

ISSUE 166



Holden Business

September/October 2015



FRONT COVER – Patrick Hemphill's Willys saloon (see article)

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Small items will be sent post free with next copy of the magazine, otherwise please add postage.

Ken

Regards



Referring to the cover picture and the article by Patrick on page 8, its an interesting insight into the development of the first car with the Holden name in 1948.

The weather had been very good up until the day it officially turned to autumn, so hopefully you managed to get around with your cars and show them off while the weather was at it's best.

I was interesting to receive the e-mail shown on page 4. It is quite a collection of cars, two two-door and two four-door cars, all with bespoke specifications and custom interiors. One of them is the first Monaro brought into the UK and the only automatic. I believe this also has an uprated engine. They are all up for sale if anyone is interested.

Hi all,



Letters

From: Grant Jenkins <g.jenkins@ism-uk.com>
Date sent: Tue, 18 Aug 2015 15:17:09 +0100
Subject: Holden cars
To: "holdenuk@ndirect.co.uk" <holdenuk@ndirect.co.uk>

Hi my name is grant .

And I'm looking at Holden cars hsv etc I have a friend that knows of about for cars for sale in a lockup one is a top gear x demo they used on the show and the other is holden xr280 and a rare auto I've been told also the black one is 700bhp I'm not too clued up on Holden so not sure how much there worth and I've been told your the man to talk too !

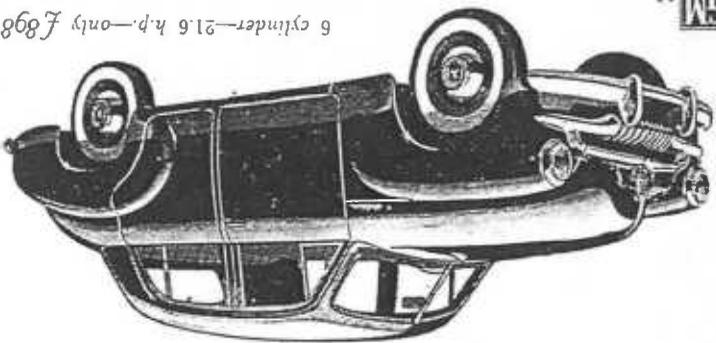
Kind regards

Grant

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ClubSport turns 25



HSV to build 108 units of special 25th Anniversary ClubSport R8 now on sale

By TIM ROBSON

AS THE clock winds down on the Australian-made rear-wheel-drive V8 sedan, Holden's performance car offshoot Holden Special Vehicles (HSV) is marking the service of its longest-running model, the ClubSport, with a run of limited-edition cars.

The company will produce 108 25th Anniversary ClubSport R8 specials – 100 for Australia and eight for New Zealand – to mark the venerable model's quarter of a century on the HSV roster.

For the same \$73,299 list price as the standard ClubSport R8, the special edition offers 20-inch SV Rapier wheels – as fitted to the SV Senator, but finished in black – along with a new spoiler and black accents.

The quad exhaust tips are finished in dark chrome, while commemorative



25th Anniversary badging adorns the boot, door sills and centre console.

Inside, the limited-edition model scores black leather trim, a tweaked centre screen and the multi-mode 'Driver Preference Dial' that changes the exhaust note on the dual-mode exhaust system, as well as tweaking the throttle and transmission maps.

The ClubSport moniker was first affixed to a VN-sourced HSV in 1990. Created to lower the entry point into the HSV brand, the ClubSport was powered by a Chevrolet-sourced 5.0-litre V8 making 180kW and 400Nm. It sold for \$33,130 in 1990, which, allowing for inflation, equates to \$57,800 today.

HSV marketing and planning general manager Damon Paull told GoAuto that the ClubSport, along with the GTSE, had been the mainstay of the range.

"We've built and sold just in excess of 30,000 ClubSports over the journey, which is a fair mark. So I think you have to pay homage to the role it's played within our range," he said.

On average, HSV sells 3000 vehicles a year, according to Mr Paull. He also said that sales of the Gen F range have not fluctuated in either direction, despite the looming end-of-production deadline.

FULL STORY: [CLICK HERE](#)

Holden posts \$255m loss

Third successive loss for GMH as car-making exit costs continue, sales fall

By TERRY MARTIN

GM HOLDEN has recorded a \$255.2 million net loss after tax for 2014, marking its third year in the red and another result blamed squarely on General Motors' decision to cease vehicle and engine manufacturing in Australia in 2017.

