

ISSUE 220



Holden Business

September/October 2024



FRONT COVER – A smart FJ ute pictured in East Sussex recently.

COMMITTEE:

CHAIRMAN / EDITOR. Ken Garner, 39 Roebuck Rd, Chessington,
Surrey, KT9 1JY. Phone. 020 8287 4932 holden@holdenuk.co.uk

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy,
5A Gorseley Bank, Wirksworth, Derbyshire, DE4 4AD.
Phone: 07512785902 cawdronhardy@gmail.com

The Register was recognised by GM Holden

Club Website: <http://www.holdenuk.co.uk>

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HOLDEN BUSINESS, Back Issues.	No. 1-3	50p the Three
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A logo for 'EDITOR'S NOTES' featuring the text on a scroll with a small crown above the 'S' in 'EDITOR'S'.

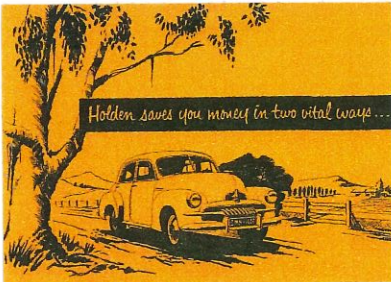
Hi all,

Happy Autumn, I hope you managed to get to some of the car shows during some of the fine and sunny days which have been around recently.

As you will see on page 4 we have added a reminder to renew your membership, if you have not already done so. We do allow a long grace period for renewal, but this has now expired so should you choose not to renew this will be your last copy of our magazine.



We are still getting the occasion request for information on importing a Holden in to the UK, it isn't as difficult as you might imagine and a number of vehicles have been arriving this year. We are still able, of course, to provide age verification certificates covering all Holden and Holden bodied vehicles requiring registration in there UK. which are accepted by the DVLA,



Regards

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

Ken



***IF YOU HAVEN'T.....
IT'S TIME TO RENEW YOUR SUBSCRIPTION.***

When we started in 1988, subscription was £13 ---- now it is just £10 which includes an electronic copy of our Holden Business magazine, or £25 for the printed and posted edition.

*Subscriptions are due every year on MAY 31st. We can't operate the Register without them and I'm sure members will agree we provide a really helpful service to car owners when they're in need of assistance. Now that GM Holden has disappeared we are even more valuable when you have difficulties with your car. Further we know that car interests change and if you are leaving us – best wishes.
If you don't renew – this will be your last Holden Business but please do – its easy on bank transfer or even by cheque or pay pal – see renewal form.*

Best Regards, Guy Hardy Membership Secretary.



GM announces record profits

Petrol cars boost half-year revenue to \$A138b despite negligible contribution from EV sales

By NEIL DOWLING

PETROL is still king in the US with consumers as General Motors announces a 60 per cent leap in profits over 2023 on strong demand for petrol-fuelled trucks and cooling interest in EVs.

Bloomberg reported that General Motors “is operating as a gasoline-fuelled cash generator” and not “the high-tech growth machine (chair and CEO Mary) Barra had once envisioned”.

“Taken together, the business-as-usual nature of the US vehicle market is boosting profitability that easily offsets its struggling business in China, which continues to lose money,” *Bloomberg* said.

“While truck profits are the main driver of earnings growth and cash flow, GM has also delayed expansion

plans for EV production and reduced capital expenditures from as much as \$US13 billion (\$A19.7b) in past years to a range of \$US10.5 billion to \$US11.5 billion (\$A16b-17.4b) for this year.”

Revenue in the second quarter of 2024 rose seven per cent to a quarterly record of \$US48 billion (\$A72.7b) (analysts estimated \$US45.6b, \$A69b) and sales of the Silverado and GMC Sierra trucks rose five per cent.

Revenue was also a half-year record of \$US91 billion (\$A138b), up 7.4 per cent on the corresponding period in 2023.

GM also raised its earnings guidance by \$US500 million (\$A758m) to \$15 billion (\$A22.7b) for the calendar year.

FULL STORY: [CLICK HERE](#)

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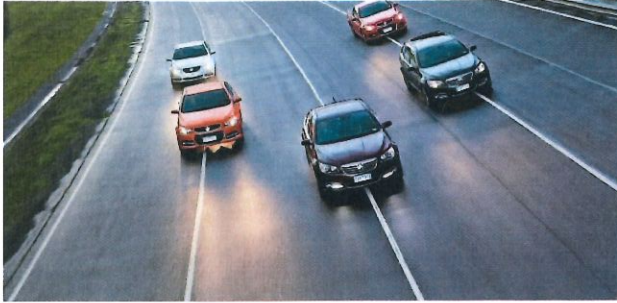
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Holden Lang Lang Proving Grounds to be sold?



The Lang Lang Holden Proving Grounds may soon be sold to an unknown purchaser, after remaining on the market for three years with no buyer for the historic test facility, which was used in the development of various Holden vehicles for many years.

Besides the identity of the company purchasing Lang Lang, the exact sum being offered for the site is also unknown at present, although it will probably be in excess of AU\$25m, details of the purchase, if it goes through, will be available in early October 2024, it is likely that any buyer will be using the track, but would also need to protect the whole area as conservation organisations want.

