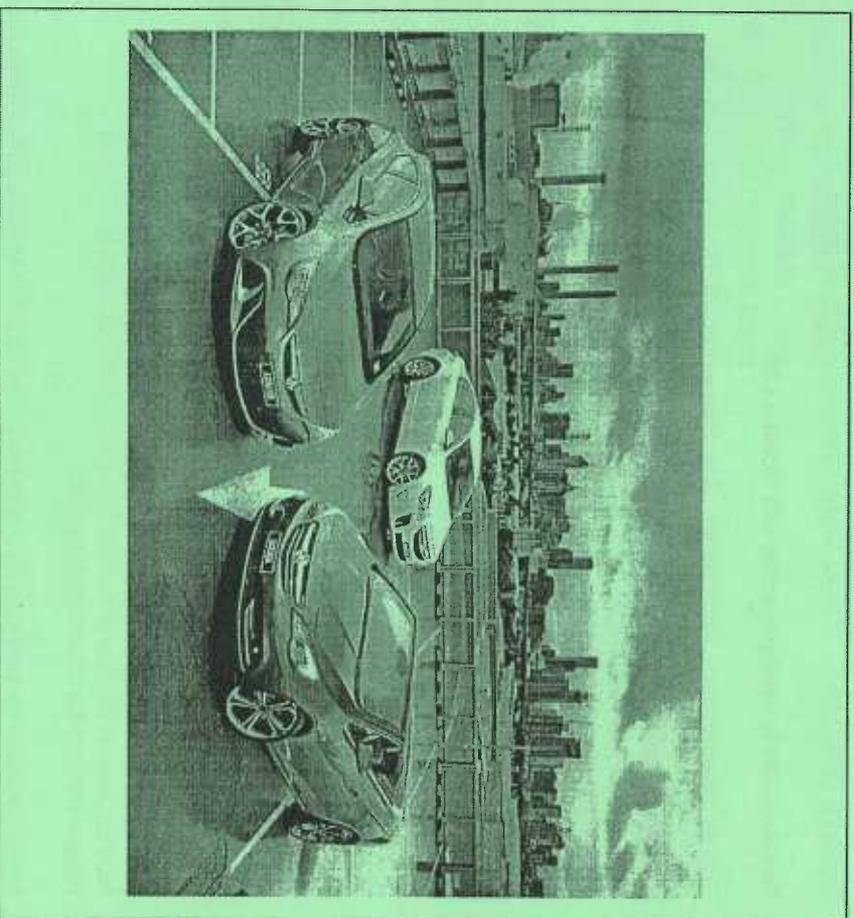


ISSUE 159



# Holden Business

July/August 2014



# FRONT COVER – Holdens for 2015 – Astra, Insignia, Cascada

## COMMITTEE:

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The Register is recognised by GM Holden Ltd

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

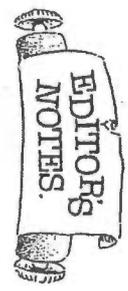
Club items for sale:

	No. 1-3	No. 4-Date.	50p the Three
HOLDEN BUSINESS, Back Issues.			50p Each.
Holden 1948-1962 Book			£8 ..
Stickers (With Club Logo)			50p ..
Tax Disc Holder			50p ..
Key Fob			50p ..
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Tie (Blue)			£8 ..
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Binders for Club Magazine (holds 12)			£6 + £2 p&p

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

NOTE: Cash in Aus\$ or € can be accepted. Also payment by PayPal  
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,

As I mentioned in last month's edition of the magazine, Holden are proposing to badge some GMs Opel models as Holden. As you can see from this month's cover, you will recognise the names; Astra, Insignia, and the newer Cascada convertible which are of course used in our own Vauxhall range.

I have received a couple of e-mails recently from people bringing their Holdens to the UK. One a 2010 SSV Ute which is on its way and a 2010 Commodore coming back with a returning Brit.

There have been some fine and sunny weekends recently so hopefully some of you have managed to get to a few shows.

If you haven't renewed your membership yet, please get your payment off to our membership secretary as soon as possible.

Regards

Ken

# Letters

From: Jerry Miller <jarronmiller12@gmail.com>  
To: info@holdenuk.co.uk  
Subject: Holden in ireland  
Date sent: Mon, 30 Jun 2014 23:34:26 +0100

Hi. Im a kiwi living in ireland and currently restoring a 1981 wb ute. I found this website looking for a v8 that I can put in my project. Just wondering if theres anyone there that has one for sale or know where I can find one. Would be interested in anything that doesnt need to much work. Also do you know of any other holdens in ireland?

Any help would be greatly appreciated.

Thanks Jarron Miller

*Ed: Does anyone have an idea where Jarron might find a suitable engine.*

**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.

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**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.**



# Walkinshaw spreads wings

Hot pack for new brand in the works as Walkinshaw looks beyond GM Holden

By RON HAMMERTON

**LONG-TIME** Holden performance car partner Walkinshaw is preparing to launch a performance package for a vehicle from another manufacturer as it spreads its wings in Australia ahead of the demise of Holden local manufacturing.

The company also has conceded that Holden might not figure in its future once the production of Commodore – the basis of its Holden Special Vehicles range since 1988 – ends in 2017.

The new Australian Walkinshaw project – set to be revealed in the fourth quarter of this year – is likely to come under the Walkinshaw Automotive Group (WAG) wing of the British-owned company founded by



former Scottish racing champion Tom Walkinshaw and now controlled by his son Ryan.

