

ISSUE 160



Holden Business

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FRONT COVER – This could be the next Holden Commodore

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, Rookholme Cottage 7 Gorseley Bank, Wirksworth, Derbyshire, DE4 4AD.
Phone: 01629 820814 cawdronhardy@gmail.com

EVENTS OFFICER. Trevor Drury – trevordrury@blueyonder.co.uk

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Binders for Club Magazine (holds 12)		£6 + £2 p&p

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Hi all,

There is still a lot of speculation around regarding the possible line-up of new Holden models ahead of the 2017 sign-off. As Opel has already dipped it's toe in the Australian water a short while ago, this is likely to be the direction GM will go. It doesn't rule out some models coming from other parts of the world though.

I have been tidying up the holdenuk.co.uk website recently. So far I have updated the 'Sale & Wanted' page, the 'Links' pages and the 'Holden Business' page. If you have any ideas or additions of things to add please let me know.

Ken

Regards

Please make sure you have renewed your membership otherwise this will be your last edition of Holden Business.



LETTERS

DOUGIE NEILL
3 KILROSS VILLAS
TOBERMORRE
BT45 5QN
N. IRELAND.

HELLO READERS !!

I AM STILL LOOKING FOR 2 DOORS
FOR MY H.J. (1974) UTE I CAN BUY THEM
IN OZ AT A VERY REASONABLE PRICE BUT
THE SHIPPING COSTS ARE VERY HIGH.

BUT IN LAST MONTHS HOLDEN MAG
THERE WAS A GUY IN DUBLIN
(DANIEL HOLDFORTH) SOUNDED AS IF HE WAS
IN THE KNOW ABOUT SPARES.

MAYBE HE WOULD GIVE ME A RING
ON 07546011900.

MY UTE PROJECT HAS LOST
MOMENTUM AS I NEED THE DOORS
TO COMPLETE THE WELDING.

IF ANYONE CAN HELP ME DONT HESITATE
TO CONTACT ME. (PLEASE)

D.N.I.

Holden looks to Insignia



Current Insignia

Next Opel mid-sizer firms as future GMH family car among other Euro arrivals

By BARRY PARK

HOLDEN is slowly shaping up its showroom for a life without Australian manufacturing, making plans to broaden its product portfolio ahead of the 2017 sign-off – including an Australian-focused Insignia mid-size range. The car-maker has previously confirmed it will introduce a number of rebadged Opel models to Australia next year, including the Cascada four-seat convertible, but only performance-honed versions of the Holden Cruze-sized Astra hatch and Insignia mid-sizer.

Documents released to GoAuto under freedom of information legislation earlier this year show the car-maker had planned to build a front-wheel-drive replacement for the Commodore large car based on parent company General Motors' Epsilon platform, which underpins the Insignia, shortly before the decision was made to quit manufacturing.

Speculation has suggested Holden's fully imported replacement for the Commodore – which may wear the same badge – could cast as widely as either China or Europe, with the European sourcing considered more likely. A Holden spokesman declined to comment on the reports.

GoAuto suggest that Holden is also preparing to import a range of other Opel models including an all-new Corsa city hatchback, more variants of the Astra and even the Zafira seven-seat people-mover that was due to launch in Australia shortly before the Opel brand spectacularly folded last year.

The Insignia is also included in the documentation and is referred to as a Holden as opposed to an Opel, which could point to a wider range of variants than the high-performance VXR that will

Opel's Insignia was updated significantly late last year, and expanded to add a Subaru Outback-rivalling SUV-styled wagon version for the first time – a fast-growing segment in the Australian market. The withdrawal from Australian manufacturing in 2017, which will end more than 60 years of local car production, is presenting Holden with an opportunity to completely revamp its line-up, culling under-performing variants as it adds more models sourced primarily from South Korea, the United States and Europe.

FULL STORY: [CLICK HERE](#)

www.GoAutoMedia.com

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COMMODORE RECALL

HOLDEN has issued its fourth recall this year for the top-selling Commodore large car, this time regarding a defective seat-frame weld.

An incomplete bracket weld, which secures the front seats to their tracks, could fail during a crash, exposing the occupant to a greater risk of injury.

With more than 25,000 vehicles affected (including 3740 in New Zealand), this latest round of recalls takes the total number of Commodores recalled to more than 100,000 this year.



