previously described birdcage and just twisted together the broken ends of the coil with pliers, pushed it all back inside the cage so the coils don't touch the sides and it all seems to work on all 4 speeds now. How long for I don't know, but at least it works until can get another one located in Australia.

Thank you UHCA, and it only took me 20 minutes, and I didn't break the plastic cover either.

Other problems I have had in the 8 years have been easy to fix, once I applied a bit of sideways logic to getting the parts, i.e don't tell anyone it's a Holden.

Water pump. Started squeaking and leaking. Buick 3.8 engine, USAutomotive in Bedford , £40 on the shelf. Easy.

Leaking heater valve, not so easy, bypassed with copper pipe until a new valve comes from Australia, can't win them all.

Alternators !!!!!!!!!!! I've had 4 now, well one but rebuilt four times. They are BOSCH Australia and have 3 wires to the back. First couple of rebuilds were quite straightforward, but we broke down in France with the same problem of no charging (luckily on the last night of the holiday so RAC brought us all the way home with the caravan, saving 400 miles of fuel!). Once back home we took the alternator to a local auto spark who said he couldn't fix it as they couldn't get the regulator that is an Aus pattern one. BOSCH dealership were equally unhelpful, with no numbers matching up. Another auto spark in Stevenage had a look and said " Same as a VW Golf, easy!". He put a Golf innards into my casing, and used the Golf regulator so it is now European spec, and all I had to do was isolate one wire of the two pin connector so there is just the warning light wire from the plug. This has been fine for a year and then packed up AGAIN, but at least this time the parts are BOSCH Europe and got fixed in 24hrs. I wonder if the position at the top of the V at the front of the engine is a bit hot for the components and they are frying?

Fuel pump. An in tank high pressure injection jobbie. I thought I would really struggle with this, and tried an after market external pump which didn't work at all, so once the original was removed, my.local car spares shop took the part number and had a new one with me in 24 hrs for £70. Gobsmailed. It seems if you don't say

Holden, just take the part number in, you can get some bits over here to fit.

Same applied for front springs, both of which snapped (speed humps must be worse than Australian corrugations on roads). Local shop ordered a few different big Vauxhall springs in and we compared lengths and end shapes until one looked right. I had banked on Senator because of the age similarity, but it ended up as being Opel Monza front springs were the same, which shows the Holden mentality works, that if something works, why change it?
The same style spring has probably been used since the first VB Commodore.

Front Suspension Drop links. The bit that connects to the sway bar. Several times now the car has developed a terrible clonk from the front end, and each time its the same problem, the naff little washers that hold the rubber sway bar drop link bushes have punched through the centre allowing the link to rattle about and bang on the strut on full lock.

Each time its just a case of finding some better washers which aren't shaped quite the same but at least hold it all together. I will be treating the sway bar to a full set of heavy duty drop links and new bushes, which I have found on ebay.com.au for about AUS\$40 from Ringwood Auto Parts. This place also do brake discs and lots of other bits, so I will be giving a list to my folks who are holidaying Down Under next month.

I have just realised that a quick web link has rambled a bit, but I hope you can use this in the magazine and it may encourage more members to write in with tech tips and where to get stuff.

If anyone knows why my engine management light comes on when travelling a high speed or towing up hill I would like to know. I suspect the sensor near the catalyst, but the light always goes out again so I have just lived with it.

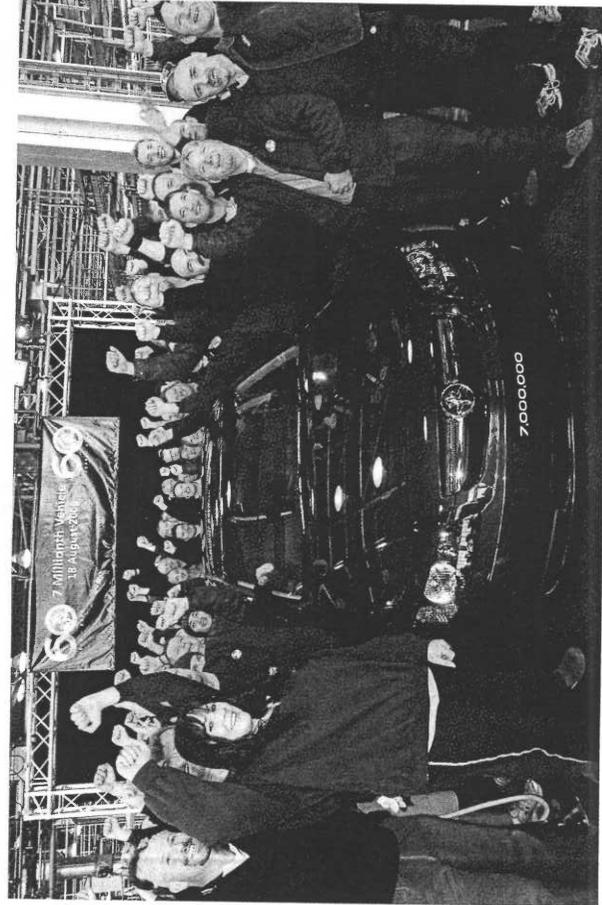
If anyone wants more detail on any of the above, ie part numbers etc, contact me on m.hollingsworth@ntlworld.com
Pictures are from Cromer when the car was fine and France 2007 when we had to resort to recovery. RAC didn't even bother trying to find an alternator for a Holden in France!