Melbourne-based WAG, which last week launched a suspension-and-wheels aftermarket enhancement package called Xtreme for the Holden Colorado, is responsible within the Walkinshaw group for developing and marketing performance packages for non-V8 cars that so far have included a range of Holdens – Captiva, Barina, Spark, Cruze and now Colorado.

Another division, Walkinshaw Performance, looks after the V8 Commodore aftermarket enhancement business, including supercharged engine modifications, while the flagship company, Holden Special Vehicles, runs the official Holden factory-backed hot shop producing highly enhanced vehicles such as the Clubsport and Senator sold through a national network of HSV dealers.

Walkinshaw marketing and media officer Tom Reynolds told GoAuto last week that the company had other projects under development as it looked to expand its business beyond its current boundaries.

He said that despite the "doom and gloom" surrounding the closure of the Australian car industry by Holden, Ford and Toyota, Walkinshaw was looking to new horizons.

"It is a pretty exciting time for us," he said. Details of the non- Holden project are still under wraps, but Mr Reynolds said it involved another manufacturer and would be rolled out before the end of the year.

"We are looking at a much bigger picture and it does not necessarily include Holden," he said.

**FULL STORY: CLICK HERE**  
Bittersweet milestones – next page



# Bittersweet milestone

One millionth Holden V6 comes off factory line as workers count the days

By RON HAMMERTON

**WORKERS** at Holden's doomed engine plant celebrated a bittersweet milestone last week when they produced the one millionth High Feature V6 at the 11-year-old Victorian factory.

The line-off celebration at the Port Melbourne Holden Engine Operations plant near its Fishermans Bend headquarters came one day after GM Holden posted a record \$553.8 million loss.

The ceremony also came just hours before last Tuesday night's federal budget in which government assistance for auto industry workers facing redundancy was slashed.

The Holden engine plant's 235 workers will be out of a job when the plant shuts in 2016, about a year before Holden's car assembly factory in Elizabeth, South Australia, closes its doors forever.



Holden Engine Operations plant manager Martin Merry said the millionth engine milestone was a testament to the skills of the employees who work at the facility.

"Our mission is to build the 'world best engines' and we believe we do," he said.

"Over one third of the engines built at Fishermans Bend are fitted into Holden's locally produced VF Commodore and Calais vehicles.

"These world-class engines also power vehicles in North America, South America, Europe and Asia, including the Chevrolet Alpheon, Buick GL8 and the Opel Ampera."

**FULL STORY: CLICK HERE**

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May 21, 2014

IF YOU DRIVE A . . .

## HOLDEN

- The K.L.G. Corundite spark plug for engines in first-class condition is TFS 30.
- If overheating occurs, due to severe service, fit TFS 50.
- If oiling occurs in pour pre-sent plug, fit a TFS 20.
- Platinum point equivalent for the Holden is PFS 30.

WHEELS MAGAZINE 1955



# Questioning 'Commodore'

No guarantees from GMH that local nameplates will live on once factories shut

By RON HAMMERTON

HOLDEN is offering no guarantees that the nameplates of its two most popular cars, the Commodore and Cruze, will be retained when it switches from local production to imports after 2017.

While the company is on the record as saying it will still have a large family car and small car in its line-up after it shutters its Elizabeth manufacturing plant in South Australia, it is not saying what these vehicles will be, what they will be called and from where they will be imported.

But fans of the Commodore should not lose heart just yet – Holden also has not ruled out a replacement rear-drive car in its future all-impert line-up, despite speculation from some quarters that the Commodore will be axed in favour of something such as the front-wheel-drive Chevrolet Impala.



Asked last week if Holden was concerned that it might lose a large slice of its loyal buyer base by replacing the Commodore with a large front-drive car, Holden sales and marketing executive director Philip Brook said: "You are assuming that (front-drive) is the make-up of the product. We haven't spoken about that yet."

Mr Brook said decisions on names and specifications for the new models would be worked out over the next two years.



"There's a lot of things to be thought through and a few questions to be answered," he said. "We are pretty comfortable with the portfolio as it has been framed up, but it is still evolving."

"Detail of the exact line-up and the naming will be decided over the next couple of years."

Mr Brook said the large-car segment was one of Holden's strengths, and it would continue to focus on it.

The most likely source of the Commodore replacement is Chevrolet in North America, with GM previously confirming that the vehicle will be based on a global architecture that was not developed in Australia.

Holden's Commodore is already moving upmarket in the eyes of buyers, with sales of premium and VS variants soaring since the launch of the latest VF model last year.

This will help Holden to position the

new import as a prestige sports model, sitting above its mainstream Malibu in much the same way as Chevrolet positions the current Commodore-based SS.

A replacement for the Australian-made Cruze small sedan and hatch might again come from South Korea, with GM Korea CEO Sergio Rochin talking up the chances of increasing his company's exports to Australia as a way of making up volume lost from GM's decision to pull Chevrolet out of Europe.

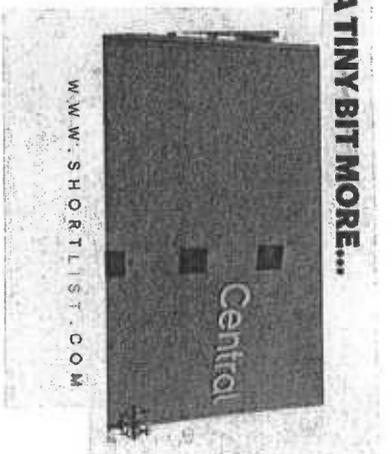
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Jun 25, 2014

Bits & Pieces...

LEFT ABIT... A TINY BIT MORE...



This is weird, it may cause you a headache tho.....

Don't throw this away because it looks weird. Believe it or not you can read it.

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