"Petrol economy is amazing."

**Here's yet
another
tribute
to Holden's
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own car

Dear Sir,

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Yours faithfully,

(Sgd.) Alec. L. Vince."

Greenough, W.A.

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AUSTRALIAN MONTHLY MOTOR MANUAL—February, 1952.

HARRY FIRTH – Holden motor sport legend

John Passmore, 4/9/2014



One of Australia's most famous motor racing legends has passed away, Harry Firth,

he has died a few days after turning 96.

Born in Orbot in NE Victoria in 1918, and from the moment a seven year old Harry raced his billy-cart downhill near his home, until he put his pen down recently in his

97th year, he devoted his life to extracting the best out of anything on four wheels that passed through his hands.

Mechanic, driver, designer, team manager and eventually historical motor sport

author, Harry experienced the heights and ranges of success given to very few others in their chosen sport.

After leaving school he began his mechanical career at a local garage, he was a quick learner and voracious reader of anything to do with mechanics, and his tuning skills were further honed on his very rapid 350 Velocette motorcycle and a succession of home-built specials.

In 1939 he joined the army and worked on vehicles and motor bikes in the Middle East and New Guinea, often in isolated conditions, which is where he learnt much of his

improvisation skills.

After the war Harry based himself in Melbourne, working again as a mechanic and racing and hill climbing a MG PA and then several TC's, making a name for himself as he went along. An early success was preparing the BMW 328 that won the 1948 handicapped Australian Grand Prix, and as a rally driver winning the 1952 Alpine Rally and another four times afterwards.

He also raced Porsches in the mid-fifties and won the 1961 Armstrong 500 at Phillip Island in a Mercedes Benz, and then he switched to Fords, and ran the 'Ford Works Team', and won the 1962 500 race in a Falcon, then the race moved to Bathurst and he won it three times in a row in a car he developed for Ford, the Cortina GT, a sort of a Aussie equivalent of the Lotus Cortina. He masterminded many race and rally success for Ford during his time with them.

He fell out with Ford in 1968, and Holden 'snapped' him up. It's recorded that just before he parted with Ford he said ' ... these Ford people better get their act smartened up or I'm gonna piss off!

GM-H had a global policy of no motor sport at that time but Holden Australia knew the commercial benefits of being successful in motor sport, and so a 'dealer-funded' strategy was created to form 'Holden Dealer Team' – 'HDT', with Harry becoming in effect Holden's first motorsport chief.

His terms to GM were simple, he said he 'wanted sole say, and he wanted full access into the engineering department, he wanted advance notice of new models, [he was a master at getting components homologated for racing!], and he wanted regular meeting with top management, so they could sort out ant problems as they arise!'. He got all that he wanted.



And so, in 1969 a nine year period of major successes for Holden began, and at the beginning he mentored two up-coming and brilliant young drivers, Colin Bond and Peter Brock. For the Bathurst 500 that year he inherited the difficult 350 Monaro, he changed it a lot, and Colin Bond won, Brock was third.

Then his 'love-affair' began with the Torana, on first seeing it at the Lang Lang Proving Ground, he was told 'You better have a drive of this', Harry said 'What is it', they said 'Oh, it's based on a Vauxhall Viva, and we've lengthened it and put a Holden 161 in it'. Harry got in, drove it, 3-speed gearbox and all, and said 'I think we can do something with this'!

And he did, between 1969 and 1977, mainly with Bond and Brock driving, they won Bathurst several times, the Australian Touring Car Championship twice and two seconds, the Manufacturer's championship five times, the Australian Rally Championship four times, the South Pacific Touring Car Series four times, plus many more successes.



Harry semi-retired in 1977, but he had set the mould for Holden to become even more successful in forthcoming years, in particular with Peter Brock and the Commodore years, winning Bathurst eight times, and of course there was the very successful period with Tom Walkinshaw running both racing and performance road car programmes in the 1980's. But it all began for Holden in motor sport with Harry Firth in January 1969. Harry's nickname was 'The Fox', described once by a well know motoring journalist who affectionately referred to Harry as a driver, engineer and team manager that he was 'as cunning as an outhouse rat'!



