

ISSUE 212

Holden Business

May/June 2023



FRONT COVER – Charlie Bridgeman's 1999 HSV Commodore VT

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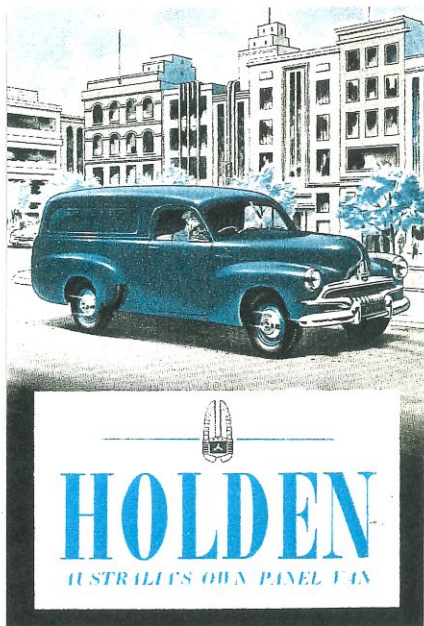
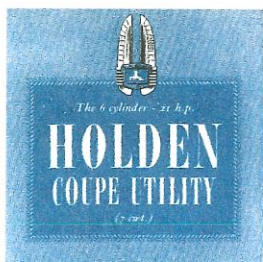
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EDITOR'S NOTES.

Hi all,

It has been a fairly quiet month on the Holden news front, no new cars arriving into the UK, that we are aware of and nothing much being offered for sale.

I do receive the occasional enquiry from people looking for a Holden to buy, recondition or restore, if you are thinking of selling your unused car, let me know and I might be able to put you in touch with a possible buyer. Remember that I am always happy to add a free advert to our website which has a good ranking on Google.



As usual I have re-printed a couple of fliers for car shows in the magazine. There is no guarantee there will be any Holdens there but if you are local they might be worth a visit anyway.

Regards

Ken



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HOLDEN MONARO GTS 350

Classic cars and plates are hot sellers



Torana SL/R 5000 replica

Torana gets \$67,750 at Manheim while a number plate hits \$1.6m at Shannons

By NEIL DOWLING

A REPLICA Torana SL/R 5000, recreated to look like the real deal, has sold in a brisk flurry of bidding at the recent Manheim auction for \$67,750 (plus fees).

The car, located in Tasmania and sold on Manheim's online auction, reproduced the 1974 SL/R 5000 externally and included an upgraded V8 engine and four-speed manual transmission.

The Manheim auction also sold a 2021 Mercedes-Benz AMG GT Night Edition coupe for \$245,000 (plus fees), close to its \$294,077 new-car price.

The sale of these two cars reflects ongoing interest in the classic and prestige car market despite some interest rate headwinds.

Meanwhile Shannons' latest online auction brought some big surprises, including the sale of a number plate that sold for \$1.6 million -- more than three times that of the auction's top-selling car, a 1970 Ford Falcon XY GT-HO

Phase III that fetched \$451,000.

Shannons said that number plates pulled big money at its recent Summer Online Auction that saw total auction sales of \$17.5 million of which number plates alone contributed almost \$12 million. It said NSW black and white early number plates were especially popular, contributing more than \$6 million in sales.

The top-seller of the 283 lots in the seven-day sale was the early Victorian number plate '80',

which sold for \$1,601,000.

Early number plates from New South Wales, Victoria and Queensland contributed a combined \$11,975.50 to the overall \$17.4 million auction result, in which 70 per cent of all lots sold.

Other outstanding number plate sales were \$421,000 for NSW '992' (the current Porsche 911 type designation); \$379,000 for the hallowed NSW Chevrolet and Holden engine capacity number

'327'; and \$251,000 and \$232,000 respectively for the NSW and VIC numbers '2023'.

The top-selling car was the XY GT-HO Phase III at \$451,000 with other highlights being a previous award-winning, restored 1970 Mercedes-Benz 280SE 3.5 V8 coupe that went for \$245,000 and a fully-restored 1969 Holden HK Monaro GTS 307 Coupe that sold for \$255,000.

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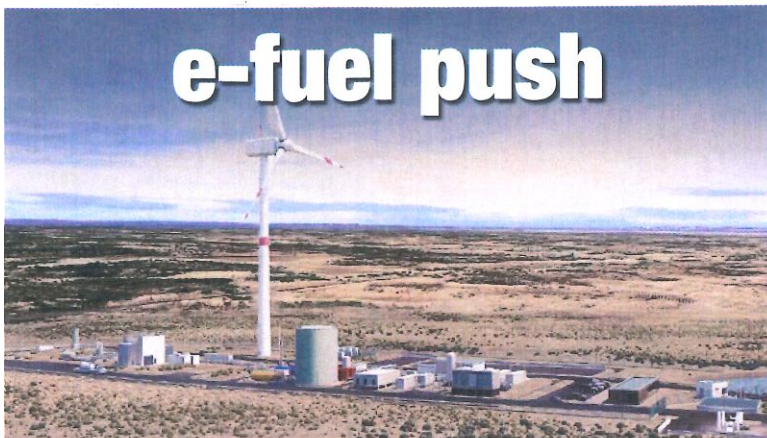
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EU moves to address push from Germany, Italy for e-fuels to sidestep 2035 ICE ban

By COBEY BARTELS

THE European Union's proposed 2035 internal combustion engine (ICE) ban could include an allowance for engines using synthetic e-fuels to continue after unexpected last-minute objections prevented a final vote on the matter from going ahead.