The Lang Lang Proving Grounds were bought by Vietnamese auto maker VinFast back in 2020 after Holden closed down. VinFast paid AU\$35m for the 2,155 acre site, intending to use it as a base to launch a new series of vehicles for the Asia-Pacific and Oceania markets, the plan being to use Lang Lang as the test facility.

These plans rapidly fell through and by August 2021 VinFast put the Lang Lang up for sale. The site remaining available, but without any buyer interest for about three years, until the recent offer came through.

Lytham Hall's Autumn Classic Vehicle Show

Saturday 14th September 2024



A new addition to the Classic Vehicle Show Calendar in the Northwest

Book early to take advantage of our "Early Bird" entry offer - **Only £5 per car.**

Cost covers show entry for the vehicle, driver and passengers - and includes a voucher allowing you to purchase **two** discounted tickets for hall entrance.

(Discount price with voucher £5 per person – normal price £9.50!)

Lytham Hall is the finest Georgian House in Lancashire - once the ancestral home of the colourful Clifton family - and has featured on "Antiques Road Show". It is set in 80 acres of parkland about 1 mile from the town centre of Lytham itself. There are 3 floors with over 20 rooms, providing an insight into a fascinating past, which you can explore at your own pace.

There are ample on-site catering facilities and our close proximity to the town centre offers the opportunity to enjoy all that "The Opal of the West" has to offer. For those wishing to make a weekend of it, there are numerous shops, restaurants, cafes, and hotels nearby.

The show will be open to all eligible cars and motor bikes on a first-come first-served basis. **Trade Stands** will be in attendance and **Car Club Plots** will be welcome.

For more information or to ask about reserving a club plot please respond to lythamhallcarshows@gmail.com

We look forward to welcoming you to our show!

For Sale

2015 Holden Colorado LTZ.

Owned from new, 130k km. Imported in 2020. Full service history from Oz, only done a few km here and has just had oil and filter change.

It comes with a Nudge Bar and light bar, these were removed when registered in the UK.



£15,000. ono.

Contact: Kenny Leggett 07727804889.
kenny.leggett62@yahoo.com

The HJ Holden was released 50 years ago, here are some extracts from the October 1974 People Magazine.

HJ HOLDEN RANGE - A BOLD NEW IDENTITY!

Major new HJ features



● THE Monaro GTS four-door combines the 4.2 litre V8 engine with the four-speed manual transmission as the standard power train.



● HJ Kingswood couples the 3300 cc six-cylinder engine with the three-speed manual transmission as the standard power train.

MECHANICAL.

- The 3300 cc engine is now standard in Kingswood and remains standard in Premier and Monaro I.S.
- Power-assisted ventilated front disc brakes are standard in all but Belmont models.

COMFORT

- Significant advances have been made in seat design with full-foam construction.
- Front bucket seats with infinitely variable reclining mechanism are now standard in Premier models.
- Improved ventilation on Premier and Monaro models is achieved by the introduction of a new upper-level fan assisted ventilation system.

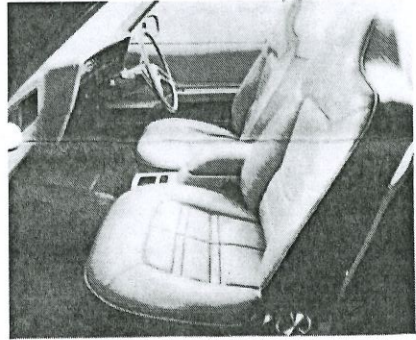
- The power ventilation system is available as an option in Belmont and Kingswood.

CONVENIENCE

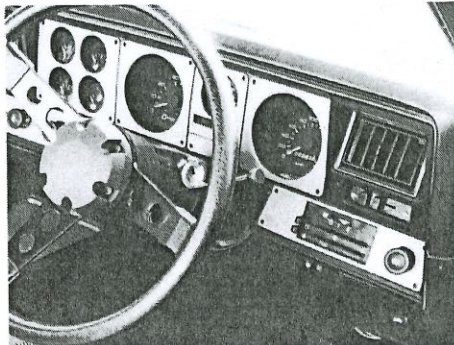
- Instrument panels have been completely redesigned for improved appearance, visibility and control accessibility. The panel provides five inches more room for front seat passengers.

REPAIRABILITY

- Front bumper bars are of completely new design for all models. Both front and rear bumper bars are designed to minimise low speed impact panel damage.
- Body side mouldings with vinyl inserts on all models except Belmont and Monaro GTS.



● FULL foam reclining bucket seats with integral headrests and retractable seat belts in the Premier. A seat separator, an electric clock and a remote control external rear vision mirror are also standard.



● Monaro GTS interior.

Bits & Pieces ...



The word queue is just a Q followed by four silent letters...

Why is a W called "double-u" when it's clearly a "double-v"?

I did some financial planning, and it looks like I can retire at 62 and live comfortably for 11 minutes.

We all know that mirrors don't lie... I'm just grateful that they don't laugh.