Best regards

Matt Hollingsworth, Shefford,
Bedfordshire.



Holden makes manufacturing history



saving and environmental technologies to Australian and overseas motorists.

Premier of South Australia, Mike Rann and Federal Minister for Innovation, Industry, Science and Research, Kim Carr, joined former GM Holden's Executive Director – Manufacturing, Rod Keane and employees to celebrate the milestone. In his last official duty before retirement, Rod said the production record was testament to GM Holden's ability to succeed in a changing global environment.

"This is a proud day for every one of GM Holden's 6,500 employees in Australia. It says so much about us as one of this country's largest manufacturing operations and most trusted brands," Rod said.

"The next chapter in our history will see us delivering a wide range of energy solutions to meet varying consumer needs and budgets. I believe manufacturing the next million vehicles will be one of the most dynamic periods of GM Holden's rich history," he said.

GM Holden made automotive manufacturing history in Australia with the production of its seven millionth vehicle in August. The milestone vehicle

was a 60th Anniversary Commodore sedan, identified for dual fuel LPG fitment in keeping with the strategy to develop and offer a wide range of fuel



News

29 October 2008

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

GM HOLDEN HONOURS MARK SKAIFE IN RETIREMENT

GM Holden has paid tribute to decorated Holden Racing Team driver Mark Skaife OAM, who announced his retirement from V8 Supercar racing earlier today.

Skaife will conclude his 21-year career as a full time driver on 7 December following the final round of the V8 Supercar Championship at Sydney's Oran Park Raceway.

He will leave the sport as the most successful driver in Australian touring car history having surpassed the late Peter Brock's record of 38 championship round victories.

GM Holden Chairman and Managing Director, Mark Reuss said Skaife had been an outstanding ambassador for the Holden brand on and off the track.

"Holden's racing program and the sport as a whole is stronger for Mark Skaife's outstanding contribution," Mr Reuss said.

"Mark is widely respected for his ability behind the wheel and his leadership role in promoting and developing V8 Supercar racing.

"He is simply one of the Holden greats.

"Everyone at Holden congratulates Mark on an outstanding career and wishes him continued success in the future."

Skaife first enjoyed success with Holden in 1993, driving a Gibson Motor Sport Commodore. In 1997 he joined the Holden Racing Team, leading the factory squad to a hat-trick of championships in 2000, 2001 and 2002 as well as three Bathurst victories.

Media Notes:

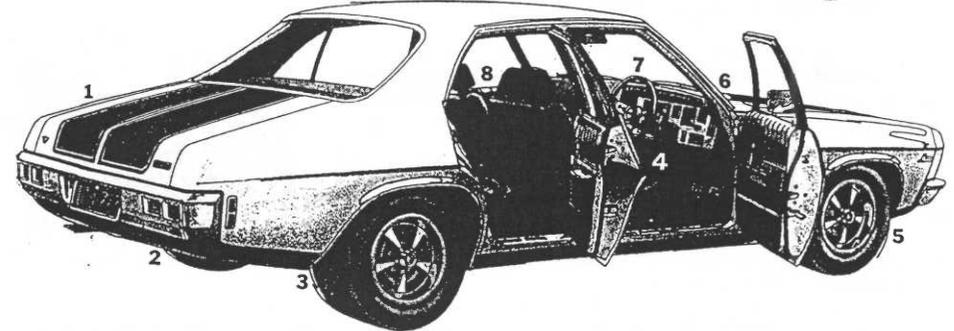
- 1.) Full coverage of Mark Skaife's retirement announcement can be found at <http://www.hrt.com.au>
- 2.) All media queries relating to the Toll Holden Racing Team should be referred to Gerald McDornan. Gerald can be contacted on mobile: 0488 901 722 or via email: gerald@veracitymedia.com.au

