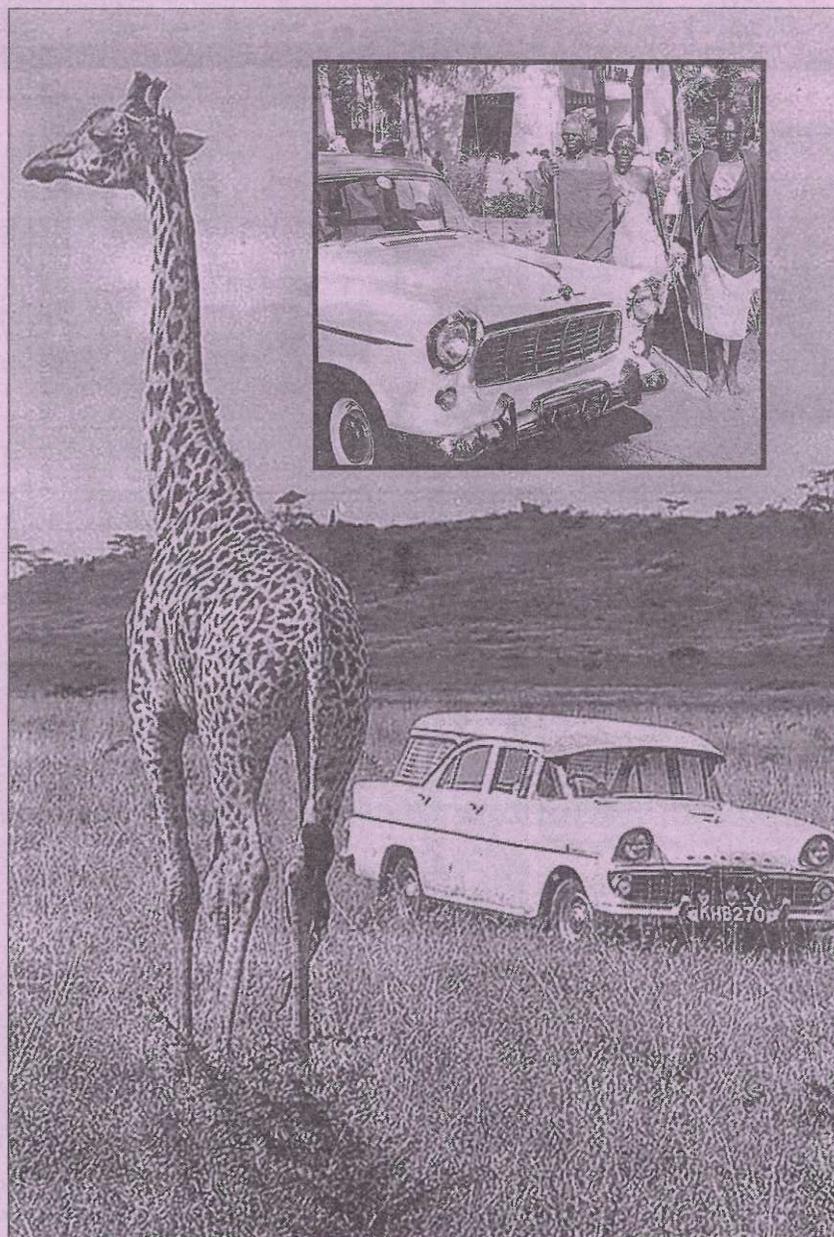


ISSUE 130

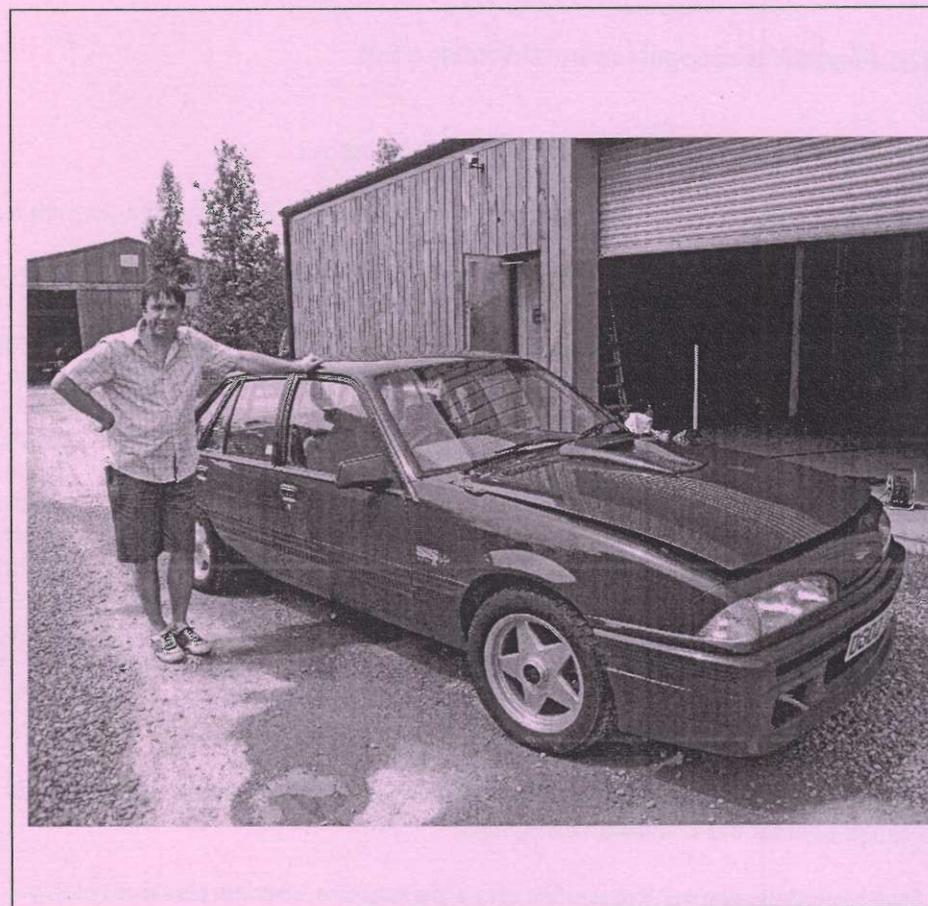


Holden Business

September/October 2009



TALL ORDER: An EK Holden wagon in South Africa in 1962 and, inset, an FE Holden in 1959.



FRONT COVER - Darren Duesbury VL Group A - Peter Brock car No. 498

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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,

The best of the summer is probably over now, but there is one more event to look forward to: The annual Bathurst Bash at the Ace Café in North London. This year it's on the 3rd October between 11am and 4pm. There is normally a good turnout of cars, mainly Holdens, but sometimes other Australian cars make an appearance, the odd Chrysler and Ford maybe. There is no need to book and no entrance fee, so just turn up and enjoy. Plenty of themed food in the Café too.



If you have looked at the Club website recently you may have noticed that we are now accepting some advertising. We are keeping this relevant and it has the advantage of keeping the membership fees low.

Regards

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

Ken

LETTERS

Dave,

I long time since we contacted, how are you keeping?

I am just tidying up our website and realised that your VN Commodore is still up there for sale. Do you still own it? If so I am quite happy to keep it there, but would you like any modifications to the advert.

