

ISSUE 173



Holden ***Business***

November/December 2016



FRONT COVER – Leighton Reid's recently imported 2014 VF Commodore SS

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



EDITOR'S NOTES.

Hi all,

Once again this is the last edition of our magazine for 2016. The year has produced some good weather with a lot of sunny and dry weekends, I hope you all took advantage of them to get get out and about in your cars.

Once again the Ace Café in London are having their, now traditional, Australia Day event, this time on Sunday 22nd January 2017 from 9am – 5pm. There is no entry fee and plenty of parking available for both visitors and owners at this north London venue.



All makes of Australian cars are welcome and the turnout is usually very good.

This is a great venue which hosts car and motorcycle events on most evenings and every weekend throughout the year:

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

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

Regards

Ken



Fishermens Bend sale

Holden now considering 'further opportunities' in wake of \$135m land sale

By RON HAMMERTON

GM HOLDEN has revealed it is considering "further opportunities" at its Fishermens Bend site in Melbourne, despite selling off 37.7 hectares of the prime industrial land to the Victorian government for \$135 million under a huge urban renewal project that will include a new innovation industry precinct.

The government says it is in "advanced talks" with Holden about its future at the site, near the Yarra River, 5km downstream from Melbourne's CBD.

In a statement, Holden said last week: "We are very supportive of the Victorian government's plans to transform this site into an innovation and employment hub and we look forward to exploring further opportunities as the site is developed."

Holden declined to elaborate on those opportunities, telling GoAuto: "Stay tuned."

While Holden's V6 engine plant will go as part of the land sale to the government, its headquarters and technical centre – including the GM Design Australia studios and engineering workshops – will remain as a cornerstone of the new precinct.



Apart from head office employees in the hundreds, more than 300 designers and engineers working on global vehicle programs will remain at Fishermens Bend "for years to come".

Holden has had a presence at the site for almost eight decades, building its first Holden-badged car, the 48-215, there in 1948.

The only current factory at the site is the Holden V6 engine plant that is destined to close late this year, about a year out from the planned end of Holden car manufacturing in South Australia in 2017.

A university design school has also been mooted for the rambling site, presumably close to GM Australia Design – part of GM's global design network and one of only two such GM

centres capable of building concept cars from scratch.

The sale of the land where Holden has plied its trade for eight decades comes just weeks before rival Ford Australia closes its Victorian manufacturing plants at Geelong and Broadmeadows on October 7.

Holden has already sold off large chunks of its Fishermens Bend site, including the iconic art deco office block that housed the Holden head office for decades before an all-new purpose-built HQ was opened next door in 2005. That office is leased from Altis and is not included in the latest deal with the state government.

FULL STORY: [CLICK HERE](#)

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Commodore contrast

Holden's own path with next Commodore seen in Opel Insignia preview

By HAITHAM RAZAGUI

A PREVIEW drive event in Britain has revealed contrasts between the imported 2018 Holden Commodore and the Euro-market Opel/Vauxhall Insignia upon which it is based.

Similar to the Australian Commodore preview at GM Holden's Lang Lang proving ground in Victoria last week, European media sampled camouflaged prototypes of the next Insignia at the Millbrook proving ground in Britain that was once owned by General Motors.

In addition to the coupe-like Sportback hatch and Sportwagon shooting brake



body styles confirmed for Australia, numerous European reports suggest a high-riding Country Tourer variant similar to the Volkswagen Passat Alltrack is also in the works.

The next Commodore will be a sedan-free zone and European Insignia hatchbacks will carry the Grand Sport moniker, with the wagon variant badged Sports Tourer.

Reports from the Millbrook event also indicate a December reveal for the production-ready Insignia, although General Motors says the official unveiling will take place at the Geneva motor show next March.

Unlike the Commodore, which

will launch with a naturally aspirated 3.6-litre V6 that produces 230kW and 370Nm as the headline act, the European Insignia flagship will feature a 2.0-litre four-cylinder petrol with twin-scroll turbocharger that churns out 187kW of power and 400Nm of torque.

Both are linked to an advanced all-wheel-drive system with twin-clutch rear differential similar to that of a Ford Focus RS but the AWD Insignia deploys an eight-speed transmission whereas all Commodores will get a nine-speed automatic and four-cylinder variants will be front-wheel drive.

