

ISSUE 167



Holden Business

November/December 2015



FRONT COVER — Ross Kingston's HQ ute, currently under restoration.

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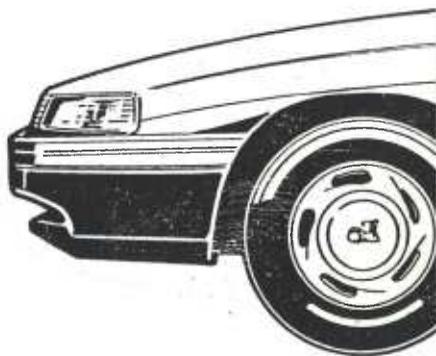
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EDITOR'S
NOTES.

Hi all,

Once again this is the last edition of our magazine before the end of the year. At the time of writing it is still very mild and really doesn't feel like November.



We have just received our regular invitation from the Ace Café in London to attend their Australia Day event on Sunday 24th January 2016 from 9am – 5pm. There is no entry fee and plenty of parking available for both visitors and owners at this north London venue.

All Australian cars are welcome. This is a great location which hosts car and motorcycle events on nearly every weekend throughout the year:

<http://www.ace-cafe-london.com>

Have a good Christmas. All the best for the New Year.



Regards



Ken

Final Aussie Commodore

Thumping 304kW LS3 V8 headlines swansong local Commodore due October

By TIM NICHOLSON

GM HOLDEN'S final Australian-built Commodore is set to go out with a loud bang, with the company confirming its VF Series II range will be the fastest and most powerful car to wear the iconic badge.

Officially unveiled last Sunday at Holden HQ in Port Melbourne ahead of its showroom arrival next month, the facelifted Commodore gains a series of cosmetic tweaks and tech upgrades to see it out to the end of local production in 2017.

Holden's new chairman and managing director Mark Bernhard said the VF Series II is the type of exciting car its customers have come to expect from a new Commodore.

"We made a commitment to keep this iconic car exciting and relevant for Australian motorists, and that is exactly what we have done," he said. "This is the vehicle that our Commodore customers have been asking for.

"Commodore VFII is powerful and refined, it will evoke emotion in its driver and exhibits all of the hallmarks Commodore has become renowned for over the years."

Mr Bernhard, who started his career at Holden in 1986, also praised the employees involved in the final



Aussie-built family car for ensuring the Commodore is the best it can be.

"Holden's design, engineering and manufacturing teams have produced the best Commodore ever – a vehicle that truly lives up to its reputation and one that the entire company is incredibly proud of," he said.

"This is the reason Holden is committed to ensuring we will continue to have engineering and design input into Commodore, and every other Holden vehicle in our range, for generations to come."

As GoAuto reported in May, the Commodore swaps the current model's 270kW 6.0-litre V8 for a new 6.2-litre LS3 engine from the Chevy Corvette in all V8 variants.

Pumping out 304kW of power and 570Nm of torque, the new unit does not quite match the output of the engine in the US-market Commodore-based Chevrolet SS, but it can now race from 0-100km/h in just 4.9 seconds.

This is down from 5.7 seconds in the outgoing SS V Redline, and undercuts

Ford's swansong XR8 that can do the dash in 5.2s as well as the refreshed Chrysler 300 SRT that gets there in about 5.0s.

As expected, Holden has dropped the LPG-powered versions, and there are no changes to the 185kW/290Nm 3.0-litre V6 or the 210kW/350Nm 3.2-litre V6.

Holden has also announced that V8 variants will be offered with a bi-model exhaust with a unique Holden-designed 'Baillie Tip' and a mechanical sound enhancer.

GoAuto previously reported that Holden would introduce bonnet vents – similar to the 'Ventiports' found on a number of Buick models – to the 2016 Commodore and this has also been confirmed by the car-maker.

Holden says the bonnet vents and new fascia ducts were developed by local Holden engineers with support from Monash University's wind tunnel to improve aerodynamics around the front of the car.

FULL STORY: [CLICK HERE](#)

GMH engineering rethink – page 15

Holden to end V8 sedans with current Commodore, future lies in smaller turbos

By RON HAMMERTON
in FRANKFURT

THE General Motors executive who took responsibility for pulling the trigger on Holden's doomed manufacturing operations in Australia now has V8 sedans in his crosshairs.

President of GM International – the division that includes Australia's GM Holden – Stefan Jacoby told journalists at the Frankfurt motor show last week that GM would not include a V8-powered, rear-wheel-drive alternative in the Holden large sedan range once the final locally made Commodore, the just-revealed VF Series II, reached the end of production in 2017.

The declaration came just three days after Holden, with much fanfare, announced its biggest and most powerful engine yet, the 304kW 6.2-litre LS3 V8, in Commodore as part of a final facelift.