Regards

Ken
Chairman
Holden UK Register
<http://www.holdenuk.co.uk>

Date sent: **Wed, 29 Jul 2009 04:31:54 -0700 (PDT)**
From: **David Barry <davebarrayau@yahoo.com.au>**
Subject: **Re: VN Commodore**
To: **holdenuk@ndirect.co.uk**

Hello Ken

Yes, long time no see. Heck, I sold the VN Commodore on Ebay about a year ago, so please feel free to remove it! Did I provide you with details of my 1938 Holden bodied Vauxhall 10/12HP saloon? I still have this one, plus a Holden bodied 1923 Willys-Knight tourer which is fully restored. I still ship stuff over from OZ, in fact I have a container landing tomorrow but nothing of interest to you in there. Unless you like Aussie Fords! I have a 1996 Falcon Panel Van coming.....it's my daily driver in OZ, but time to retire it so brought it over! Must be the only one in UK. I can usually find room for large or heavy car parts in my containers if needed. I charge £1 per kilo landed in UK with all costs paid. Collection from Chichester, West Sussex. Delivery to holding centres in Sydney, Brisbane & Melbourne is at sender's expense. Usually ship twice per year. Happy to help where I can!

Best regards

Dave Barry

Vauxhall VXR Insignia may be HSV – First Look

8 Jul,

Holden Special Vehicles hasn't been shy, previously, in suggesting that this car could come to Australia wearing a HSV badge in place of the Vauxhall/Opel badge.