Early 1950's, Harry in centre, with another famous 'to be' touring car driver, Norm Beechey, being interviewed with their 48-215's [FX] in front of the start line 'PBR [Paton Brake Replacements] Shoes' at the now defunct Templestowe hill climb just out of Melbourne. This was well before Harry got officially involved with Holden.

After retirement from HDT Harry became the Confederation of Australian of Australian Motor Sport's [CAMS] chief scrutineer from 1979 to 1981, some likened this to the poacher becoming the gamekeeper!

A defining acknowledgement was his induction into the 'V8 Supercars Hall of Fame' in 2007, in recognition of the profound role he played in shaping modern touring car racing in Australia.

RIP Harry Firth.

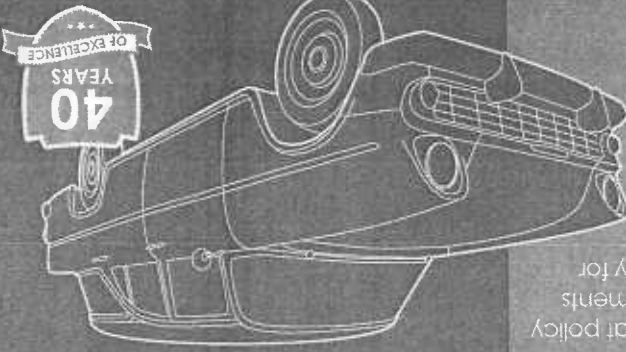
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FULL STORY: CLICK HERE

The third-generation MRC dampers have sensors that "read" the road every millisecond, electronically adjusting the shock absorbers in as little as five milliseconds to alter the damping rate for better ride and handling. The driver can select between three suspension modes – Tour, Sport and Performance.

The SS reinforces Chevrolet's position as America's performance car brand and affirms what we've believed all along – enthusiasts want the driving experience that only a rear-drive sedan can provide," he said.

"And by the way, BMW is the top non-GM-brand trade-in from SS customers."

Surprisingly, no other Chevrolet has offered hands-free Automatic Parking Assist to date. The SS gets the most advanced version – as offered on Holden's Commodore and Caprice – that not only automatically parallel parks your car but can also reverse park at right angles.

The system uses ultrasonic sensors

on the front and rear bumpers to size up parking spots and guide the car into position as the driver controls the gears, throttle and brakes with the help of a rearview camera.

As GoAuto has previously reported, many of the latest enhancements to the SS have come straight out of the Holden Special Vehicles (HSV) features list, with items such as Magnetic Ride Control (MRC) already fitted to HSV's Gen-F HSV Senator Signature, Grange and GTS.



Auto park for Chev SS

Aussie-built Chevrolet SS receives lift with features from the Holden parts bin

BY RON HAMMERTON
IT HAS taken an Australian car-maker to introduce hands-free parking to America's biggest car brand, Chevrolet. The Holden-made Chevrolet SS has become the first vehicle in the American 'bow-tie brand' range to offer the automated parking system – a week, General Motors vice-president for Chevrolet Brian Sweeney revealed that BMW was the top non-GM trade-in on SS in the showrooms.

The 2015 export model for North America also gets a host of other new features, including an optional six-speed manual transmission as an alternative to the six-speed automatic, Magnetic Ride Control suspension, Brembo brakes and all-round and OnStar connectivity as standard equipment as Chevrolet puts more spice into the single-model SS in



Bits & Pieces ...



WWW.SHORTLIST.COM



HOLDENS FOR JAPAN

The appointment of TAIYO MOTORS LTD., Tokyo, as Holden Distributors for the Tokyo and Kanagawa Prefectures in Japan, increases to 18 the number of territories in Asia, Africa and the Pacific, to which Holden is being exported.

During 1957 a total of 4,437 Holdens was exported to already established overseas distribution centres.



Error: To catch a bup, wait here
- PICTURE: SWNS



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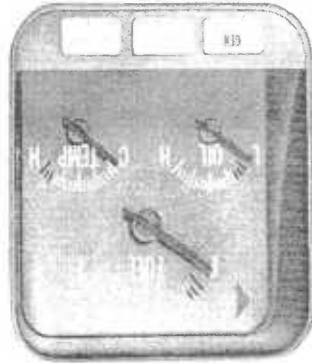
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GM PRODUCT NEWS

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