

**ISSUE 171**



# ***Holden Business***

**July/August 2016**



## FRONT COVER – New member; Claire Quinney's Maloo

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EDITOR'S  
NOTES.

Hi all,

July already and we are still waiting for summer to arrive. It better hurry up otherwise Autumn will be upon us.

The weather hasn't stopped some of our members getting out to the odd local show though. I am always happy to put your pictures in the magazine, just forward the images to me and if you would like to add a small description of the event I can add that too.



I would like to welcome four new members who have joined recently; Claire Quinney, who's 2003 Maloo is featured on the front cover; Steve Fagan with a 2001 Commodore SS; Lorcan Connell, with a 2009 HSV Clubsport R8; Joshua Hurford, with a 1974 HQ Kingswood Sedan.

Regards



Ken

# Final fling for HSV's LS3

**340kW V8 to exit market via limited-run editions of Maloo, ClubSport, Grange**

By DANIEL GARDNER

**HOLDEN** Special Vehicles (HSV) is giving its venerable naturally aspirated 6.2-litre LS3 V8 one last hurrah under the bonnet of three limited-edition ClubSport and Maloo variants with some of the most accessible pricetags in the Australian performance brand's history.

The 340kW engine – currently only offered in the long-wheelbase HSV Grange – is being pitched as a special offer to performance enthusiasts, providing “unrivalled value and a ‘final buy’ opportunity” before being put out to pasture in October this year when Euro 5 emissions rules kick in.

Starting from \$62,990 plus on-road costs, the Maloo R8 SV Black ute and its \$65,990 ClubSport sedan equivalent reintroduce the LS3 V8 that was phased out in short-wheelbase HSV vehicles with the arrival of the supercharged



Maloo R8 SV Black

LSA in October last year.

In addition to the new entry-level variants, the SV Black pair are being offered alongside a hardcore ClubSport R8 Track Edition for \$68,990 and a more luxury-focused \$86,990 Grange SV, both of which share the revenant 6.2-litre powerplant.

HSV fans will remember the SV Black edition from its previous appearance in the range in 2011, and the company says the nameplate will attract as much attention this time around with a selection of blacked-out aesthetic tweaks in limited numbers.

The ClubSport R8 SV Black will be limited to 350 examples, while just 100 of its Maloo equivalent will be on offer. New Zealand will get 18 of the sedans and just two utes.

These get satin-black Rapier 20-inch wheels, blacked-out door surrounds,

bonnet/boot badges, lower door accents and matching dark chrome exhaust tips, while the standard AP Racing four-pot callipers are also painted black.

The black extras are complemented by black fender vents, mirror caps and a ‘satin graphite’ boot spoiler for the ClubSport, while the black theme continues on the inside with leather sports seats, SV Black badging and the individual build number.

“We know, from experience, that our customers really connect with the SV Black styling theme,” said HSV chief designer Julian Quincey.

“The visual enhancements we’ve introduced with the Gen-F2 SV Black range really dial-up the vehicle’s street presence, and we’ve no doubt this range will emulate the success of the last SV Black.”

## PRICING:

Maloo R8 SV Black	\$62,990
ClubSport R8 SV Black	\$65,990
ClubSport R8 Track Ed	\$68,990
Grange SV (a)	\$86,990



ClubSport R8 Track Edition

# Proud moment



## HSV celebrates production of 85,000th vehicle

By RON HAMMERTON

AUSTRALIA'S biggest and best-known performance car manufacturer, Holden Special Vehicles (HSV), has celebrated the production of its 85,000th vehicle – a Commodore-based Gen-F2 ClubSport R8 LSA.

The factory-backed operation – due to mark its 30th anniversary next year just as local Holden production draws to a close – says it will deliver the car to HSV's longest-serving dealership, Garry and Warren Smith in Oakleigh, Victoria, where a lucky buyer can snap it up.

The dealership is close to where HSV began operations in 1987 in the wake of Holden's falling out with Peter Brock and his HDT special vehicles company.

Born to fill the hot Holden vacuum, HSV was founded in a deal between Holden and former British touring car racer and UK special vehicle builder Tom Walkinshaw in association with Holden executive John Crennan, who became HSV's founding managing director.

One of the first employees was former racecar driver and HDT staffer John Harvey.