Germany has been offered a declaration by the EU – with no guarantee of success – that would include the potential for e-fuels to play a role after the sale of ICE-powered new cars is outlawed by the bloc in 2035.

The proposed ICE ban has been met by criticism from Porsche and Ferrari, which are pushing for e-fuelled engines to be exempt for use in their performance models.

Although niche manufacturers, Ferrari and Porsche have taken the fight to their prospective national governments in seeking

the exemptions. Germany has been particularly vocal in its push for e-fuel considerations, pursuing exemptions for internal combustion engines that run on CO₂-neutral fuels after 2035.

Opposition led to a scheduled final vote on the ICE ban – which was due to take place on March 7 and previously considered a mere formality – being delayed amid fears Germany could abstain from voting, alongside fellow opponent Italy.

Were e-fuels to be permitted, new ICE vehicles sold after the cut-off date would have to somehow be unable to operate on fossil-derived petrol and diesel, with which e-fuels are designed to be either chemically compatible or molecularly identical.

While 2035 ICE ban is aimed at electrifying Europe's automotive fleet, Germany believes e-fuels offer a carbon-neutral option for

combustion engines.

“The commission should come forward with a proposal (on) how e-fuels can be used, or how combustion engines which are run with climate-neutral fuels can be organised,” said German transport secretary Michael Theurer.

At a recent meeting in Stockholm, Mr Theurer reportedly told EU transport and energy ministers that while Germany is convinced electric vehicles are the “way to go”, other CO₂-neutral options should be considered.

“We need hydrogen (fuel cell) technology and also e-fuels, especially in heavy vehicles, in truck transport,” he was quoted as saying.

The EU law related to the 2035 ban requires the European Commission to propose how vehicles running on CO₂-neutral fuels can comply with climate goals if they are sold beyond the ban date.

“I think the discussion is not closed, even though the vote was taken,” said EU transport commissioner Adina Valean.

According to *Automotive News*, talks are set to take place between Italy, Germany and the European Commission in the coming weeks to establish an agreement.

The e-fuel technology involves producing synthetic fuel using captured CO₂ emissions, balancing out the CO₂ emitted during operation and enabling combustion engines to be operated into the future with simple modifications.

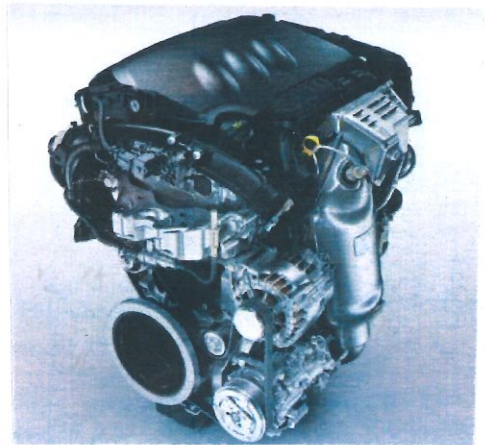
Captured carbon dioxide is

combined with hydrogen that was split from water, creating synthetic hydrocarbon fuel in a process reportedly powered by renewable energy.

Porsche has put its money where its mouth is, investing with e-fuel manufacturer HIF Global in synthetic fuel production plants around the world – including Australia – as it looks to find a way to prevent its iconic 911 model from going electric.

Last year Porsche announced plans to invest \$100 million in a HIF e-fuel plant in Tasmania that is expected to be in full swing by 2026.

Ferrari says it is also investing in e-fuel technologies, as well as clean lubricants and coolants, enabling the firm to “reduce emissions while continuing to use internal combustion engines that preserve our heritage”.



Stellantis is investigating ICE engine compatibility with ‘green’ e-fuels

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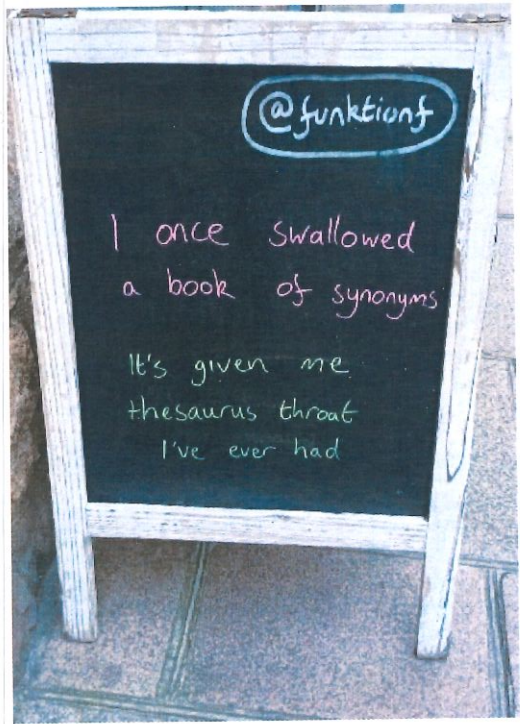


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Bits & Pieces ...



