

Stars of Safety



The Holden VE Omega Sportwagon is the first locally manufactured wagon to receive the maximum Five Star Safety Rating from the Australasian New Car Assessment Program.

ANCAP's five star rating will also be applied to the Special Edition

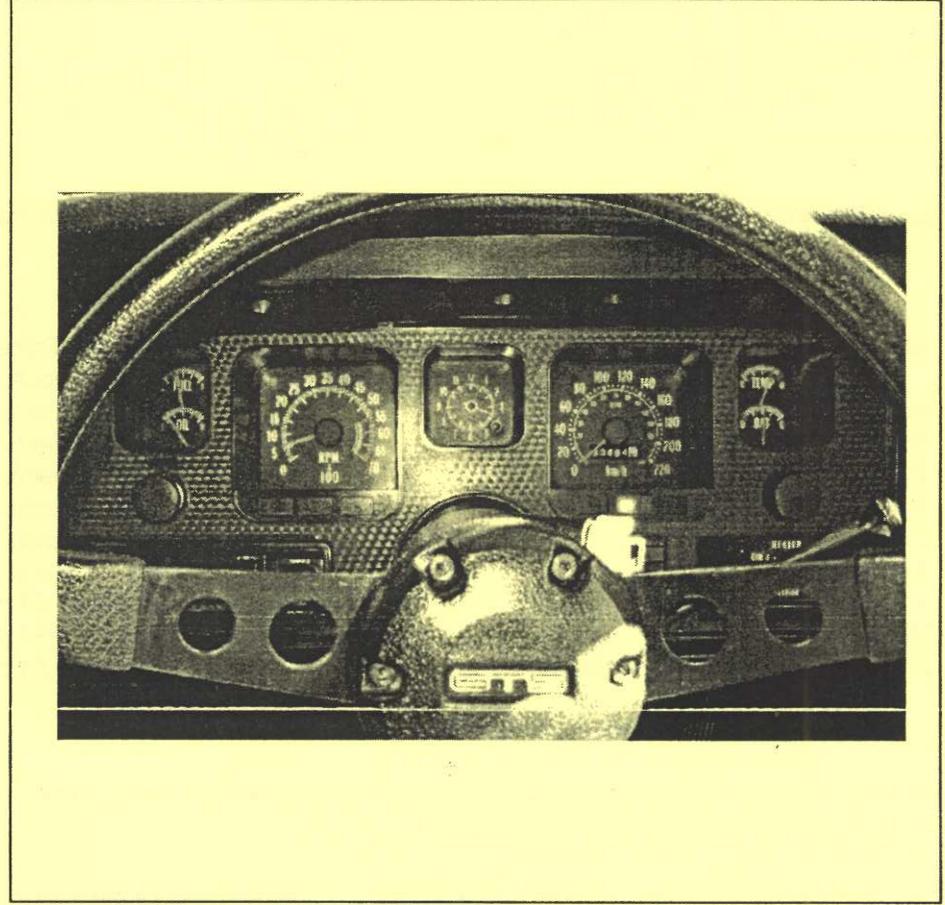
VE Commodore International Sedan and Sportwagon that went on sale this month. Dual fuel LPG conversions will also receive the five star rating.

Meanwhile, the Barina hatchback range has achieved a four star ANCAP safety result.



Holden **Business**

July/August 2009



FRONT COVER - 1973 HQ Monaro drivers view photo: Stephen Reid

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The Register is recognised by GM Holden Ltd

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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,

I hope those of you who were at shows in the last few weeks enjoyed, or at least survived, the hot (for the UK anyway) conditions. It looks like it is back to the normal summer weather now, a bit damp and chilly!



There have not been any major announcements with regard to the future of the GM divisions at present so hopefully the all the plants worldwide will continue producing. New products are still being announced. You will have seen from the press recently that the Cruze is being launched in the UK, all be it under a Chevrolet badge and not a Holden one!

