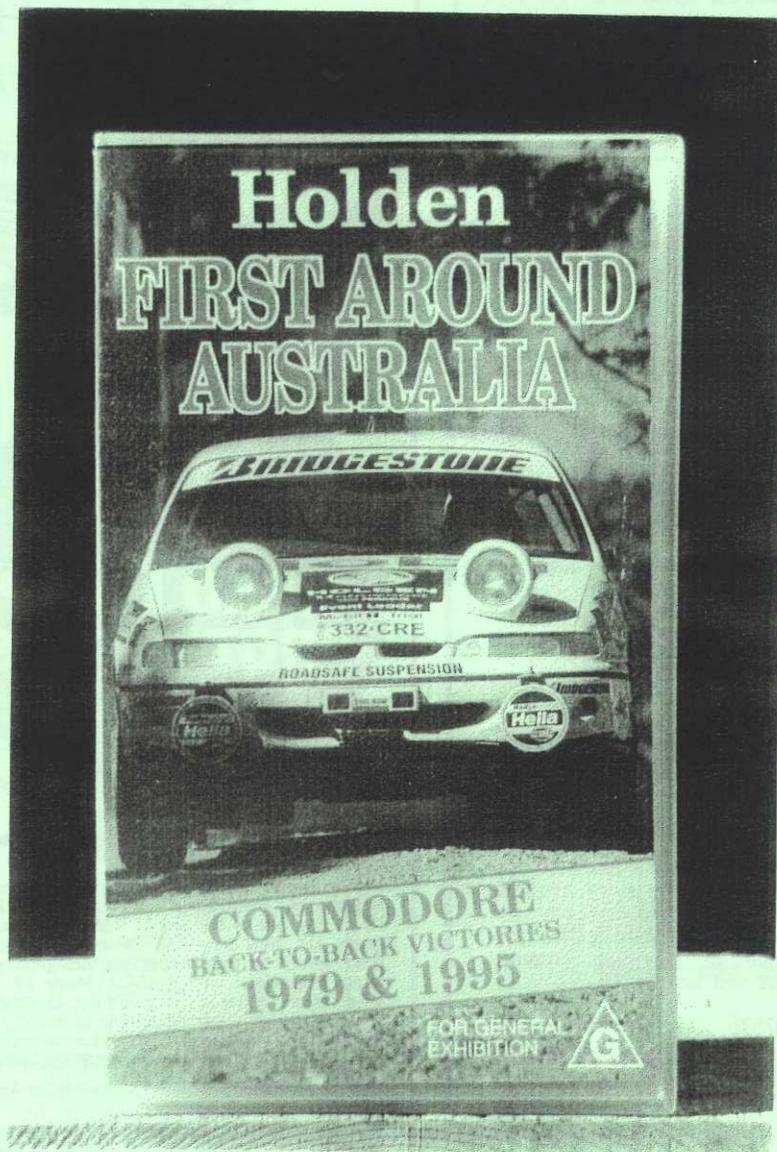


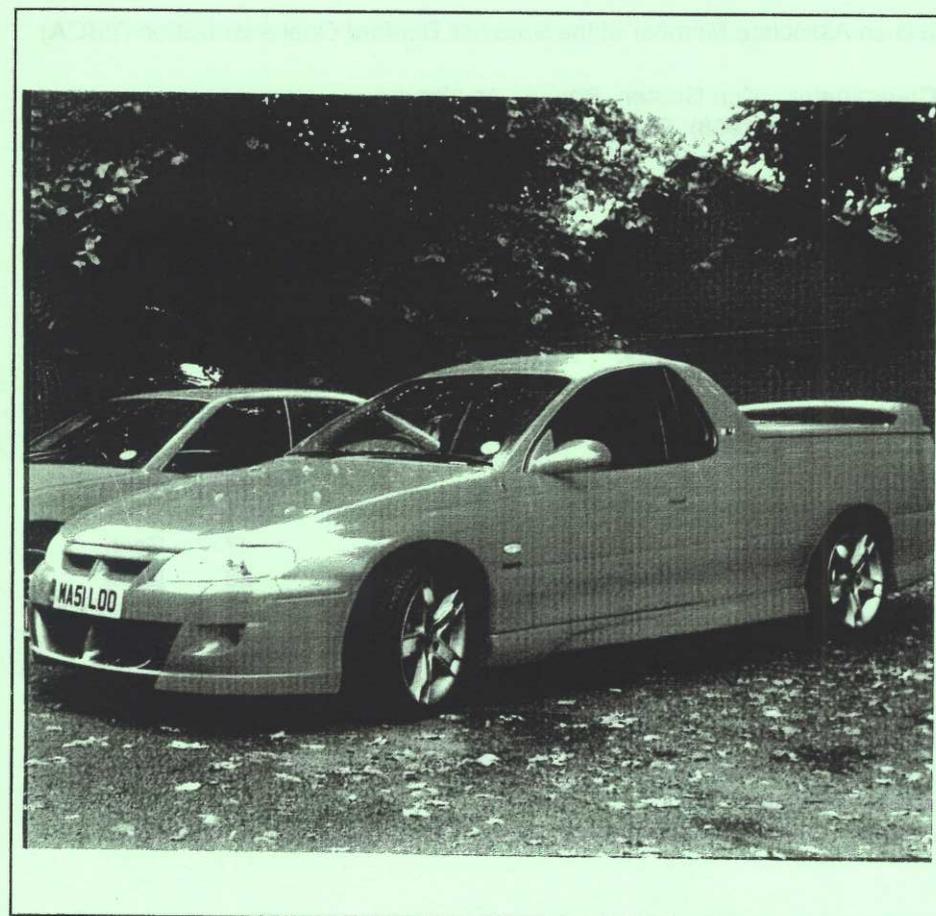


# Holden Business

SEPTEMBER/OCTOBER 2002



See letter page 5 of this issue





**FRONT COVER -** The only Maloo in the UK?

**COMMITTEE:**

**CHAIRMAN / ACTIVITIES OFFICER.** Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone. 020 8287 4932. Fax 020 8286 6952.  
E-mail: holdenuk@ndirect.co.uk

**MEMBERSHIP SECRETARY / TREASURER.** Guy Hardy, Cawdron House, 111 Charles Street, Milford Haven, Pembrokeshire SA73 2HW.  
Phone/Fax 0164 669 2254 E-mail: cawdronhardy1@yahoo.co.uk  
**EDITOR / PUBLIC RELATIONS OFFICER.** Position Vacant

**The Register is recognised by Holden Ltd**

The Club is an Associate Member of the Vauxhall Bedford Opel Association (VBOA)

Spares Co-ordinator : Ken Garner. Phone: As above  
Technical Adviser (pre 1968): Patrick Hemphill. Phone: 01787 282307  
e-mail: Patrick@prhemphill.freemove.co.uk  
Technical Adviser (post 1968): Garry Lennox e-mail: galennox@clara.net

**Club Website:** <http://www.geocities.com/ikiloh>

**CLUB ITEMS FOR SALE:**

HOLDEN BUSINESS Back Issues.	No. 1-3	50p the Three
	No. 4-Date.	50p Each.
Holden 1948-1962 Book		£8 Each.
Stickers (With Club Logo)		50p Each.
Tax Disc Holder	..	50p Each.
Key Fob	..	50p Each.
Cloth Badge	..	£7 Each.
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T Shirts (S/M/L/XL)	..	£6.50 Plus £1 p&p
Metal Car Badge	..	£10 Plus £1 p&p
Binders for Club Magazine (holds 12)		£6 Plus £1 p&p

All cheques payable to Holden UK Register. (In Sterling)  
**NOTE:** Equivalent amounts in AUS\$ and the Euro can be accepted, please contact the Chairman for details.  
Small items will be sent post free with next copy of the magazine, otherwise please add postage.

Hi All,

Our annual event at Billing was some time ago now but it was an excellent day out with perfect weather. I have reproduced some pictures on the middle pages of this edition. For more pictures have a look at the site of another UK Holden enthusiast:

[www.thurlows.com](http://www.thurlows.com) and follow the path to; July 2002 - Holden Show

Our Club has recently been in discussion with some other owners of Australian cars in the UK (Ford and Chrysler) with a view to forming a mutual interest group. This does not involve any changes to the constitution of the Holden UK Register but should provide an Australian focus at shows. The working name is the AUSCCA. (Australian Car Club Association) Once this is up and running we will publish more information.

I have recently learnt that GIV Ltd have relinquished the HSV franchise in the UK. Owners are advised to contact TWR for assistance if required, or LSV who specialise in the service of HSV's in the UK. I'm told that a new distributor will be appointed in the near future.