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INCOME

Interest on Leek UBS A/C	3-21		
Members Subscriptions	232-00		
Advertisement	60-00		
Web Hosting	305-00		
Sale of Holden Business			
N/L back numbers	32-00	632-21	3691-74

EXPENDITURE

Tax on interest at LBS	0-64		
Returned cheques	-		
Chairman's account	452-94		
Secretary's account	24-79	478-37	

Closing balance at Leek United BS May 31 2016			3213-37
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SECRETARY'S ACCOUNT 2015-16

Post, stationery, printing etc	20-24		
Less 15/16 dues	13-00		7-24

CHAIRMAN'S ACCOUNT 2015-16

Web Host Renewal	55-81		
Misc expenses	33-55		
Holden Bus print & Post	251-54		
Domaine reg	42-16	383-06	
LESS			
15/16 dues	13-00		
Subs paid direct to KG	21-00		
Advert in Holden Bus			
Paid direct to KG	192-00	226-00	157-06

BALANCE NET of Creditors 31 May 2016			£3049-07
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Here comes Acadia

New Holden SUV strategy will see Captiva make way for GMC's Acadia in 2018

By TIM NICHOLSON

GM HOLDEN has announced that it will import the US-built seven-seat GMC Acadia from 2018 as part of its new-model strategy involving four new SUVs to be launched over the next two years.

The car-maker also used the announcement at its GM Australia Design Studios in Port Melbourne last week to confirm timing for a number of new or refreshed models as part of its promise to launch 24 new models by the end of 2020.

Following the Colorado-based Trailblazer seven-seat SUV that is pitched to the media this month before reaching showrooms in October, Holden will launch the European-sourced Astra five-door hatch in November.

Also arriving in November will be the mid-life update for the Barina light hatch and sedan that was revealed at the New York motor show, while the facelifted Trax crossover that made its debut at this year's Chicago motor



show in Chevrolet guise will arrive in January 2017.

GM Australia design director Richard Ferlazzo told journalists at the event that the Barina facelift was designed by the team in Port Melbourne.

It is the second time Australians have had a hand in the Barina design, as the sixth-generation Barina launched in late 2011 was penned in Korea by an Australian designer.

Holden says pricing and specifications will be revealed closer to launch.

While Holden had previously confirmed the Astra, Barina, Trax and Trailblazer, the Acadia announcement is a surprise, given many pundits had assumed that the seven-seat SUV promised by the car-maker would be a German-built wagon to be built alongside the next-generation Insignia and, GoAuto understands, the next Commodore.

GM CEO Mary Barra announced in late 2014 that an all-new flagship

SUV model would be built at Opel's Russelsheim plant in Germany for launch by the end of the decade, based on the same E2XX platform as the forthcoming redesigned Insignia.

When GMC unveiled the second-generation Acadia at the Detroit motor show in January this year, GoAuto reported that the three-row high-rider could end up in Holden's future line-up.

The Acadia is built on the GM C1XX platform that is the crossover variant of the E2XX, meaning it is related to the still-secret Opel SUV model and the Insignia/Commodore.

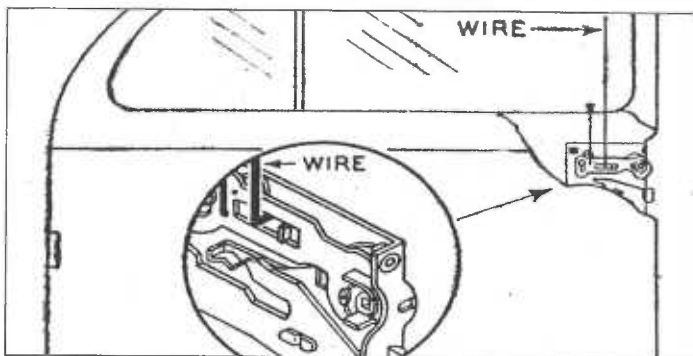
The Australian-spec Acadia is likely to be built at GM's Spring Hill plant in Tennessee, and while Holden is yet to announce powertrains, the US version is powered by a 230kW 3.6-litre V6 petrol engine or a 2.5-litre four-cylinder petrol unit, with no diesel in sight.