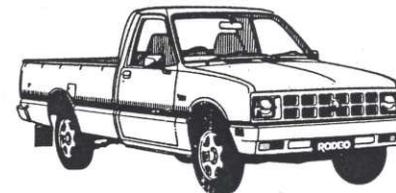
There was a small item on this car in the May/June edition of our magazine (page 8).

Enjoy your summer whether it be wet or dry.

Regards

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

Ken



GM approved:

The right accessories for the right car... TORANA LH



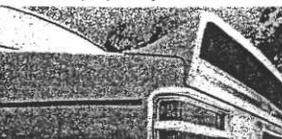
CHOICE OF 3 SUPERB 'AIR CHIEF' CAR RADIOS: 13-transistor push-button, 11-transistor push-button or manual, 8-transistor manual.

'AIR CHIEF' RADIO/STEREO CASSETTE PLAYER. Combination radio and stereo cassette player styled for Torana.

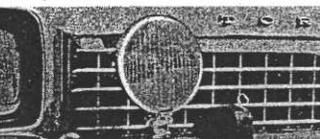
BUMPER GUARDS. Solid rubber absorbs minor bumps, prevents damage to body work.



SUNSHADE. Reduces glare, alleviates eyestrain, helps keep interior cool and comfortable.



REAR AIR SPOILER. Provides extra stability during high performance driving.



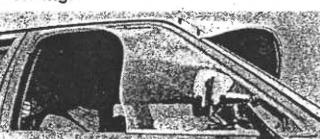
AUXILIARY DRIVING LAMPS. Quartz iodine lamps provide long distance illumination for night driving.



TOW-BAR. Strong, reliable. GMH-designed for towing caravans, trailers, boats.



VENETIAN SHADE. Shields rear seat passengers from direct sunlight, adds to car's appearance.



WEATHERSHIELD. Deflects wind and rain when driving with window open. Standard or vented, tinted or clear.

Ask your Holden Dealer to fit them now - enjoy the benefits right from the start.



H235

24/6/09

David Hart.
20 Ronelean Rd,
Totworth
Surrey
KT6 7LJ

Dear Ken,

In classic and sportscar July 2009 issue they run a superb 5 page feature on the Chrysler Valiant Charger, Ford Falcon GTHO and Holden Monaro. Well worth getting

regards
David Hart

4/7/09

Dear Ken,

Just to let you know 'Redline' Magazine August 09 issue features a 1,017 bhp modified 7.0 litre Holden Monaro (a uk car) in a 4 page colour feature. Well worth getting

regards
David Hart

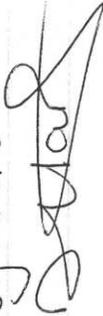
13-6-09

David Hart.
20 Ronelean Rd,
Totworth
Surrey
KT6 7LJ

Dear Ken,

Total Vauxhall magazine, July
2009 issue has a great feature on
the company Monkfish who
specialize in tuning Holdens in the
UK. Great pictures including 2 Maloo
R8 wt's.

regards



GM's Pontiac demise dents Holden plant

Mark Skulley

GM Holden faces a further blow through its US parent General Motors axing the Pontiac brand that accounted for about 30 per cent of its Australian car production last year.

The management of General Motors was due to hold a press briefing in Detroit overnight to update its forced restructuring plans, including a further rationalisation of brands as it scrambles to avoid filing for Chapter 11 bankruptcy in the US.

Holden has been exporting a rebadged and revamped Commodore to the US as a Pontiac G8, which provided valuable export earnings as the Australian market for larger cars declined when consumers began to switch to more fuel-efficient vehicles.

The local car maker made about 119,000 cars last year at its plant at Elizabeth in Adelaide's north, including 36,000 Pontiacs bound for the US as well as cars for the Middle East.

Holden spokesman Scott Whiffin said yesterday that GM management would update its viability plan overnight and he did not want to preempt that by commenting beforehand.

GM said initially it wanted to

retain Pontiac as a niche brand with one or two models, but US President Barack Obama ordered GM and Chrysler to push ahead with more sweeping overhauls of their operations to justify receiving billions of dollars in government aid.