If any of you are interesting in buying an HSV second hand there are quite a few for sale at the moment. Have a look at [autotrader.co.uk](http://autotrader.co.uk) You will need to register (free) to be able to search 'keywords' for 'Holden' though.

Keep those pictures and letters coming in!

Regards

Ken

# LETTERS - LETTERS - LETTERS

Ken,

Enclosed photos of the HSV Malco Ute seen in July in Hitchin.

According to the owner it is the only one ever here due to emission regulation problems.

Owner will hopefully become HUKR member soon, he has been given details.

Matthew Hellingbrock

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Dear Holden club

News for your News pages!

..We can now supply copies of the Australian video 'HOLDEN - FIRST AROUND AUSTRALIA'.

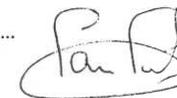
66 minutes of great action from this 12,000 mile rally (a re-vitalisation of the '50s Redex Trials) around and through Australia's deserts, tropics, bush & forest, with heat, dust, mud, blood & roos....Starts with a 22 minute film of the 1995 event featuring the Holden Commodore HSV (which won by just 5 minutes). Followed by 44 minutes of the 1979 event which features the Commodore (led home 1-2-3 by Peter Brock) battling against the works Ford Cortina mk4 teams, Citroen Cx, Mazda RX7 & Porsche 944 among others...

Price is £19.50 including P&P.

I would be very grateful if you could mention the user-friendly web site [www.32fullthrottle.freereserve.co.uk](http://www.32fullthrottle.freereserve.co.uk) and Tel. no. 01825 765614 - up to 8pm.

Incidentally, we can supply many other videos featuring Holdens in action from only £13.....

Regards.....



Ian Fleet.





**HOLDEN**

16 July 2002

**Media Release**

**HOLDEN TO BOOST VEHICLE PRODUCTION  
BY 21 PER CENT IN 2003**

Holden plans to boost vehicle production at its manufacturing operation in Elizabeth, South Australia, from the current record rate of 620 vehicles a day to more than 750 a day by the end of next year.

A rapidly expanding domestic product portfolio, U.S. Monaro export delivery schedule that commences in September 2003 and longer term export strategies are among factors driving the dramatic planned increases in manufacturing capacity and flexibility.

Holden plans to invest \$2 billion in capital and product programs over the next five years. It will spend \$480 million within the next 18 months to upgrade plant and improve processes at the Elizabeth facility, already one of the world's most flexible and productive automotive manufacturing operations.

Holden expects to build a record total of 143,000 vehicles in 2002 and is targeting annual volume of 180,000 by 2008 to achieve economies of scale necessary to achieve a sustainable position in the global marketplace.

Holden Chairman and Managing Director, Peter Hanenberger, said the company was gearing up for one of its biggest challenges.

"This capital expenditure and capacity expansion program is necessary if Holden is to move from a relatively low volume producer to a company that manufactures vehicles and components at sustainable international-scale volumes.

"Holden's strategy for future success involves becoming a competitive producer of rear wheel drive passenger vehicles for domestic and global niche markets. These will be based on the versatile Commodore platform that will continue to be the backbone of Holden's vehicle manufacturing operations," Mr Hanenberger said.

.../2



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Holden is already making inroads with the Commodore and Statesman models that sell in a growing range of export markets, notably the Middle East, branded as Chevrolets. The Monaro coupe will be exported to the Middle East later this year with 1200 units and the United States at the rate of 18,000 a year from late 2003 as a 2004 model.

The substantial tooling up at Elizabeth will mean an increase in staffing levels, and possible changes to the current shift pattern to facilitate productivity increases are being reviewed by a project team comprising management, unions and employees.

Elizabeth's 4300-strong workforce produces 28 models from nine variants off the Commodore platform in left and right hand drive configurations for seven domestic and export markets.

All major areas of Holden's Elizabeth operation – the Press, Fabrication, Body, Paint, Plastics and General Assembly facilities – will be upgraded.

In the Press Shop, where major body panels and components are stamped from sheet metal, two existing large press lines and a blanking line will be replaced at a cost of \$68 million to yield the most modern and flexible large press capability in the country.

Tandem press lines are being upgraded to include quick die change facilities and inter-press robot automation, allowing for extensive productivity gains. A \$45 million third transfer press to be commissioned in 2005 will further increase capacity.

In Fabrication, plans include modifications to the front suspension crossmember cell, expansion of laser cutting capability and duplication of the left-hand drive dash cell to complement the rise in export vehicle build requirements.