**By Mandy Parry-Jones,
Goodwood, England**

In fact HSV Managing Director Phil Harding told *CarAdvice* last year that this was one of the cars he was seriously considering as an addition to the HSV range.

Tucked away in a far corner of the Supercar enclosure at the 2009 Goodwood Festival of Speed was a very important car making its public debut in the UK – the Vauxhall/Opel Insignia VXR.

Perhaps this was a telling sign that Goodwood is much bigger than the public debut of a street car, or maybe it was a telling sign that Vauxhall/Opel is lying low while a decision is made as to ownership of the company.

Other companies such as Audi, Toyota, Mercedes Benz, Mazda and Alfa Romeo had their own large feature stands in the main exhibition area but not GM.

While Goodwood echoed with the sound of screeching tyres and the roar of engines, not too far away in Luton, Vauxhall workers wondered about their future as Canadian company Magna continued talks with GM on a buyout.

Vauxhall's Insignia VXR is due to become public property just after Goodwood and this was the first time it had been seen in motion as it tackled the Goodwood hillclimb in demonstration runs twice a day.

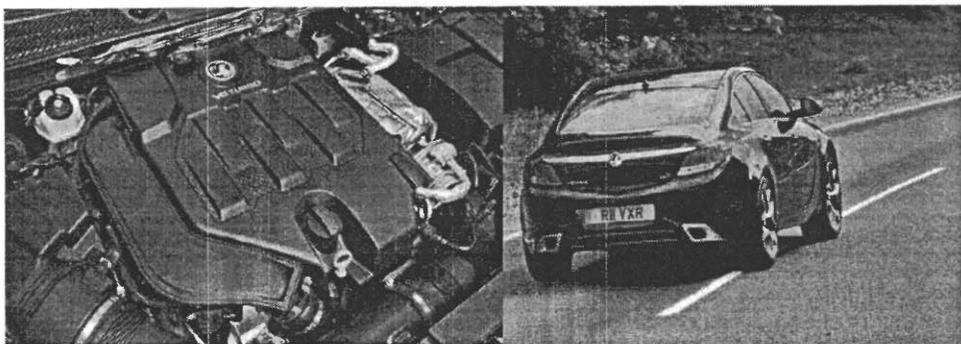


Recently Vauxhall in the UK said that it already had an order book with 15,000 names listed for the Insignia VXR out of a total of 30,000 due for production in its first year.

Firmly set in its sights are the likes of BMW's M3 and the Audi S4, a difficult couple to shoot down but the Insignia VXR just may be able to aim that high.

With a sub six second 0-60mph speed provided through the muscle of its 325bhp Insignia engine and forced to the ground through a sophisticated four-wheel-drive chassis, this car should have a good go at taking the fight to the loftier BMW M3 and Audi S4 even if only in terms of performance and not chic badging.

Vauxhall's 2.8 litre V6 Turbo ECOTEC spits out its power through the use of a micro-alloy forged steel crank, a 60-degree cylinder angle, a single, twin-scroll turbocharger and variable valve timing – it is a sophisticated powerplant.



It can easily top 240km/h and while we were not able to drive the vehicle it nevertheless was impressive at Goodwood, not such a given when surrounded by such lofty company.

As it is based on the 2009 European Car of the Year, the Insignia VXR has a very good working platform on which the company has mounted its 4X4 technology and refined it with extensive testing at Nurburgring in Germany.

Highlights of this package are a 'HiPerStrut' – GM talk for high performance struts – front suspension system with an adaptive 4X4 system that incorporates an electronic Limited Slip Differential (eLSD) and a 10 millimetre reduction in ride height over the Insignia SRi.

The HiPerStrut system is unique to the VXR and serves to reduce torque-steer and maintain negative camber during cornering, thus improving ultimate grip levels in wet or dry conditions.

Standard 19-inch alloy wheels, 20-inch lightweight forged alloys with bespoke tyres are also available; do little to hide the impressive Brembo brakes with colour-keyed callipers and vented/cross-drilled discs.

Looking over the car at Goodwood, where it was shoehorned under a canopy was difficult, made all the more so as it was surrounded by some of the most outstanding supercar designs on the planet.

But when separated away from the Bugattis, the McLarens, and the Pagani Zondas sharing the paddock, you can see a design that shows finesse, there is hint of tearaway lurking under the guise of a softly shaped sedan.

Its plain bonnet and main grille are underscored by a deep bumper with twin mesh grilles and scoops flanking each side. From the back the rear spoiler and dual chrome exhausts signal its fiery intentions.