The Pontiac was first produced 83 years ago and has featured in songs and movies such as *Smokey and the Bandit* with Burt Reynolds, but recent attempts to market it as a performance brand stalled when GM ran into the massive slump in US car sales and its own internal troubles.

The expected axing of the brand comes as thousands of Holden workers are due to return to work in Adelaide today after taking off an extended number of non-production days as the company tries to match output with the lower demand.

In Australia, Holden has about 6500 employees and is trying to avoid mass job cuts by merging two production shifts into one, starting from May 4. Two groups of production workers will work alternate weeks, with the company paying them for half the down days of the week when they are rostered off.

Holden management and the Rudd government have argued that the Australian operations are viable and that GM is committed to making a four-cylinder car in Adelaide from 2010. But it is still expected to cut hundreds of design and engineering jobs in coming weeks.

GM last week announced plans for further plant closures in the US, while Chrysler LLC faces a Thursday deadline to announce its own restructure and to sign an alliance with Italy's Fiat.



HOLDEN

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

News

Tuesday, 23 June 2009

HOLDEN WELCOMES FEDERAL PUSH FOR LIFE-SAVING TECHNOLOGY AS STANDARD ON LOCAL VEHICLES

Holden has welcomed the Federal Government's decision to introduce a new Australian Design Rule making Electronic Stability Control (ESC) mandatory on all new passenger cars and SUVs.

Federal Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon. Anthony Albanese, announced today in Canberra the new regulation would come into effect from 2011.

Speaking at the event, FCAI President and Holden Chairman and Managing Director Mark Reuss praised the Government's decision to introduce a standardised national approach to vehicle safety rather than allowing a state by state rollout to occur.

"Mainstreaming ESC technology in passenger cars and SUVs will save lives – it is as simple as that," Mr Reuss said.

"This new regulation supports what Holden is already committed to achieving – that every next generation Holden, including light commercial vehicles, will have ESC as standard, if not already standard.

"ESC greatly improves vehicle safety performance and is probably the most significant advance in vehicle safety since seatbelts were made compulsory in the early 1970s.

"ESC is all about avoiding crashes – fitting ESC as standard is absolutely the right thing to do for all motorists."

Holden has equipped its entire range of locally built vehicles with the acclaimed safety technology as standard, including the Holden Ute.

ESC is widely acclaimed because it helps drivers avoid crashes where emergency action has been taken, rather than focussing on minimising harm if they do crash. International studies have suggested that ESC can prevent more than 30 per cent of single vehicle accidents.

ESC greatly improves vehicle safety performance in situations where the driver takes emergency action to avoid a collision. It does this by electronically correcting vehicle paths through individually applying brakes to each wheel and managing engine torque.

Year-to-date in 2009 ESC has been standard on over 80 per cent of all Holden passenger cars and SUVs sold.

Holden safety: Decades of industry leadership

Holden has a safety pedigree dating back to its 1966 decision to be the first Australian manufacturer to fit seat belts on all models. Three years later, Holden opened Australia's first automotive safety testing laboratory to support its work.

Other milestones for Holden, as an Australian automotive manufacturer include:

- 1990 - first to fit Independent Rear Suspension to a large car
- 1992 - first to introduce anti-lock braking
- 1992 - Australia's first national field accident research program in partnership with Monash University Accident Research Centre
- 1993 - first to fit driver airbag system
- 1995 - first to fit passenger airbag system
- 1997 - first to offer traction control
- 1998 - first to fit side impact airbags
- 2000 - first family car range to provide anti-lock braking as standard
- 2004 - ESC offered for first time on locally built sedan (VZ Commodore Acclaim and V6 variants of Calais, Statesman and Caprice)
- 2005 - ESC made standard on the VZ series Adventra all-wheel-drive wagon
- 2006 - first to fit ESC standard on all locally built new generation sedans
- 2007 - first to fit ESC standard on all locally built new generation utes
- 2008 - ESC standard on all locally built new generation wagons

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

Video footage can be provided on request.