For media enquiries, contact:
Jonathan Rose
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General Motors Corporation

New Holden Monaro GTS 4-door

It makes you enjoy motoring all over again

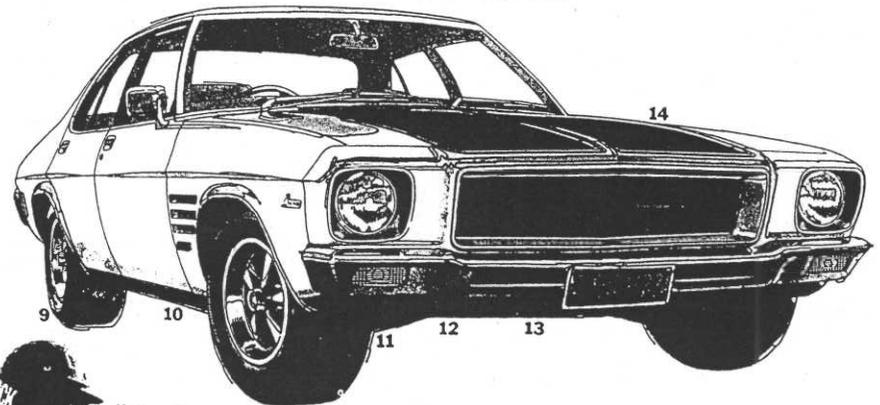


Monaro GTS 4-door. A great new mover in the Monaro range. A sports machine, just waiting for action. It looks right, rides right, handles right!

1. Check the looks! Colour-keyed paint-outs, sports vents.
2. Performance rear-axle ratios — standard ratio: a balanced 3.08:1.
3. Vented steel sports wheels, ER 70H14 high-speed radials.
4. Fast four-on-the-floor, standard.
5. "Tri-matic" T-bar automatic opt.

6. Power-assisted ventilated front disc brakes for sure stopping.
7. Flow-thru ventilation standard. Air-conditioning optional.
8. Three-spoke sports steering wheel. Full instrumentation.
9. Wrap-around reclining front bucket seats — cloth insert optional.
10. Four-coil suspension soaks up bumps on any road surface!
11. New rubber-mounted front chassis damps out vibration, road noise.

12. Precise forward-mounted steering. Positive, predictable control.
13. Heavy-duty stabilizer bar cuts body roll, strengthens stability.
14. Wide 5-foot track, more sure-footed wherever you're driving.
15. Ready to move? Try the '253' V8 with 185 bhp — or option up to the '350' V8 275 bhp, with high-performance gear box, limited slip differential, dual exhausts, everything!



"For the guy who likes and understands cars this Monaro GTS 4-door does everything better than most."
Bathurst winner — Peter Brock



General Motors-Holden's Sales Pty. Limited H229.



Latest Export Program Revealed

Date: 5 September 2008

Audience: All GM Holden Employees

In a ceremony at HQ191, Port Melbourne today, GM Holden presented its newest export program – the GM Daewoo Veritas, a long wheelbase luxury flagship tailored for the demanding South Korean market.



GM Holden Chairman and Managing Director, Mark Reuss, today described the vehicle as a great addition to Holden's export portfolio demonstrating our reach and flexibility.

Mark said that GM Daewoo had drawn on Australian expertise and resources for a vehicle tailored to meet the needs of the Korean market.

"GM Holden develops its large cars to be world class and we are seeing that paying dividends with new export programs like the one announced today," he said.

"Cars we build here in Australia are being exported to every continent except Antarctica for brands including Holden, Chevrolet, Pontiac, Vauxhall and GM Daewoo.

"And with the engine in the Veritas also being built by Holden, it's fair to say we are exporting the complete package.

"Exports are an increasingly important part of our business and Veritas again proves we have the capability to design, engineer and build vehicles for a wide range of consumers and markets."

Based on GM's Global Rear Wheel Drive architecture, Veritas is powered by a 3.6 litre Alloytec V6 and is fitted with a five-speed automatic transmission with fully optimized gear ratio settings, Active Select and Sport Shift.