Fifty five million dollars will be invested in significant upgrades to Body Shop niche model welding lines, and the Paint operation will benefit from the addition of a \$9 million automatic storage facility for painted bodies.

Holden's world-competitive Plastics facility will benefit from the installation of a third 40,000 Kilo Newton injection moulding machine to increase output of the bumper facias that are integral to its platform flexibility. The facia paint facility will be further automated prior to the introduction of a totally new, \$27 million facia paint operation in 2004.

In General Assembly, where the largest production team in the plant manages the transformation of bare body shells into ready-to-roll Holdens, new systems will deliver considerable gains in flexibility, mostly related to improvements in material flow and process control.

"Speed to market becomes a real issue as we develop more customer-focused cars or we stand to miss opportunities entirely," Mr Hanenberger continued. "All the while we must ensure our quality is improving constantly and is on par with the world's best.

"We will also be placing greater focus on automotive research and development to complement our Australian engineering ingenuity. It is crucial if we are to foster greater innovation in products and processes to achieve necessary economies of scale through additional exports and import replacement.

"If Australia is to be viewed by international investors as a competitive location for this global industry, it must be seen as a country that supports its automotive industry," Mr Hanenberger concluded.

Holden exports of vehicles, engines, components and engineering services contributed \$1.16 billion to Australia's balance of trade in 2001.

Holden spends more than \$2.6 billion a year on components and services, and purchases of vehicle components exceed \$1.6 billion dollars. Close to 200 of Holden's 332 direct suppliers are Australian-based.

In the past five years, Australian vehicle exports have almost doubled, and revenue now approaches \$5 billion a year – more than such staple earners as beef, wheat or wool.

—ends—

**For further information, contact:**

Tristan Everett  
(03) 9647 1095  
tristan.everett@holden.com.au

**Media can access Holden Media Online at <http://media.holden.com.au>**

# OZ-SOME COUPE ON THE WAY

■ THERE'S thunder down under – and it's heading for your local Vauxhall dealer. Australian firm Holden's mighty Monaro coupé is set to storm into Britain after the Luton firm's managing director, Kevin Wale, said he wanted it.

Aussie Wale is the former boss of Holden's HSV performance arm. Holden's corporate communications manager Jason Laird said: "We have clearly



**Aussie Wale is keen for car to come to UK**

defined goals in terms of export markets, and our options include the UK. Kevin has expressed interest in the Monaro for Vauxhall."

Bigger than the Astra Coupé, the Monaro would be the first full-sized Vauxhall two-door since the Calibra. The 5.7-litre V8 car is based on a lengthened and widened Vauxhall Omega platform. It uses the Chevrolet Corvette's pushrod engine which, although dated, pumps out 290bhp. Transmission is either a six-speed manual or four-speed auto gearbox.

The Monaro could be here as early as next year, costing £20,000 in Australia, it is expected to be closer to £30,000 in the UK.

**Monaro coupé uses Corvette's 5.7-litre V8**



*AUTO EXPRESS* 1 May 2002

# PICK-UP HINTS AT 4x4 FUTURE

**Holden's V8 truck to be available here through import specialists**



*AUTO EXPRESS* 17 April 2002

■ THE humble pick-up will never set the UK market on fire, but there's more to this new Holden than meets the eye. The 300bhp truck is the Australian maker's first four-wheel-drive car, and uses technology derived from parent firm General Motors' acquisition of Subaru.

If the set-up proves a success, it will pave the way for a new wave of all-wheel-drive products from GM, including future large Vauxhalls such as the Signum

and hot versions of next-generation models from Alfa Romeo and Fiat. The technology will also be applied to the Holden HSV range of super-saloons, available in Britain through specialist importers. And these firms will be bringing the pick-up here, too. Available as a single or double cab, the 5.6-litre V8 X81 is tipped to be the fastest commercial vehicle in the UK, and will arrive early next year, priced around £30,000.

# Holden Day - Billing -14<sup>th</sup> July 2002



# Holden's secret weapon revealed

By JAMES STANFORD

AUSTRALIA'S most popular car will take to the streets sporting a bold new look.

Holden has been tight-lipped about details of its new range of Commodores ahead of its official launch in two weeks.

But photos of the Commodore sedan, wagon, Berlina and SS can be revealed after they were leaked to an unofficial Ford fan website.

The V-shaped grille and four bulb headlights — previewed on the Cross8 concept car at the Melbourne International Motor Show in March — give the Commodore a much sharper look at the front.