For media enquiries contact:

Kate Lonsdale
Product Communications Manager – GM Holden
(03) 9647 2293 or 0409 629 608
kate.lonsdale@gm.com

THE RUNAWAY UTE

Back in the nineteen fifties, not long after the Lang Lang Proving Ground started operating, the then Experimental Engineer Charles Paterson and the Proving Ground Supervisor Jack Joyce decided it would be a good idea to test the Armco barrier that runs around the top perimeter of the 5 km circular speed loop.

They found a prototype FE utility which had done its testing and was ready to be scrapped. The idea was to lash the steering on right hand lock, jam the accelerator wide open, push start the car in top gear and let it crash into the armco to simulate a possible loss of control situation.

A fair audience had gathered to watch this exercise, and the proto ute was duly pushed from behind by another vehicle until the motor fired, and it went careering up the banking gathering speed rapidly. As planned, it impacted the safety barrier, but then things deviated from the script. The rope holding the steering wheel on lock broke in the crash impact, and the ute, now free to find its own way, sped off around the loop at max speed.

After the driverless ute had done several circuits, applauded by the onlookers, Charles Paterson decided to give chase in his big company Chevrolet. It was not clear just what he hoped to achieve by following the runaway vehicle, but as he was catching it up a stone was thrown up and shattered the windscreen of the Chev. The toughened glass screen went opaque, as they tended to do, so Paterson slowed down dramatically due to lack of vision.

Crawling slowly back to the exit, it suddenly dawned on Paterson that there was a runaway ute thundering up behind him at high speed. He pulled to the side just as the ute screamed past at around 90 miles per hour.

As all of this fun was eating into valuable test time on the loop, Jack Joyce went off to get his rifle, with the idea of shooting the ute's tyres out and slowing it that way. This also failed, and the car was left to run around until it either blew up or ran out of petrol. Meanwhile, back at the Experimental office at the bend where I was a junior Engineer, we were being updated at regular intervals by the PG Durability office. We even ran a sweep to predict how many laps the ute would do.

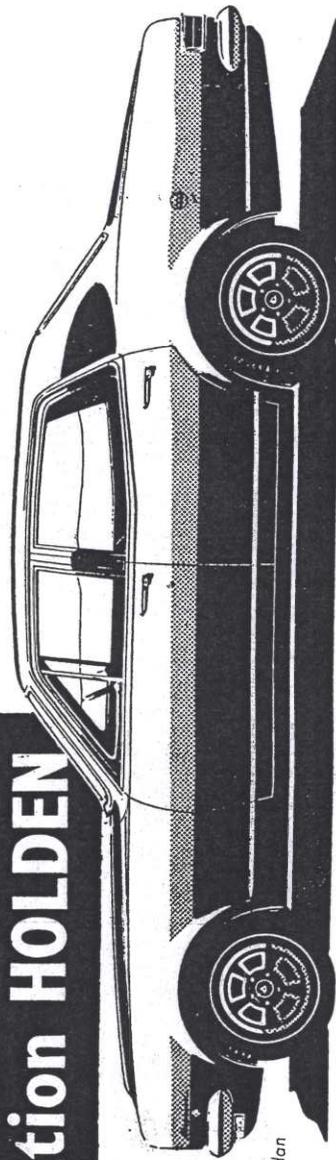
The saga came to a rather anti climactic end when the weary ute ran out of fuel, ran off the inside banking of the loop and gently rolled over.