Current managing director Tim Jackson said HSV's beginnings at its first production site at Notting

Hill were humble, "with just three employees, a single desk, two chairs and one telephone".

He said that over its 29 years, the company had been constantly reminded of the continued dedication and passion shown by its employees, dealers and customers.

"This is a milestone that can be proudly shared by them all," he said.

While it took HSV about four years to turn out its first 5000 vehicles, the most recent 10,000 cars have come in little more than three years, at the rate of about 3000 a year.

HSV's cars are part-built at Holden's Elizabeth factory in South Australia before being shipped to HSV's current production base at Clayton, Victoria, for finishing touches on a dedicated assembly line.

It remains to be seen what will replace this arrangement when Holden Commodore local production finishes in the second half of next year, although, as GoAuto has reported, HSV is keen to continue business with Holden by developing a new program using the imported Commodore as a base.

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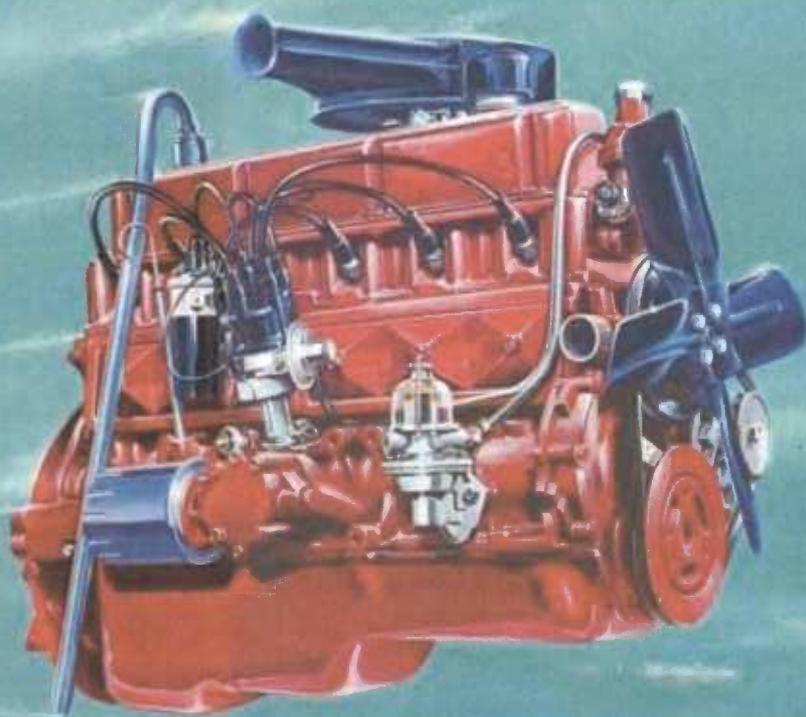
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*This light metal engine distinguishes all Holden models fitted with the new 179 engine, except Premier Sedan and Station Sedan.*

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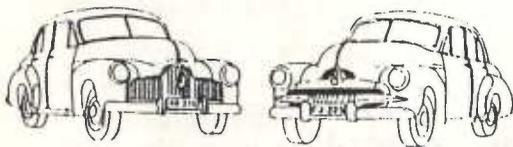


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**— POPULARITY POLL —**

**(Australian registrations for the year 1924)**

Ford . . . . .	5282	Hudson . . . . .	188
Dodge . . . . .	2003	Gray . . . . .	133
Buick . . . . .	1580	Durant . . . . .	177
Overland . . . . .	688	Maxwell . . . . .	164
Chevrolet . . . . .	652	Rugby . . . . .	149
Studebaker . . . . .	668	Citroen . . . . .	126
Essex . . . . .	418	International . . . . .	126
Hupmobile . . . . .	302	Dort . . . . .	123
Fiat . . . . .	317	Morris Oxford . . . . .	117
Oakland . . . . .	229	Chandler . . . . .	113
Nash . . . . .	184		