The vehicle, based on the L4X showcar which made its debut at the 2007 Seoul Motor Show, is expected by GM Daewoo to redefine the premium image of a large sedan in Korea. Veritas will boast segment-leading legroom in the Korean market as well as luxury features including massaging rear seats, electric-adjustable headrests and LCD screen and headset.

GM Daewoo President and CEO, Michael Grimaldi said at the Veritas launch in Korea that the car reflected GM Daewoo's determination to take Korea's large sedan segment to an entirely new level.

"This luxurious rear-wheel-drive sedan offers excellent driving performance while ensuring unmatched interior comfort, spaciousness and safety," he said.

Veritas is the second export arrangement for Australian-built vehicles between GM Daewoo and GM Holden. In 2005, GM Holden exported nearly 2000 of the previous generation WL Statesman to Korea marketed as the GM Daewoo Statesman.

Holden Management Team

Take down – Friday 12 September 2008



HOLDEN LTD
ABN: 84 006 893 232

PAGE 1 OF 1

Bits & Pieces ...

Report Card

Looking for a few bons mots to describe the incompetents who work for you when you write their next assessments? Here are a few pithy quotes you could borrow from the Royal Navy and Marines fitness reports, the 'S206's':

'I would not breed from this person.'

'This person is really not so much of a has-been, but more of a definitely won't-be.'

'When she opens her mouth, it seems that this is only to change whichever foot was previously in there.'

'He has carried out each and every one of his duties to his entire satisfaction.'

'He would be out of his depth in a car park puddle.'

'This young lady has delusions of adequacy.'

'Since my last report he has reached rock bottom and has started to dig.'

'She sets low personal standards and then consistently fails to achieve them.'

'He has the wisdom of youth and the energy of old age.'

'Works well when under constant supervision and cornered like a rat in a trap.'

'This man is depriving a village somewhere of an idiot.'

'Only occasionally wets himself under pressure.'

Cow burps warm earth

Burping cows were making a rapidly growing contribution to global warming, a British researcher said today. Dr Andy Thorpe, an economist at the University of Portsmouth, said a herd of 200 cows burp the annual equivalent amount of methane to the energy produced by a family car being driven 180,000km using 21,400 litres of petrol. Dr Thorpe added that methane in the atmosphere was believed to be responsible for one-fifth of global warming experienced since 1750 – and it comes mainly from cattle herds in the developed world.

thelondonpaper
www.thelondonpaper.com

TUESDAY
21 OCTOBER 2008

Underarm tactics at car factory

JAGUAR has found an underarm deodorant for its workers which doesn't contain aluminium oxide that leaves a powdery residue on new cars. Bosses at Jaguar's Halewood factory on Merseyside say they take quality assurance very seriously and set up tests. Paint shop workers volunteered to have sweat samples taken from their shirts to test the deodorant they use. Only three deodorants were found, including one that retails for just 99p at Asda. As a result, Asda has agreed to supply 3,000 cans of body spray to the technicians.

Fancy a burn up the motorway?

FUNERAL corteges normally go at 20mph, but under the sombre bonnet of the modern hearse often beats a powerful engine, capable of surprising speeds. So the police discovered while chasing a hearse down the M1 at 100mph. Closely in pursuit of the hearse was the mourners' limousine, the party anxious not to miss their allotted time at the crematorium or the service would have been delayed a week. The police were sympathetic and the defendants were given a conditional discharge because of the "exceptional circumstances".

THE SCOTSMAN FRIDAY 31 OCTOBER 2008



Well, that lane closure seems to be helping traffic flow

15 September 2008 London Lite



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

News

2 October 2008

PARIS DEBUT FOR AUSTRALIAN-MADE SHOW CAR

GM Holden's international reputation for building show stopping cars will be further enhanced with the public reveal of the Chevrolet Orlando, at the Paris Motor Show on 4 October.

Designed at GM's global design centre in Bupyeong, Korea, the show car was built at GM's Technical Centre in Port Melbourne, Australia before being shipped to Paris.

GM Holden's Design Director, Tony Stolfo said the design team based in Australia had a great track record within General Motors for building world class show cars.

"With concepts such as EFIJY and Coupe 60 receiving fantastic international coverage, we have gained a strong reputation in this area," Mr Stolfo said.

"It's a testament to the expertise found here in Australia that we were asked to be part of this global collaboration."

Orlando's unique design explores the potential of combining the versatility attributes of a sport utility, a family van and a wagon in a single execution.

A seven-seat multi-purpose vehicle (MPV) with distinctive sport-utility-like design, Orlando boasts adaptable seating and impressive interior space.