While admitting GM had a plan for a V8-powered sports car for Australia,



Mr Jacoby said that for volume vehicles GM had other powertrains that would deliver the same performance and excitement of a V8, but with less environmental impact.

"Of course, you imagine you need to continue with something like that (a V8)," he said. "But the world is obviously changing and the eight-cylinder period is coming to an end.

"And rear-wheel drive is difficult to justify on a single dedicated architecture for Australia, so there are many, many reasons that you should switch to a new

technology by really providing the same expectations customers have in today's Commodore, with the next generation.

"Whether that will be the (front-drive-based Opel) Insignia or not, that's not announced, but our main intention is to have a true Commodore successor which, with modern technology, is the same fun to drive, with the same command of the road as today's Commodore."

Mr Jacoby, best known as the GM executive who recommended to the GM board the closure of Holden factories, said downsized turbocharged engines could provide the answer.

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Sep 16, 2015

GoAutoNews

Holden heritage fleet

Car-maker starts work on major historical collection ahead of factory closures

By TIM ROBSON

HOLDEN has engaged former employees to begin assembling a definitive heritage fleet of rare and desirable models from the Australian car-maker's rich 67-year local history.

While the company, which is pulling out of local manufacturing in 2017, already holds many pieces of interest at its Fishermens Bend headquarters in Melbourne – including the Hurricane sports car prototype from 1969 – GM Holden executive director of sales Peter Keley told GoAuto that vehicles of a different significance would be sought for the new project.

"We really haven't so far invested in getting a complement of cars together that accurately reflects our history," he told GoAuto at the launch of the Commodore VFII in South Australia. "It's not about grabbing XU1s and A9X Toranas; it's about the regular Holdens



2015 VFII and 1978 VB Commodore

that have made up our history."

Several private museums around the country, including the Holden-sanctioned museum at Echuca in Victoria, house many of the company's more important cars from its seven-million-plus vehicle build history.

Mr Keley said that the project is in the planning stages at present, with discussions about facilities and the collection's goals in train.

"We've currently actually got a group of our retirees going through a lot of our archival-type records and trying to sort through those which was of interest and which one is just stuff we'll leave in the box," he said.

"Certainly with the closure of manufacturing, it's focused us on the legacy that we've created, and that we want to continue to celebrate as we move forward."

The company currently holds vehicles like the millionth car ever built (a gold EH Premier) and the four-millionth (a two-tone gold VC Commodore SL/E), but Mr Keley said there were no specific

acquisitions in mind.

"Obviously we've got the existing vehicles that we had earmarked. They'll be always special to us as our show cars," he said. "It's filling in the gaps beyond that."

Discussions around a permanent facility are ongoing, but Mr Keley indicated that the collection would eventually be open to the public.

"Certainly we would like to have something that public can access; on what terms we haven't decided yet," he said. "We don't have a specific timeframe to be honest at the moment, (but) it's sooner than later."

"We want to make sure that we're celebrating our past and then building a bridge to our future."

The company's local build lineage can be traced back to October 1948, where the first locally built car – a cream-coloured 418-25 equipped with Holden's first engine – was completed in Melbourne. At one stage, Holden had production facilities in almost every state in Australia except for Tasmania and the Northern Territory.



Peter Keley

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Oct 21, 2015

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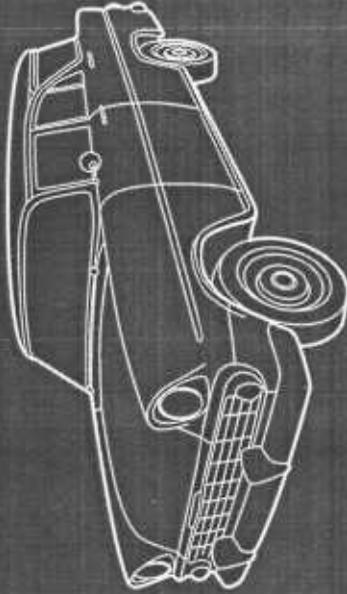
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At the minute I am getting the HQ ute restored as you can see in the pictures. Its rust is not too bad but still a lot of work to be done. Its had new rust repair panels fitted and inner and outer sills. I got all parts to restore the brakes last week. Hopefully it will be back from workshop before Christmas and I will have it on the road for the spring. Its all money with restoring cars but the ute will be an amazing vechile once finished. My dad will be very happy to see it done. Its 20 Years ago this month he bought it!!

Ross Kingston



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Date sent: Fri, 16 Oct 2015 07:58:55 +0100
Subject: Re: Holden Grey in Series 1 Land Rover
From: Adrian Hatton <sherwoodsailplane@btinternet.com>
To: Ken Garner <holdenuk@ndirect.co.uk>

Dear Ken,
Thank you for your reply and for the excellent news that the engine should be salvageable with parts available.
I will keep you posted on progress and no doubt be asking more daft questions as things move forward with the work.
In the meantime attached is a few pictures of the Land Rover as she sits now (and in the container packed for shipping back to UK).