There is a touch of Alfa Romeo styling to the rear but the front shows definite and clear GM roots that said, the two meet beautifully creating a low purposeful sports design that is individual enough to stand out but not so quirky that it disenfranchises the masses.

Inside the stylishly simple, spaceship inspired Recaro front seats are figure hugging and sit you perfectly behind the two-tone steering wheel.

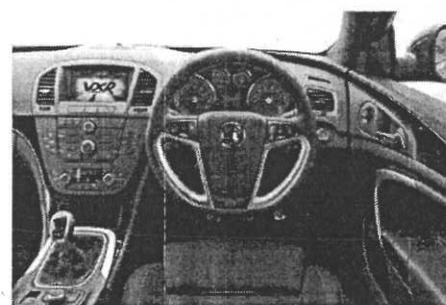
Just a personal observation but the centre console seemed a little too cluttered however, the rest of the interior had nice touches but appeared quite dark, lifted only by the touches of silver. It was a hot day and it was hot inside.

Vauxhall/Opel is planning to cover all angles with the Insignia VXR by introducing hatch, sedan and sports tourer (read station wagon) versions.

The sports tourer version is the fastest station wagon that Vauxhall has ever put its name to and is the first to incorporate Adaptive 4X4 and an eLSD.

Well Mr Harding just when will these start wearing the HSV badge down under?

All VXRs are available with a colour palette comprising Arden Blue, Power Red, Carbon Flash Black, Silver Lake, Olympic White and Technical Grey.



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From the
Herald Sun
Friday 14/8/2009

Hard times at the sharp end

THEY share a taste in sharp suits, but incoming GM-Holden chairman Alan Batey is no clone of Mark Reuss.

Batey takes over the corner office at Holden HQ in Port Melbourne from September 1. He moves into the top job as the industry passes through its most difficult time and sales are heavily in the red.

Batey acknowledges the past few years have been tough for not only

GM-Holden but the whole global car industry. However, he says he and Reuss have developed a plan to ensure the company's local future.

"Mark and I have been working together from the moment he arrived in Australia last year," he says.

That included restructuring the company's workforce, axing the Family II engine, expanding the global V6 engine facility and securing local production of the new Cruze

four-cylinder. And having Reuss in a senior product development role in the US is good news and a huge advantage at the negotiating table, Batey says.

"From an engineering perspective, Mark will be the leader of that from a global perspective. Will I tap into that? You bet. And we'll make sure we get what we need because Mark understands what we want here."



HOLDEN

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

News

4 August 2009

FUEL-SAVING HI-TECH ENGINES FOR AUSTRALIA'S BEST-SELLING COMMODORE RANGE

- Holden launches two advanced, Australian-built Global V6 engines
- First locally-built vehicle to use advanced Spark Ignition Direct Injection technology
- Significantly improved fuel efficiency, reduced CO2 emissions, better performance
- MY10 Commodore Omega sedan - Melbourne to Sydney in less than one tank of fuel
- Six-speed transmission standard on petrol Commodore sedan, Sportwagon and SV6 Ute

Australia's favourite car, the Holden Commodore, is set to slash motorists' fuel use and running costs with two new advanced V6 engines and other technology improvements.

The Model Year 10 (MY10) Commodore range will go on sale in September with the most fuel efficient Australian-built six cylinder vehicle in the market.

Commodore Omega achieves just 9.3 litres of fuel per 100 kilometres in the official ADR81/02 test – up to 13 per cent better than current models – making it more efficient than some major four cylinder competitors.

At 9.3 litres, a motorist travelling 20,000 kilometres could save \$325 at a current indicative price of \$1.25 and produce 600 kilograms less carbon emissions. A fleet user travelling 40,000 kilometres could save \$650 and 1.3 tonnes of CO2.

Holden will deliver the savings through two new engines offering the state of the art technology, Spark Ignition Direct Injection, a first for a locally-built vehicle.

An all-new 3.0-litre engine – the smallest Commodore powertrain offered to buyers in more than 20 years – and the familiar 3.6-litre displacement will be offered, depending on model.

The changes will be effective across the petrol sedan and Sportwagon range, as well as the SV6 Ute and the Statesman and Caprice long-wheelbase variants.

The engines are the centrepiece of a model year upgrade with fuel efficiency, lower running costs and consumer requirements firmly in mind.

A new six-speed automatic transmission will be matched with the new SIDI engines, weight reductions have been achieved, low rolling resistance tyres introduced and other fuel-saving upgrades installed.