It is a shallower loss than the previous year's record \$553.8 million plunge – a figure that included a \$500.4 million one-off asset write-down on property, plant and equipment – but consolidated revenue of \$3.62 billion in 2014 was also down, from \$4.05 billion in 2013.

This reflects a fall in Holden's sales last year, with new registrations down 5.3 per cent to 106,092 units after a serious slump in the second half.

At the end of June last year, Holden's first-half sales were up 10.1 per cent on the same period in 2013 but in the back half of the year it posted six straight double-digit monthly sales downturns to be 18.5 per cent in arrears compared to the second half of 2013.

After the first half of trading this year,



Holden's sales are down 8.9 per cent, and the company has moved to address reduced demand for its locally built cars, lowering the daily line rate at its factory in Elizabeth, South Australia, at the end of May from 290 to 240 cars and cutting 270 jobs as a result.

In announcing its 2014 financial results last Friday, the company reported that its net loss before tax was \$361.0 million and that the "significant financial loss" was a direct consequence of it continuing its "orderly wind-down of local manufacturing by the end of 2017".

Included in the results were a \$345.9 million charge for employee separation costs, and a \$9.4m one-off asset impairment charge.

The company said the negative outcome was partly offset by a reduction in operating costs and improved efficiencies across the business during

2014. Excluding costs associated with transitioning to a national sales company, Holden says its operating performance improved from a \$70.3m loss in 2013 to a \$5.6m loss last year.

The loss comes despite receiving \$80.8 million in taxpayer assistance last year. The previous year it received \$86.2m, while in 2012 it received \$79.9m.

Holden's chief financial officer Jeff Rolfs, who led the company from October last year until earlier this month after Gerry Dorizas' shock resignation after just seven months at the helm – Mark Bernhard is now in charge – said the financial results "were expected and well within forecasts" and that the move to close its manufacturing operations "was the right decision to return Holden to sustainable profitability in the future".

FULL STORY: [CLICK HERE](#)

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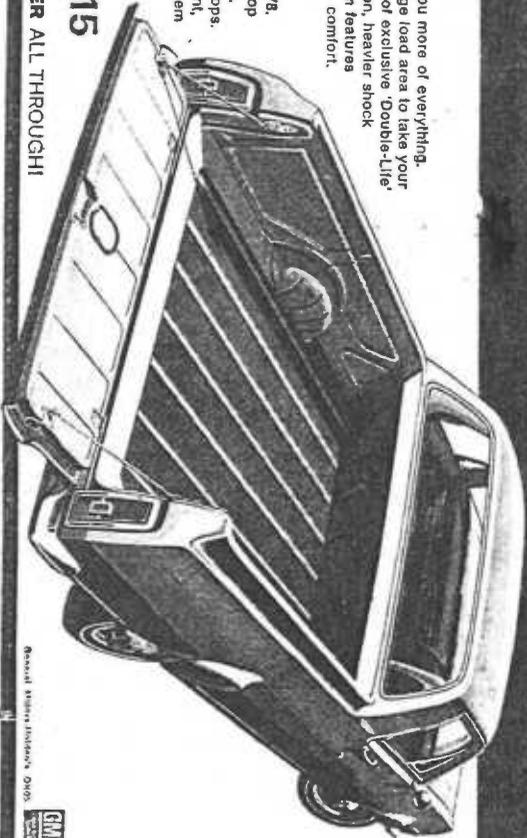
Jeff Rolfs

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General Motors-Holden 0905



The Sun, Wed., May 22, 1968

The Holden/Willys connection

Prior to the introduction of the first Holden car, the 48/215 in November 1948, Holden's had specialised in fitting coachwork onto car chassis for domestic consumption. As well as making local bodies for GM vehicles in Australia since long before the Second World War, Holden & Frost (renamed in 1919 Holden's Motor Body Builders) began in 1917 by producing bodies for other manufacturers, notably Dodge, Austin, Morris, Bean, Hudson and Willys Overland among many others.

In his book "The History of Holden Since 1917", Norm Darwin tabulates production figures for the Woodville body production plant in Adelaide, showing that, for example between 1927 - 43 some 8692 bodies were fitted to Willys and Willys Knight chassis alone, apart from the thousands of other non-GM and GM cars they assembled locally during that time.

The story of how the Holden car was born is well documented elsewhere; however at the prototype stage it was realised that the then current series of Willys cars could be suitable to consider basing a prototype around it. With an engine of 2.2 litres or 134.2 cu. in. developing about 60 bhp (the engine which later powered the venerable Jeep); a track of 56"; a wheelbase of approximately 100" and a weight of around a ton, capable of seating six persons it was of about the dimensions of the proposed Holden.