FULL STORY: [CLICK HERE](#)

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SAVES BREAKING GLASS IN GM CARS

Human nature being what it is, an occasional customer will lose car keys or lock them inside the car. Here is a quick way of unlocking doors that does not mar the finish. It eliminates the need of breaking the door or ventilator glass. It applies to older pre-1949 GM cars and possibly others with the 'push down' plunger locking mechanism. Use a 12 inch length of slender wire, about the size used in coat hangers or smaller if required. Bend a one inch hook on the end and slip it down between the glass and the door. Turn the wire and hook it under the plunger as shown in the illustration. For other makes and models you can find out how the locking mechanism works by taking an old unusable door and removing the door skin around the lock area. **RC**

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In the absence of a puller for removing the rear hubs of a car, you can use a jack and a length of chain. After removing the wheel retaining nuts, the base of the jack is held against the end of the axle, the chain is run over the top of the jack and the ends are fastened under two of the wheel nuts in the brake drum. By working the jack with the handle in the regular way, the hub will be loosened.



They told me I had type-A blood, but it was a Typo.

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Jokes about German sausage are the wurst.

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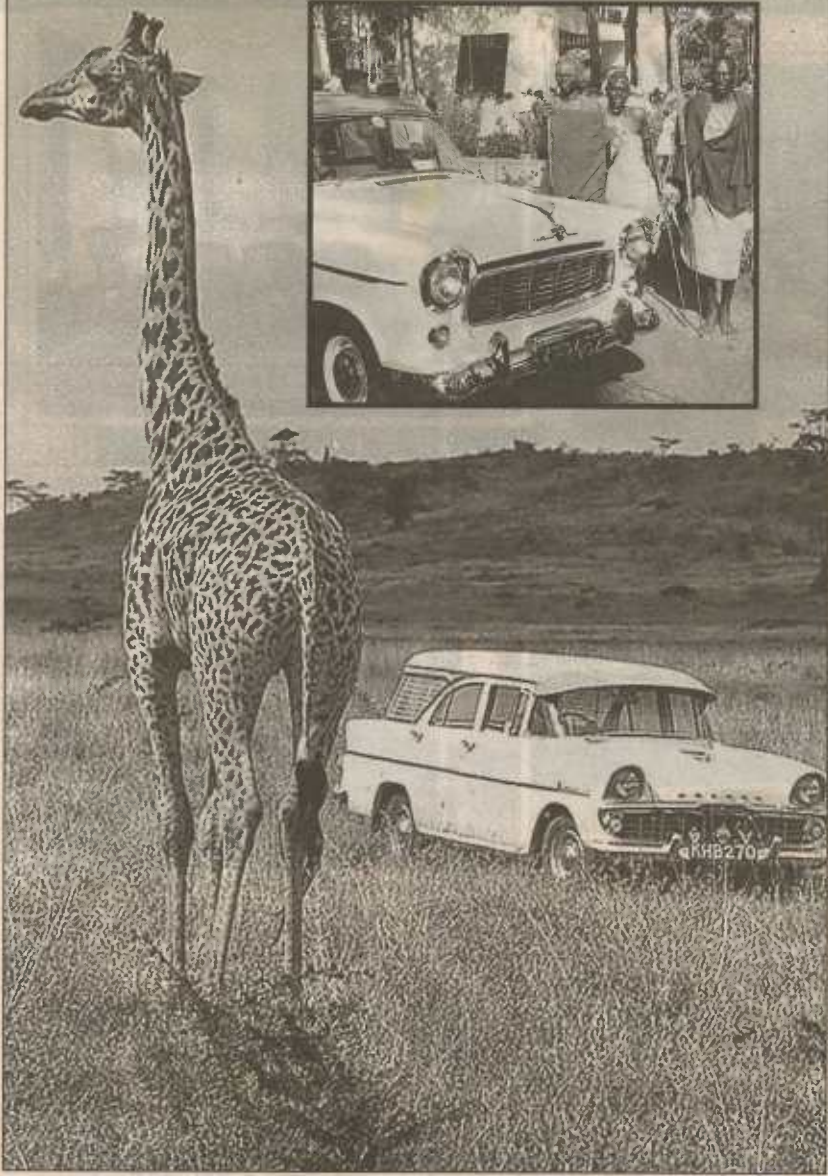
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48	48/217 Business Sedan	July, 1953	
50	50/2106 Coupe Utility	January, 1951	

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