The fuel efficiency achievements are among the most significant in Commodore's 31-year history as an Australian automotive mainstay.

The new technology conforms to strict Euro IV Plus emissions standards – currently the highest possible air pollution rating a petrol or diesel powered vehicle can achieve in Australia.

Using the Federal Government's Green Vehicle Guide as a measure, the Omega, Berlina sedan and Sportwagon and Calais sedan models achieve a 5.5 Greenhouse Rating and four stars.

GM Holden Chairman and Managing Director Mark Reuss said the introduction of the new engine technology would help Commodore to extend its 13-year reign as Australia's favourite car.

"People are telling us they want lower operating costs while keeping the flexibility of the Commodore's size – so that is exactly what we are offering," Mr Reuss said.

"Direct injection technology is a major step forward for the Australian car industry. It places a more refined Commodore amongst four cylinder competitors while delivering the space and flexibility which Australian car buyers clearly want.

"Australians and Australian families aren't getting any smaller, distances aren't getting any closer but customer expectations in terms of fuel efficiency and environmental impacts are changing fast.

"Holden understands that and this new technology is our response. It exploits the technology potential of an advanced, all-alloy engine made right here in Australia and makes it available to Australian car buyers."

Both SIDI V6 engines will join the Holden EcoLine range, designed to highlight the company's range of vehicles using alternative fuel or fuel saving technology.

All V6 engines for the Commodore range, Statesman and Caprice will be produced at Holden's Global V6 engine plant in Port Melbourne, Victoria. The vehicles are manufactured in Elizabeth, South Australia.

Engine overview

An all-new 3.0-litre SIDI engine – codenamed LF1 - will power the Omega and Berlina Commodore sedan and Sportwagon.

The 3.6-litre SIDI engine – codenamed LLT – will be available for the premium Commodore range including SV6, Calais and Calais V-Series models, as well as the SV6 Ute and the long wheelbase Statesman and Caprice range.

The 3.6-litre SIDI engine improves fuel economy in the premium models from 7 to 13 per cent. Calais boasts a 12 per cent improvement with fuel economy dropping from 11.2 to 9.9 litres per 100 kilometres on the ADR81/02 test cycle while retaining its luxury features and benefits.

CO2 emissions are significantly reduced with the 3.0-litre SIDI Omega sedan and Sportwagon boasting a 12 and 14 per cent improvement respectively.

All V6 SIDI models will receive a power upgrade. The 3.0 litre has increased output of 190kW from the 175kW of the previous engine, while the 3.6 litre is up from 195kW to 210kW per ECE regulations.

Spark Ignition Direct Injection Technology

Spark Ignition Direct Injection technology improves fuel efficiency while increasing available power and lowering emissions.

The technology works by injecting fuel directly into the combustion chamber allowing a higher compression ratio and precise fuel distribution.

By using a higher compression ratio, engine performance and efficiency is improved because less fuel is required to produce the equivalent kilowatts of power.

Direct injection technology also helps to reduce cold-start emissions by approximately 25 per cent.

The technology is found in more expensive European brands such as Audi and BMW. It has also been introduced in General Motor's flagship Cadillac brand in the United States.

Six-speed Transmission

With SIDI technology comes the 6L50 six-speed automatic transmission, delivering new levels of powertrain refinement with improved fuel economy, performance and shift feel.

The six-speed transmission allows reduced engine load at cruising speeds and a lower engine speed which improves fuel economy while reducing engine wear and noise.

Advanced clutch to clutch operations significantly reduce weight and size while reduced engine speed provides efficiency comparable to a manual transmission.

Fuel Efficiency

Vehicle	Engine	Transmission	Combined Fuel Consumption (l/100km)		
			MY9.5	MY10	Improvement
Omega sedan	3.0L SIDI	Auto	10.6	9.3	12%
Berlina sedan	3.0L SIDI	Auto	10.6	9.3	12%
SV6 sedan	3.6L SIDI	Manual	11.0	10.2	7%
SV6 sedan	3.6L SIDI	Auto	11.2	10.1	10%
Calais sedan	3.6L SIDI	Auto	11.2	9.9	12%
Calais V sedan	3.6L SIDI	Auto	11.4	10.1	11%
Omega Sportwagon	3.0L SIDI	Auto	10.7	9.3	13%
Berlina Sportwagon	3.0L SIDI	Auto	10.7	9.6	10%
SV6 Sportwagon	3.6L SIDI	Auto	11.3	10.3	9%
Calais Sportwagon	3.6L SIDI	Auto	11.3	10.3	9%
Calais V Sportwagon	3.6L SIDI	Auto	11.3	10.3	9%
SV6 Ute	3.6L SIDI	Manual	11.4	10.2	11%
SV6 Ute	3.6L SIDI	Auto	11.6	10.1	13%
Statesman	3.6L SIDI	Auto	11.5	10.3	10%
Caprice	3.6L SIDI	Auto	11.5	10.3	10%