To whoever told me to leave my car at the pub and take the bus home; turns out I was in no fit state to drive that either.

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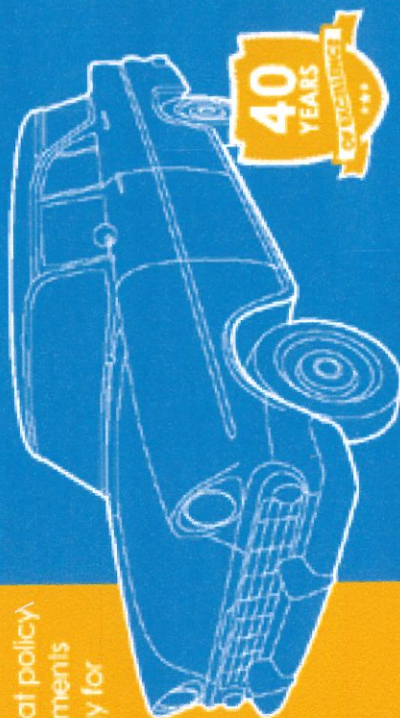
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Torana tribute act

Brisbane-based firm to revive Aussie muscle car scene – starting with Drive South Hatch



Concept renders

GoAutoNews

By MATT BROGAN

TORANA, the legendary Australian nameplate of the 1970s, Holden muscle car hero, and five-time Bathurst winning champion, is set to make a comeback – albeit in a thoroughly modern format.

But we must not mention the ‘T’ word here for fear of reprisal from General Motors – the vehicle’s official title is the Drive South Hatch – and its maker claims to have GM on side when it comes to intellectual property.

Small series vehicle manufacturer Drive South, **Andrew South** the brainchild of car fanatic Andrew South, plans to build the ‘Drive South Hatch’, a brand-new road-legal vehicle with present-day GM-sourced running gear and a locally produced composite-over-aluminium body.

During his career as an IT consultant, Mr South has collected several classic cars – including an original Holden Torana LX hatch



built for road rallying – and said the new-generation Hatch is to be built in southern Queensland from Australian components as far as reasonably possible.

The idea was born from a love of motorsport, a desire to showcase Australian manufacturing and to produce a fantastic product that will give people a lot of pleasure in a twist on the format pursued by Automobili Amos to reimagine the Lancia Delta Integrale and Eagle’s modernised Jaguar E-Type.

Drive South neatly combines all these aspects into what could be described as a “passion project”.

“I’ve been involved in motorsport since I was 10 when I started racing minibikes. I moved up through bigger bikes and into open-wheeler racing, and was a data acquisition engineer for 20 years,” Mr South told *GoAuto*.

Continued next page

Continued from previous page

“It was at that stage my wife and I decided we wanted some sort of home-based business, and on a road trip to get some Torana parts it was decided to combine my love of the car with my experience in Formula 3.

“I thought, ‘I could build a car using all the technology that is out there now’.

“That was four-and-a-half years ago, just after the Australian car industry folded. I discovered the Australian government had this low-volume manufacturing provision and I thought, ‘why not try and work that out a bit’,” he surmised.

Initially, the Hatch was to be a steel-bodied vehicle pressed in Thailand and exported back to Australia. But Mr South said the costs involved were unviable and too far removed from the ideal of an all-Aussie-made car.

“I went overseas and started looking into presses and stamping, and it was just out of control from a price point. It was going to have to be done in Thailand, which really didn’t suit the direction I wanted for the car – and the price was going to be way too difficult to amortise,” he said.

“We also thought, ‘this is just a replica of a 1977 car’, and while a lot of people may want that, we need to stress that this isn’t a GM product – this is a Drive South Hatch.”

The Hatch will run an extruded and bonded aluminium platform with integrated chrome-molybdenum roll cage clad with glass-fibre panels.

Power is sourced from a fuel-injected GM Performance LS3 producing 320kW and 580Nm – or 156kW and 174Nm more than the most-powerful Torana SS A9X original – driving a choice of Tremec TR6060 six-speed manual or GM 6L80 six-speed automatic transmissions to the rear wheels.

“The last VFII-series Commodore with the LS3 engine produced similar numbers, and the Hatch is around 700kg lighter. It’s going to



be a fair rocket ship,” he chuckled.

The Hatch will feature a nine-inch differential with 35-spline axles and is suspended by a tubular independent rear-end, the front-end utilising a double wishbone arrangement with tubular A arms and coil overs – all computer optimised to the car’s dimensions and weight before a single piece of aluminium is cut.

Steering arrives care of an electro-hydraulic rack while braking duties fall to 320mm discs with four-piston callipers front and rear under 18-inch forged aluminium wheels measuring 8.0 inches wide up front and 9.0 inches at the rear.

“Building from scratch opens up a whole lot of scope, because you’re not trying to match something,” added Mr South.



GMSV
80 Turner Street,
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RESTORED CARS MAGAZINE

29 Lyons Street Newstead Victoria 3462
Ph: (03) 5476 2212 Fax: (03) 5476 2592
Email: restoredcars@inet.net.au