It is fairly certain that Willys engines were fitted to prototypes, although the 4 cylinder sidevalve unit morphed into a 6 cylinder ohv motor in the eventual Holden, albeit of similar capacity - 2170cc or approx. 132.4 cu in, also producing 60 bhp. Some histories also claim that a few early prototypes were constructed on Willys chassis; the eventual wheelbase of 103" and a weight of just under a ton of the Holden make this a distinct possibility.

It is interesting to note that while the now venerated 48-215 Holden and its successors will go down in Australian motoring history as seminal examples of passenger car development, the Willys car is now largely forgotten, not having been in production since 1942 in the United States, or 1943 in Australia. Yet the part it played in bringing the name Holden to the masses for several generations in Australia and overseas cannot be denied.

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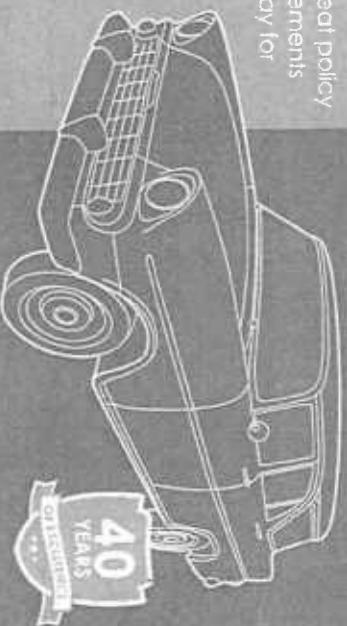
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There's hope for Commodore four

A CAR company would be insolvent in 24 hours if it were run by a motoring journalist, so I make this next observation cautiously. I think Holden might have imported the wrong model from the Insignia line-up to warm us to the Commodore of the future.

It's not formally confirmed but it's widely expected the next generation Opel Insignia will wear a Holden Commodore badge locally.

That's one of the reasons for Holden's reintroduction of the top-of-the-range Insignia VXR, sold here briefly as an Opel a couple of years ago. It's marketed as a performance model. As we reported last month, the Insignia VXR's turbo V6 doesn't hold a candle to a Commodore V8 for the same or less money.

But having just driven across Germany in one of Opel's cheapest Insignia models, I think Holden has the wrong



one. For starters there was the fuel economy: I got a real world average of 8.9L/100km despite much of the driving done in excess of 200km/h on speed-unlimited autobahns.

The engine was more responsive than a Commodore's V6 from low revs, and at high speed the car was as sure-footed and stable as most cars at half that velocity.

But the biggest surprise was the gem of an engine I had

under the bonnet — a 2.0-litre turbo four-cylinder.

On my reckoning, this Insignia, a wagon, would cost about \$35,000 in Australia, and be more than a fair rival to Mazda6, Subaru Liberty and Ford Mondeo haulers.

If this is a sign of things to come, can we have this one here early please, Holden? There would be hope for a four-cylinder Commodore yet.

Twitter: @JoshuaDowling

Holden softens cutbacks to engineering operations

BY TERRY MARTIN

GM HOLDEN is retaining a "significant" though unspecified number of engineering positions beyond the closure of its Australian manufacturing operations in 2017. After deciding to keep its Lang Lang proving ground open beyond the company's manufacturing exit — a decision taken some six months after announcing it would close the facility in conjunction with the production shutdown — Holden has now revealed it will hang on to a greater number of engineers than previously determined. Many of Holden's top engineering talent have already moved on to other companies, both here and abroad, after the company announced its closure plans in December 2013.

However, efforts are now being made to retain enough engineering capacity for ongoing work on General Motors programs.

"We can confirm there will be a significant number of engineering positions retained at GM Holden," the company said in a statement this week.

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Aug 26, 2015

I was reading the article on page 55 of issue #230 Restored Cars, Rust Removal to Bare Metal Low Cost and Safe. I thought I would do a bit more research on rust removal using electrolysis, as I have not heard of using stainless steel as an anode before. Turns out when you use stainless it gives off a product known as hexavalent chromium, which is a bit of a nasty. The two links below (from the USA) may be of some help. Unfortunately, this is another one you cannot flush down the

electrode_p9.shtml

metaldetectingworld.com/anode_positive

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April 1, 1958—*Australian Motor Manual*

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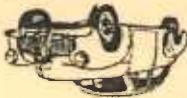
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