BOB WATSON - 30/08/02

Submitted by
STU SMITH

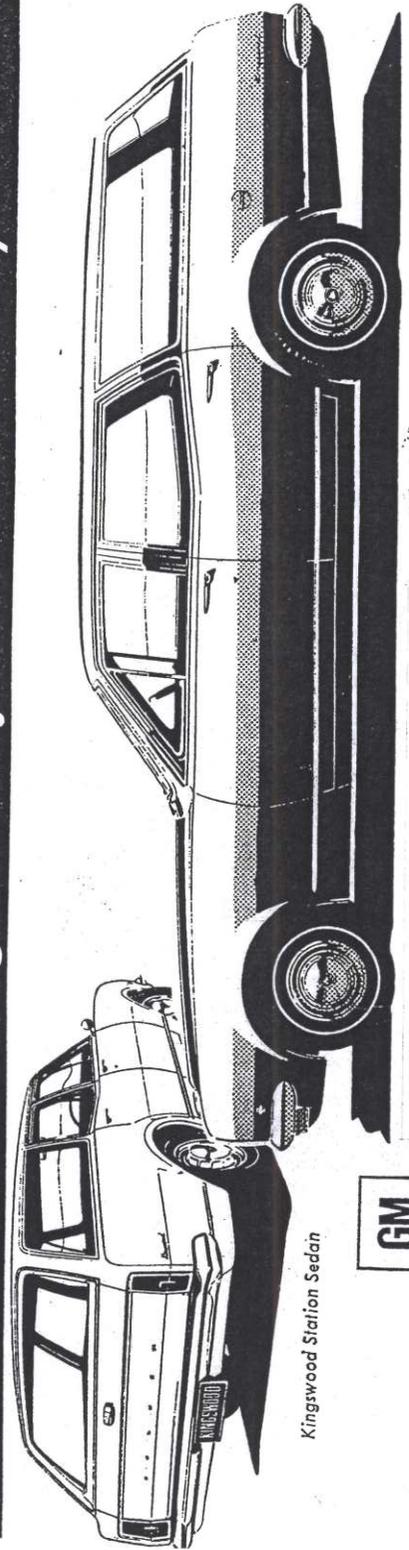
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TEMPORARY GASKETS

If you are stuck in the middle of nowhere with a non-operating thermostat (not opening) and upon removing the dud thermostat you damage the gasket, help! Well, if you have a spare fan belt, which has the cardboard label on it, then this can be used for a gasket. First, cut out the shape of the gasket using a small hammer and the thermostat housing. Then coat both sides of the gasket with grease (usually available around ball joints) or oil (which can be taken from the engine by the dipstick) this stops the cardboard gasket absorbing the water and you have a gasket which will get you home or to a local garage.

MAKING CORK GASKETS FIT

When you buy new old stock gaskets for an older car they have obviously been in storage a long time and may have been on swap meet stalls in hot sunshine or drizzling rain. The result is that the cork gaskets often do not fit and you wonder whether or not you have 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 when in the sun.

If your cork gaskets are a shade too small, do not strain them into position but float them in a bath of water for some time to expand them. If they are a shade too big, dry them out under the sun.

PLUG IT WITH A HOSE PIPE

Ever fumbled and cursed when you are trying to fit spark plugs back into tight places where there is precious little room to get your fingers? I used to until a few years ago when a more experienced mechanic told me his secret. He kept a short piece of ordinary garden hose in his toolbox, which he pushed over the end of the plug insulator to make an extension. It also came in useful to take the plugs out of a hot engine once they were loosened, particularly when they were near the exhaust.

OIL PRESSURE SWITCHES

If you own any of the following cars, Hillman Hunter, Holden FJ (1948-56), BMC front wheel drive, VW or Triumph 2000, then sometimes you could be lucky. This being because all these cars use the same oil pressure switch which is available from your local specialist.

If you cannot get the correct air filter for your car, do not replace the outer housing. Buy an aftermarket filter and fit it inside the existing housing. This way the car still looks standard and you have a re-usable filter, which may also improve your vehicle's performance and economy. This modification can also be carried out on vehicles fitted with an oil bath filter.

Restored Cars #195, Jul-Aug 2009

We have to roll up our sleeves and get our knees dirty
Howard Wilkinson, Radio 5 Live

FINALLY, hats off to the Superdrug store chain for its innovative use of units of measurement. When Trevor Henry went there to buy a new toothbrush recently, he checked the price on the shelf below and discovered that it was £1.44 – equivalent, the note went on to tell him, to £7.58 per metre.