CO2 Emissions

Vehicle	Engine	Transmission	CO2 Emissions (g/km)		
			MY9.5	MY10	Improvement
Omega sedan	3.0L SIDI	Auto	252	221	12%
Berlina sedan	3.0L SIDI	Auto	252	221	12%
SV6 sedan	3.6L SIDI	Manual	260	242	7%
SV6 sedan	3.6L SIDI	Auto	266	241	9%
Calais sedan	3.6L SIDI	Auto	266	236	11%
Calais V sedan	3.6L SIDI	Auto	270	241	11%
Omega Sportwagon	3.0L SIDI	Auto	256	221	14%
Berlina Sportwagon	3.0L SIDI	Auto	256	228	11%
SV6 Sportwagon	3.6L SIDI	Auto	269	245	9%
Calais Sportwagon	3.6L SIDI	Auto	269	245	9%
Calais V Sportwagon	3.6L SIDI	Auto	269	245	9%
SV6 Ute	3.6L SIDI	Manual	269	242	10%
SV6 Ute	3.6L SIDI	Auto	274	241	12%
Statesman	3.6L SIDI	Auto	272	245	10%
Caprice	3.6L SIDI	Auto	272	245	10%

LPG

Holden's popular dual fuel LPG range retains the 3.6-litre Alloytec Multi-point Fuel Injection V6 engine and delivers improved fuel economy and CO2 emissions.

Fuel efficiency is improved in the Omega sedan LPG from 14.2 to 13.4 litres per 100 kilometres per ADR81/02 – a six per cent reduction.

CO2 emissions are reduced six per cent from 230 to 217 grams per kilometre, making it the most carbon friendly vehicle in the Commodore range, achieving a greenhouse rating of six in the Green Vehicle Guide.

Pricing

Most models will achieve carryover pricing, despite the increased technology and running cost savings. Only the Omega and Berlina models will receive a \$700 increase to the Recommended Retail Price.

Global V6 Engine Overview

Launched in 2003, the GM Global V6 engine family has powered a variety of car, truck and light commercial applications around the world.

The Global V6 engine family was created by GM to fulfil its strategy to build a new generation of sophisticated, engines for worldwide application in premium and high-performance vehicles. One of the prime objectives was to create a highly flexible platform from which a range of cost-effective variants could be developed.

The engine boasts all-aluminium construction and comes in various displacement sizes. The all-alloy construction offers features such as dual overhead camshafts, 24-valve per engine and continuously variable cam phasing. The engines can be used for front, rear or all wheel drive vehicles and are compatible with hybrid electric applications.

Global V6 Plant – Port Melbourne

Commencing in late 2003, the Port Melbourne Global V6 plant is one of General Motors' newest and most advance powertrain manufacturing facilities.

Given five years of strategic development, the manufacturing of global variants for markets around the world, the development of Holden's own Alloytec variant and the commissioning of a \$400 million engine plant, the Global V6 engineering and manufacturing project is the most significant engine program ever undertaken by an Australian vehicle manufacturer.

Technical Specification

ENGINE	3.0L SIDI V6 (LF1)	3.6L SIDI V6 (LLT)
Application:	VE MY10	VE, WM MY10
Type:	Internal combustion	Internal combustion
Displacement (cc):	2997	3564
Bore & stroke (mm):	89.0 x 80.3	94.0 x 85.6
Block material:	Sand cast aluminium (319) with cast in iron bore liners	Sand cast aluminium (319) with cast in iron bore liners
Cylinder head material:	Cast aluminium (319 semi permanent mould)	Cast aluminium (319 semi permanent mould)
Valvetrain:	DOHC 4 Valves / cyl	DOHC 4 Valves / cyl
Fuel delivery:	Direct Injection	Direct Injection
Compression ratio:	11.7 : 1	11.3 : 1
Horsepower (hp / kW @ rpm):	190 @ 6700	210 @ 6400
Torque (lb-ft / Nm @ rpm):	290 @ 2900	350 @ 2900
Recommended fuel:	91 RON	91 RON
Emissions controls:	Euro IV+	Euro IV+