**(Australian registrations for the year 1954)**

Allard . . . . .	1	Hartnett . . . . .	10	Plymouth . . . . .	2116
Alvis . . . . .	11	Hillman . . . . .	6133	Pontiac . . . . .	253
Arm. Siddeley . . . . .	170	Holden . . . . .	39,492	Porsche . . . . .	1
Austin . . . . .	14,914	Hudson . . . . .	227	Rennult . . . . .	1433
Bantam . . . . .	1	Humber . . . . .	2232	Riley . . . . .	147
Bentley . . . . .	39	International . . . . .	15	Rolls Royce . . . . .	15
Bristol . . . . .	20	Jaguar . . . . .	627	Rover . . . . .	1037
Buick . . . . .	6	Jowett . . . . .	46	Reliant . . . . .	2
Chevrolet . . . . .	2295	Jenson . . . . .	1	Simca . . . . .	65
Total Chrysler . . . . .	11	Lanchester . . . . .	12	Singer . . . . .	366
Citroen . . . . .	200	Lancia . . . . .	5	Skoda . . . . .	112
Daimler . . . . .	126	Mercedes . . . . .	116	Standard . . . . .	12,429
De Soto . . . . .	579	M.G. . . . .	795	Studebaker . . . . .	131
D.K.W. . . . .	1	Morgan . . . . .	8	Sunbeam . . . . .	89
Dodge . . . . .	2207	Morris . . . . .	10,863	Tatraplan . . . . .	7
Dorotti . . . . .	2	Nash . . . . .	48	Triumph . . . . .	56
Fargo . . . . .	10	Oldsmobile . . . . .	1	Vauxhall . . . . .	8161
Fiat . . . . .	994	Opel . . . . .	2	Volkswagen . . . . .	1746
Ford . . . . .	28,640	Packard . . . . .	46	Willys . . . . .	52
Goliath . . . . .	98	Peugeot . . . . .	1196	Wolseley . . . . .	1969

*Australian Motor Manual*

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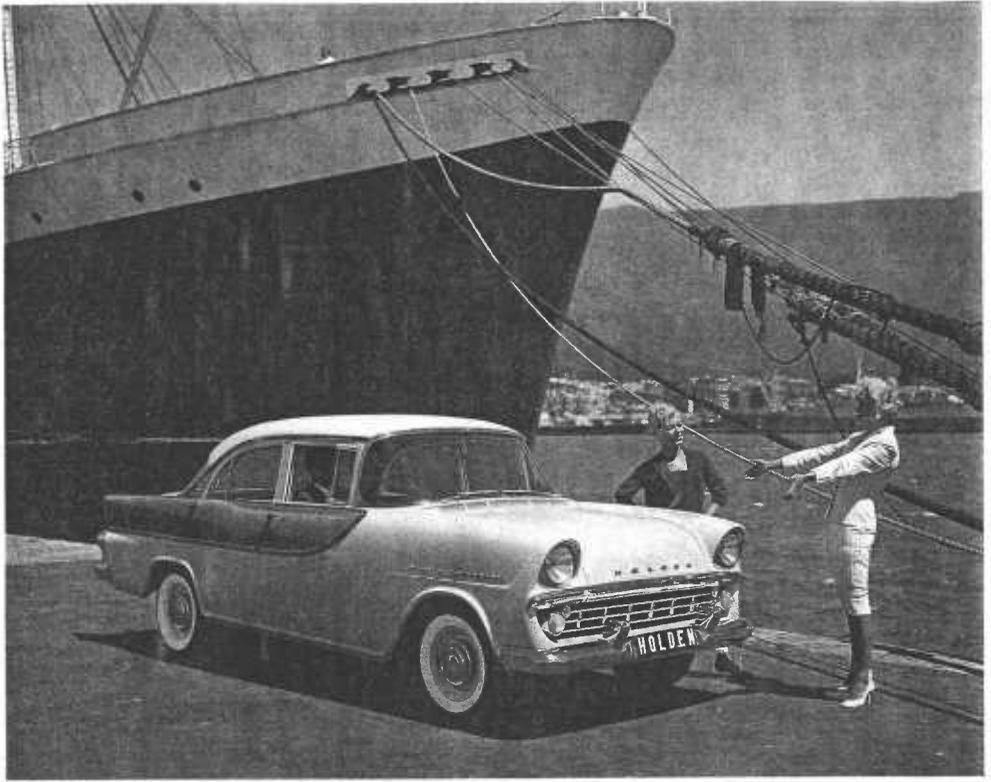
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