NIGERIA Police in Lagos are holding a goat on suspicion of attempted armed robbery. Vigilantes claim the animal is an armed robber who used black magic to transform himself into a goat after trying to steal a Mazda 323.

thelondonpaper
www.thelondonpaper.com

The first Holden set the mould for Aussie cars, writes **GRAHAM SMITH**

HOLDEN is breaking out the bubbly this year in celebration of the 60th birthday of the first Holden, the humble 48/215 "Humpy".

The 48/215 was launched in November 1948 and soon became a favourite with motorists. They appreciated its ruggedness, zippy performance and economic running.

The 48/215, more popularly known as the FX, was born out of a desire by the Chifley government to have a car industry and was built by a team of General Motors engineers here and in the US.

In 1946 Holden sent engineers to the US, where they joined a group of Americans to work on the project.

That first Holden is now a much-loved classic, keenly sought by enthusiasts.

MODEL WATCH

THE first Holden defined the Australian car.

Before it was launched, Australians drove a mixture of big American cars and small British models.

The Holden fell between the two and set the mould for Aussie cars.

Not surprisingly, being built by an American company it had many of the attributes of American cars.

It was smaller, lighter, simple in design, tough and reliable — perfect for a developing country with a network of poor-quality roads.

Unlike the British cars of the time, which were slow and relatively unreliable compared with their American counterparts, it could accommodate a family of five in comfort, had good performance and economy and plenty of ground clearance.

At first there was only the sedan, but that was joined by a ute in 1951 and a business sedan in 1953.

There also was only one engine: the great old grey, a 2.17-litre overhead valve six-cylinder unit that was as tough as nails.

Behind it was a three-speed column shift manual gearbox, again the only choice.

On the road it would reach a heady 130km/h after taking 19 seconds to reach 100km/h.

Before the car was superseded by the FJ in 1953, Holden had built more than 120,000 "Humpys".

ON THE LOT

BUYING an early Holden is something of a lottery. Cars vary from rusty wrecks not worth restoring to untouched originals in pristine con-



Built to last: Phil Munday's Holden 48/215 was simple in design, tough and reliable

dition and lovingly restored beauties worth plenty.

A typical 48/215 can cost anywhere from \$500 for one in need of complete restoration to \$25,000 for one that goes well and is in generally good original condition.

Rarer cars, such as early numbered ones, can be worth hundreds of thousands of dollars.

Business sedans with all of their special features are worth up to twice as much as a sedan, as are utes.

IN THE SHOP

BEWARE the rusty wreck unless you're a proficient body repairer, because they cost a fortune to restore.

Look for originality. Make sure

the car — particularly if it's a business sedan — still has everything it had when it was built.

Mechanically, there's nothing that can't be replaced or rebuilt.

The engine is easy to rebuild, as are the gearbox, rear axle and suspension.

Body and trim parts are getting harder to find, so it's worth checking with the Holden clubs to find out what's available and where to get it.

Our owner, Phil Munday, has a lot of cars and even more parts. They are mainly for his own use, but he will help out if someone is really stuck.

IN A CRUNCH

DRUM brakes, narrow cross-ply

tyres, unsophisticated suspension, vacuum wipers, no windscreen washer or demister ... the 48/215 wasn't designed with modern safety requirements in mind. It's not a car to own if you're concerned about its crash performance.

But it does have strong BHP steel, a tough body and big bumpers.

AT THE PUMP

THE 48/215 was renowned for its economy. Tests at the time had the 48/215 doing the equivalent of 8.0 to 9.5L/100km, which is pretty good even by today's standards.

OWNER'S VIEW

THEY call Phil Munday "Mister Humpy" because he has so many of the cars. They're great to drive when restored to original condition, he says.

"They're not like a modern car, but restored with new bushes in the suspension and new shocks, they're great to drive. I'd drive any one of mine anywhere."

BOTTOM LINE

A COLLECTABLE Aussie classic that will grow in value.



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