Kind regards
Adrian

Hi Adrian,

Thanks for contacting the Club.
I like your idea of a sympathetic restoration of your Series 1 keeping it as original as possible. The number you show below would indicate that this is a 138 cu in. engine, originally fitted into an FB or EK Holden, built between 1960 and 1962.
The good news with these engines is that all parts are still available and they are very simple engines to work on. If it is seized I would check that the head isn't cracked, which is known problem. another thing to check is the fibre timing gear, which often strip, steel replacements are available.
Basically no parts are available in the UK, so anything will have to come from Australia, except perhaps the oil filter and the distributor. It is worth having a look on ebay.com.au to see what is available. A really good place is <http://www.rarespares.net.au> but the prices are a bit high. There are a lot of other suppliers though.

As far as overhaul goes a Holden workshop manual for the FB/EK from Chiltons or Scientific Publications (SP) have big sections on the engine, there is also a lot of information online too. These, and the later red motors, are very common in Australia, and didn't change that much during about 35 years.

Regards

Ken Garner
Chairman
Holden UK Register

Date sent: Tue, 13 Oct 2015 10:07:05 +0100
Subject: Holden Grey in Series 1 Land Rover
From: Adrian Hatton <sherwoodsailplane@btinternet.com>
To: <info@holdenuk.co.uk>

Dear Sir,

I have recently imported a 1950 Series 1 80inch Land Rover which had long ago in NSW been re-engined with a Holden Grey (engine number B200045)

The vehicle is now at my farm near to Newark In Nottinghamshire.

The plan is not to restore the vehicle to original condition but to conserve history and make it safe to use whilst retaining as much as possible of the patina and life story of the previous life on an Australian farmstead. Sadly however, the engine is seized and before I start to strip the vehicle I am looking for guidance on obtaining skills and parts to look at salvaging this engine if possible. I wondered if anyone in the Holden Register might be able to help (I would of course be very happy to join the Register if so)

If this might be a possibility, my telephone number is 07885 460 or you can contact me by email at this address

I look forward to hearing from you in due course.

Kind regards

Adrian Hatton



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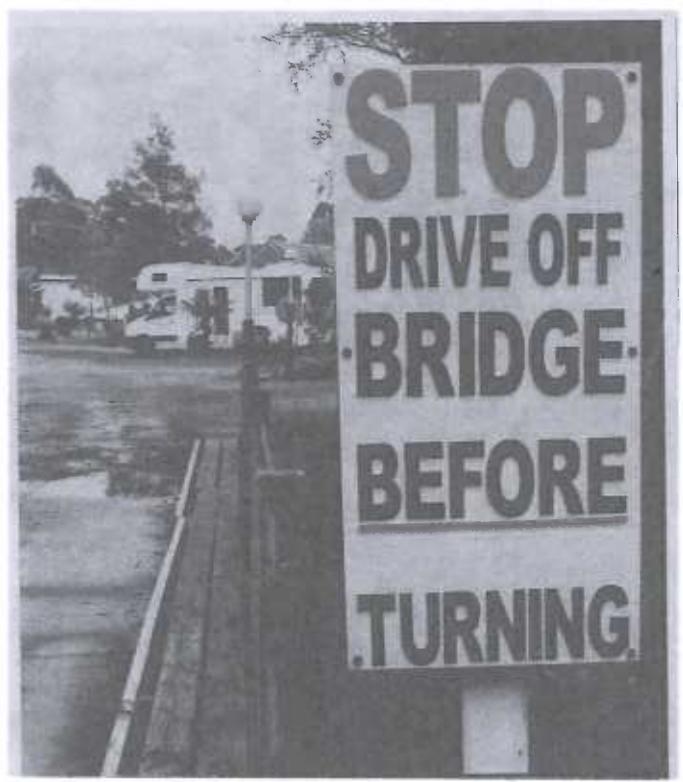
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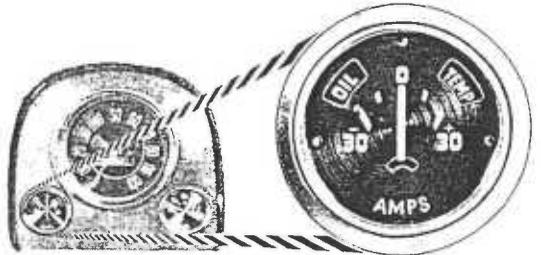


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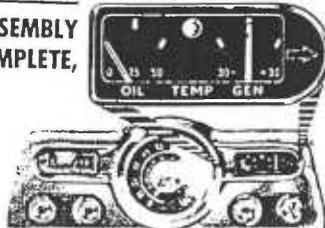
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