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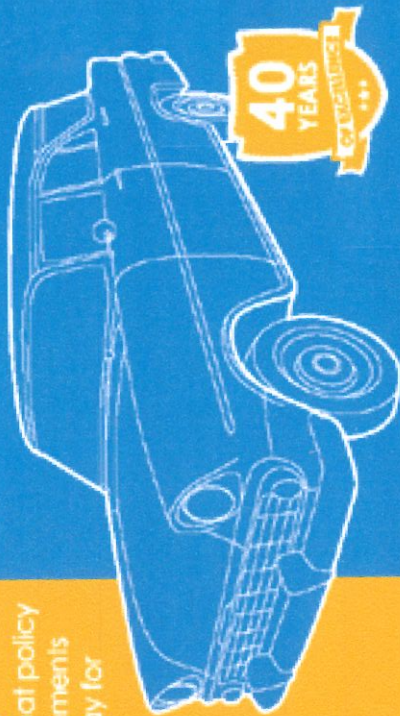
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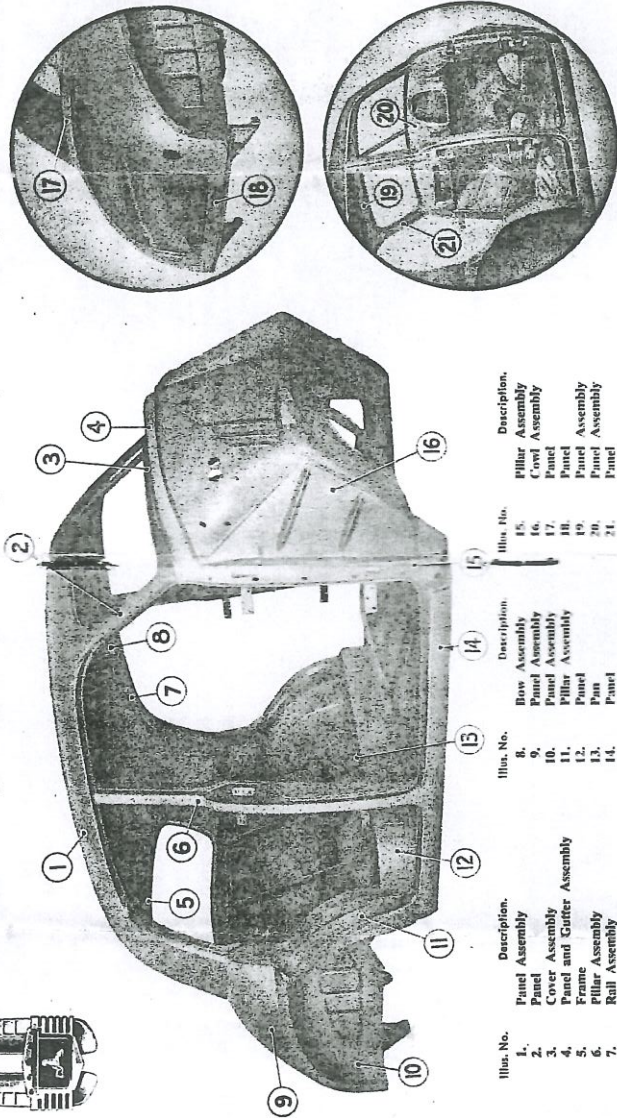
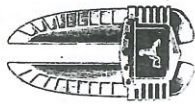


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Bard's Drive Classic & Vintage Car Rally 2023 starts at Honington Hall.
SATURDAY 22 JULY 2023



Arrive at 17th Century Honington Hall CV36 5AA (above) from 10am to 11.00, meet other classic, vintage and performance car owners, take photos and enjoy refreshments. Then tour around the beautiful Warwickshire countryside.

We are very grateful to Benjamin Wiggin for his kind permission for cars to meet in the grounds of Honington Hall.

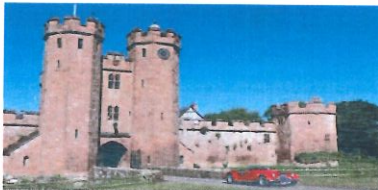
Proceeds from this event will go to repair and restore historic Warwickshire churches and chapels, preserving them for future generations.



Plan your own route around our recommended historic churches and classic car venues.

Take part in our fun Quiz if you wish.

Stop for a delicious lunch at a country pub or car venue.



Bard's Drive 2022 was held at Maxstoke Castle. Photos courtesy of: Above left: Michael Wharton (competition winner); Above right: Anthony Evans; Top left and top right: Jamie Wright.

£30 per car, including all passengers
(Does not include lunches and entry for car venues).

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