TRANSMISSION	6L50E
TransmissionType:	Electronically controlled automatic overdrive transmission with torque converter clutch. Clutch to clutch architecture with integral Electro/ Hydraulic controls module
Gear ratios: (:1):	
First:	4.06
Second:	2.37
Third:	1.55
Fourth:	1.16
Fifth:	0.85
Sixth:	0.67
Reverse:	-3.2
Final drive ratio:	3.27

Media Notes

Imagery: broadcast-quality vision of the Global V6 engine facility are available upon request. Images can be found at www.media.holden.com.au

Holden Audio News Grabs: Broadcast-quality audio news grabs of Holden Chairman and Managing Director, Mark Reuss, discussing today's announcement can be downloaded from www.mediagame.com.au. Login details are available on the site.

Facebook: More information is available at www.facebook.com.au/holdenaustralia

Twitter: Notifications and updates will also be provided via Twitter (#Holden) at www.twitter.com/holdennews

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HOLDEN

AUSTRALIA'S OWN PANEL VAN

HOLDEN PANEL VAN ABRIDGED SPECIFICATIONS

ENGINE: Six-cylinder, overhead valve design, unit power plant type; 3-point rubber suspension, one at the front and one at each side of the flywheel housing. Bore 3 in. Stroke 3 1/2 in. Displacement 132.5 cu. ins. S.A.E. or R.A.C. rating 21 h.p. maximum brake horse-power 60 at 3,800 r.p.m. Maximum brake torque 100 ft. lb. at 2,000 r.p.m.

COMPRESSION RATIO: 6.5 to 1.

CRANKSHAFT: drop-forged, heat treated, fully counter-balanced with a Harmonic Balancer.

PISTONS: Aluminium alloy, two torsional type compression rings and one oil control ring, all above piston pin.

CAMSHAFT: Four-bearing steel forging with integral cams and helical gear for distributor and oil pump drive.

CONNECTING RODS: Length, 5 3/8 in. Piston pin, 3/4 in. dia. Steel backed Babbitt crankpin bearings. Connecting rods heat treated. A jet is incorporated in connecting rod to deliver oil positively to the thrust side of the cylinder bore. Small end of connecting rod bushed with bronze bushing to take piston pin.

OILING SYSTEM: Full pressure system embodying gear type pump whence oil is fed through a short pipe to a main gallery drilled lengthwise through the crankcase. Cross-wise passages carry oil from gallery to camshaft bearings, main and connecting rod bearings and timing gears. Crankpins are lubricated through holes drilled in the crankshaft, and oil jets from connecting rod big ends lubricate cylinder bores. Lubrication of rocker gear, tappets, etc., is provided by a pipe from the cylinder block to the valve rocker shaft.

CRANKCASE VENTILATION: Ventilation of the engine crankcase, valve cover, etc., is provided by air intake through gauze filter, integral with the oil filler cap. Air passes through rocker and push rod chambers, picking up engine fumes which are drawn from the push rod chamber via a ventilator pipe located externally on R.H. side and communicating with push rod chambers. Pipe is extended downwards with lower end shaped to give extractor effects so as to maintain a constant flow of air through the crankcase.

FUEL SUPPLY: Stromberg double venturi drop-draught type with vacuum-controlled power jet and positive action accelerating pump connected to the throttle control linkage. Hand-controlled choke with throttle cracker. Octane selector provides for regulation of timing to suit grade of petrol used. A.C. fuel and vacuum booster pump, with glass filter bowl, driven by an eccentric on camshaft and located at front right side of engine. 9 1/2 Imp. gal. capacity tank attached by screws to brackets protruding from under floor of load compartment, towards front and on left-hand side. Filler neck extends through left rear-quarter panel of body, just in front of rear fender. Fuel mixture heated (thermostatic control) in 3-port intake manifold heat chamber. Exhaust muffler flexibly mounted L.H. side. A.C. air cleaner and silencer (provision made for oil bath air cleaner).

ELECTRICAL — IGNITION: Distributor fully automatic — centrifugal and vacuum type advance control — coil mounted on dash — 6 volt starting motor, flywheel operated by dash push button. Generator — 6-volt, 33 amps. — drive ratio 1.71 to 1. Cut-out relays incorporated as part of voltage and current regulator, 14 mm. spark plugs.