The base model car has a black plastic grille, while the Berlina model has a chrome surround that matches the large chrome Holden logo that sits in the middle.

Holden has not changed the styling of the interior, but the rear end has been revamped.

A rear shot of the sporty V8 SS model shows the sloping tail of the current model has been replaced with a harder, more angular tail. The triangular tail lights have multiple bulbs and are similar to those fitted to the Mitsubishi Magna.



Sneak first look: the VY Commodore SS.

The SS will also be available with parking sensors that are fitted to the rear bumper, a feature that will be available with the new BA Falcon.

A new V8-powered model called the SV8 will also be added to the Holden range and is expected to be less expensive than the super-fast SS V8.

The Commodore has been the best-selling car in Australia for five years,



Less expensive: VY Commodore SV8.

but faces its biggest challenge when the new BA Falcon is launched in early October.

Last month's figures showed Holden sold 8000 Commodores while Ford sold 4785 Falcons.

Holden sales and marketing manager Ross McKenzie told the *Herald Sun* Cars Guide last week that the Commodore update would be a major specification change.

"It is dramatically changed on the exterior and even more changed in the interior from the driver's perspective," Mr McKenzie said.

Ford has already shown its all-new BA model.

It plans to detail more about its engines and interior next week.

He said owners would be proud to drive home the new Commodore. "It will pass the neighbour's test."

# Brock to make Bathurst return

Australian touring car legend Peter Brock will make his comeback this year in the race which made him an icon.

Brock, who last raced in 1997, is breaking his five-year retirement to make a one-off return in the Bathurst 1000 on October 13.

He will drive alongside ex-British Touring Car Championship racer Craig Baird in a Holden Commodore VX run by Team Brock, which he set up for this season with engineering guru Ron Harrop and former owner-driver Rod Nash.

Brock, 57, is effectively contesting the race as a PR exercise in the hope of attracting backing for the team for next season from communications giant Motorola.

"This Bathurst race is very much a one-off arrangement for me," he said. "But the commercial realities of such an exercise will help consolidate the

team's future into 2003 and beyond. That's what's important."

Brock, who took the first of his record nine Bathurst wins in 1972, is not taking the challenge lightly.

"This will be a full-on competitive outing," he said. "We're looking for a top-10 finish. If we can stay in touch with the front runners, anything can happen. Who knows? Maybe victory number 10 is not out of the question."

Although New Zealander Baird has had inconsistent results this year, Team Brock is building up for a two-car assault on the full Australian V8 Supercar series next season.

Brock, who has dabbled in speciality events such as the Australian Safari and Targa Tasmania in the past few years, is reviving his famous number 05 — which was officially retired from competition when he quit — for Bathurst.

BROCK



Nine wins



Legendary racer Brock will partner his regular driver Baird for a one-off return to Bathurst



1

## 1 BUYING

The new Practical Classics is packed with essential buying info, plus the price guide used by insurance companies



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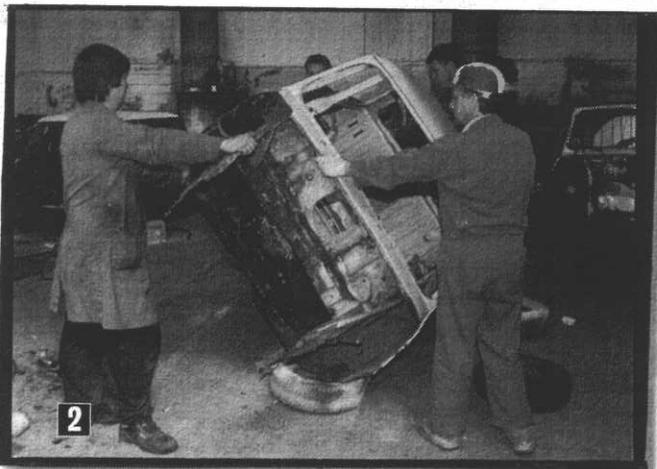


## 3 ENJOYING

The new Practical Classics has more about enjoying life with your classic once you have bought or restored it



**MORE CARS, MORE ON BUYING, MORE ON NOSTALGIA, MORE FEATURES AND MORE LIFE**



2



3

Bits & Pieces...

### Engine donkeys

THOSE *Wheels* guys naming the 10 best Aussie engines got it wrong again.