With flared fenders instead of a flat side-body, Orlando has a muscular stance that gives it the appearance of a sport utility vehicle, yet offers dynamic ride and handling and easy entry thanks to its car-based architecture.

The spacious cabin can be quickly transformed into a large cargo area. A generous 2,760mm wheelbase and wide front and rear tracks provide Orlando with outstanding interior roominess.

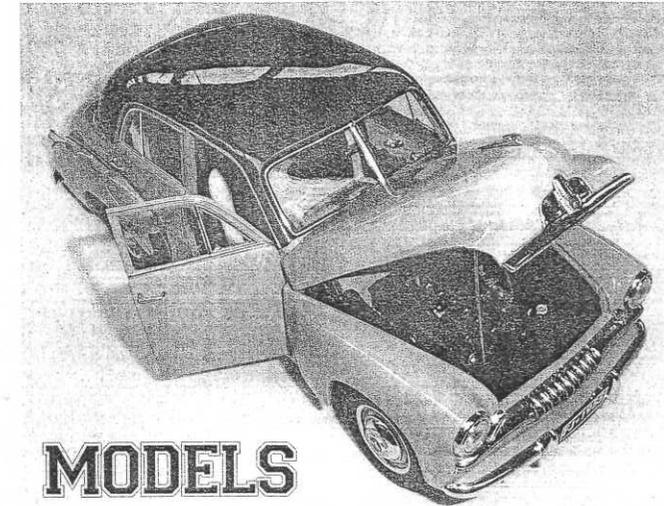
Inside, the design meets the needs of families with adaptable, theatre-style seating in three rows that comfortably accommodate up to seven occupants. Infotainment options, navigation and plenty of storage space make practical additions.

A range of occupant and load-carrying configurations is provided by 60/40 second-row and 50/50 third-row split folding seating.

Design details include a centre stack recess to hold a personal device such as iPod or MP3 player when it is connected to the USB or Aux ports.

The ice-blue theme for instrument illumination is also used on the exterior of Orlando in the laser-etched surfacing of the headlamps, tail lights and full-length glass roof.

For media enquiries, contact:
Kate Lonsdale
Product Communications Manager
(03) 9647 2293 or 0409 629 608
kate.lonsdale@gm.com



MODELS

HOLDENS FJ SERIES

There are lots of Holdens that are favorites, the EH, the Monaros of most years and then the FJ would possibly fall into third place. Certainly prior to the EH in 1964 when most were sold, many a young man's first car was the FJ Series. The FJ arrived in October 1953, it had a variety of improvements over the first model, the 48-215, commonly called the FX. It came in three sedan models, a ute and a van. It was the most customised car in the early to mid 1960s;



Jeff Dellow and Rod Hadfield made engine adaptors to fit the red motor, EH and later sixes to these early Holdens which proved to be the most popular engine swap of all time. If you owned one of these cars and want a timely reminder this model is a good one. It is in 1:18 scale or about 10 inches (250mm) long. The model is available in three colors, Cockatoo Cream, Bluebird Blue over Skipper Blue and Convoy Grey over Polar White. It is exceptionally well detailed with opening doors and trunk and is priced at \$165 including postage. TC Models, 4 Dickson St, Ballarat Vic 3350. ☎



WHAT'S ON

ARDINGLY AUTOJUMBLE

SOUTH OF ENGLAND SHOWGROUND,
ARDINGLY, NR. HAYWARDS HEATH,
WEST SUSSEX - DOORS OPEN 10.00am

SUN. NOVEMBER 2

Stall bookings to:
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Billericay
ESSEX
CM12 0WF



GENERAL ENQUIRIES TO:
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SUNDAY 30th NOV.

UTTOXETER RACECOURSE • STAFFS

From 10am - 4pm

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nr Cardiff, junction 34, M4 (A4119)

Sunday 30th November

Vintage & Classic Cars,
motorcycles, buses, engines,
tractors, commercial vehicles.

Autojumble, trade stands.

Adults £2.50, oap £1.50,
accompanied children under 12 free.

Enqs: Frank **02920 496807**



DOUBLE 'L' CLUB AUTUMN AUTOJUMBLE

Sunday 16th November 2008 10am - 3pm at

THE GRANGE CENTRE • MIDHURST • WEST SUSSEX

Admission £1.50, Stalls £12 - *SORRY, NO BRIC-A-BRAC*

REFRESHMENTS - FREE PARKING

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