ELECTRICAL — BATTERY: 6-volt, 11 plate, mounted on R.H. side of dash under engine hood. Headlamps are mounted in front fenders, incorporating parking lamp. Dimmer switch located on toe board. Dome lamp with integral switch, combined single tail, stop and licence plate illumination lamp, single horn mounted between radiator and grille.

TRANSMISSION: Three speed type with helical gears all round and synchro-mesh for second and high speeds. Gear shift lever mounted on steering column. Three forward speeds and one reverse. Ratio: 1st, 2.98 to 1; 2nd, 1.59 to 1; 3rd, direct; reverse 2.98 to 1. Transmission extension with outboard bearing to reduce length of propeller shaft.

PROPELLER SHAFT: Open propeller shaft type with Mechanic's needle bearing universal joints at front and rear. Rear supporting flange splined to hypoid pinion and retained by special high strength nut.

WHEELBASE: 103 ins.; overall length (with bumper) 172-1/3 in.; overall width (over rear fenders) 66 7/8 in.

CLUTCH: Single plate, dry disc, diaphragm type spring; driven plate cushioned to the hub by four high rate coil springs. Moulded facings riveted to plain faced driven plate. Clutch release bearing is sealed ball bearing.

COOLING: Cellular type radiator with pressure cap. Thermostat for control of water temperature — bellows type). Water pump of centrifugal type, 4 blade fan.

REAR AXLE: Banjo construction, semi-floating spiral bevel hypoid drive. Gear ratio, 3.888 to 1.

BRAKES: Four wheel hydraulic semi-huck type internal expanding, articulated shoe type; brake drums are composite cast iron and steel with cooling ribs for heat dissipation.

HANDBRAKE: Operates mechanically on rear Service Brakes through cable control. Handbrake control located under instrument panel on R.H. side of driver.

WHEELS: Demountable disc wheels, with drop centre type rim integral with wheel — size, 15 x 4.001. Stainless steel hub caps.

TYRES: Low pressure balloon, 5.50 x 15 — 4 ply. Optional tyre equipment 5.90 x 15 — 6 ply. Spare wheel and tyre located horizontally on a specially designed carrier in a well under rear of load compartment floor. Chain clearance provided for both 5.50 x 15 tyres and 5.90 x 15 tyres.

STEERING: Worm and sector type. Two spoke steering wheel, 16 1/2 in. dia., with horn button at centre and hard rubber rim. Gear ratio, 14 to 1.

TURNING CIRCLE: 37 feet.

PROTECTIVE OWNER-SERVICE POLICY

The well-known General Motors-Holden's Ltd. warranty protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. Through the GMH dealer-owner Service Policy you are also entitled to two thorough inspections and adjustments of your Holden without charge. Holden spare parts and expert service available throughout Australia. Specifications and equipment subject to change without notice.

G.M.A.C.'s Confidential Plan is available for your CONVENIENCE.

GENERAL MOTORS-HOLDEN'S LIMITED—BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, PERTH.

LANCE ANDERSON'S Time PIECES



In New South Wales they have changed the colour of number plates to black lettering on a yellow background. But don't expect to see every motor vehicle at present on the road with a plate of those colours. For example—

N.S.W.

V 1546

in white letters on green means that it is a van.

In N.S.W. agent's plates for cars and lorries are, for example—

N.S.W.

A 1576

in orange letters on white background. Here are a few others that keep visitors to Sydney guessing—

N.S.W.

M 0 1276

signifies city omnibus, but if it's a country bus you are looking at, you'll see, for instance—

N.S.W.

MO 1276

The luxury 'land-cruisers' tourist vehicles that take you around Australia and all similar tourist vehicles carry a plate like this—

N.S.W.

TV 1895

with yellow letters on black background.

N. S. W.
NUMBER
PLATES (1951)

N.S.W.

SV 546

It means that the vehicle concerned is a passenger car licensed to carry country mails—abbreviation for Service Vehicle. And if you see a car laden with men heading in the direction of a country race meeting and it has the following plate—

N.S.W.

HV 137

you know that if there's still room you can jump in because it's a country private hire vehicle.

N.S.W.

TR 1906

is a special number plate issued for trailers, sometimes varied to TT.

Motor cycles in N.S.W. carry a smaller plate than car-plates, with two initials followed by three figures, e.g.—

N.S.W.

AB 679

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