Undoubtedly, the best engine that came out of this country for its time was the original EH 149 with the steel crank, not the inferior cost-cut cast-iron crank of later red engines.

The 1972 XU-1 engine was a dog, which is why HDT had to cast special blocks with extra ribbing around the rear main, etc, for 1973 — and that is the only 202 that could qualify as a good engine.

The VP GTS black engine, which was a combination of the Group A four-bolt-main bottom-end block and the SV5000 red engine ancillaries, was the best 5000i 200kW engine, not the SV5000.

I am surprised that the old grey Holden motor never got a mention when it defined the Aussie car.

Compared to the junk that was around at the time, it was enormously long-lived, without the cracked heads, blocks and valve grinds that were the norm in its day.

Toyota has also made some pretty good twin cams here as well, and I would also have to rank the XE Falcon's 3.3 with cross-flow alloy head and Weber carburettor as one of the longest-lived and most efficient for its time in a local car.

Joe Kenwright  
e-mail

Herald Sun, Friday, July 5, 2002

## Monaro sales roaring in US

By MICHAEL MCKENNA

AUSTRALIA'S Holden Monaro is a hit in the US even though it won't be in showrooms there for more than a year.

US giant General Motors yesterday announced it was taking the unusual step of allowing advance orders on Australian exports of the Monaro — rebadged as the Pontiac GTO — because of the huge demand for the car.

GM marketing director Bob Kraut said dealerships across the US had

been besieged by buyers since the deal with its Holden subsidiary to import up to 20,000 Monaros was announced in June. The Monaro's engine will be modified for the US to give it more horse-power.

Mr Kraut said dealers across the country were already taking deposits from buyers for the car that would sell for between \$54,000 and \$63,000.

## Speed camera link to crash claim

TRADITIONAL speed cameras can cause more crashes than they prevent, a transport consultant has claimed, following research at a number of sites around the North of England.

During research for Leeds University, consultant David Keenan discovered that at three sites with Gatso cameras, taking one picture of speeding cars over a short distance, the accident rate had gone up rather than down.

However, there had been a marked decrease in crashes on roads in Nottingham monitored by digital cameras that constantly follow cars over a long period and work out average speeds.

In his report 'Speed cameras — the true effect on behaviour', Keenan concluded: 'The installation of a speed camera system does not automatically

imply that road conditions will improve at a location. The influencing effect of the camera on driver behaviour can create new problems such as erratic braking and acceleration profiles and distraction of drivers from the traffic flow. In some cases this may lead to an increase in accident rates.'

Keenan found that single Gatsos 'failed in their purpose' with drivers often braking heavily 50 metres before the site. When there were two cameras one kilometre apart, there was less last minute braking or sudden acceleration, although he advocated Nottingham's hi-tech number plate reading approach as the best solution.

The Government claims its own research shows a reduction in serious accidents and deaths by 47% in areas where speed cameras have been installed.

August 29, 2002 FLEET NEWS [www.fleetnewsnet.co.uk](http://www.fleetnewsnet.co.uk)

READER Mike Taylor was installing a new cat flap. With it came a document entitled "Staywell Pet Door — the user's guide". It was, he says, no doubt very informative, but unfortunately his cat can't read.

FINALLY, a small ad in the *Illawarra Mercury*: "Lost. Parachute over North Wollongong, Tues 9/4 about 1.30pm. Needed for work. Reward." Call now. Don't keep the owner hanging around.

NewScientist | 20 July 2002



### For Sale

1991 VN Commodore, last of the VN's. new rear brake discs, new brake pads all round, new peddles, lowered springs and shocks all round, Kenwood minidisc head unit, Kenwood 4 channel amp, infinity front component speakers, MB Quart 6x9" rear speakers, 6 disc CD changer, 16" Camaro mags, new front tyres, spare oil, air and fuel filters, taxed and MOT'd. £2995

Symon Thurlow. Tel: 0208 840 5108

Mobile: 0779 906 4400

[sthurlow@webvein.com](mailto:sthurlow@webvein.com)

### For Sale

Holden Kingswood 1969 - imported in 1985 3-8 engine. Running parts are in A1 condition but the body is past it's best! open to offers.  
Clive Rickard: 01726 860531 (Fraddon Cornwall)

### For Sale

#### 1964 EH Holden

This car was shipped over from Australia in 1965 and has genuine mileage of 23,264. It has been in storage for the last 24 years, still in mint condition with 3 original tyres complete with purchase receipt, Holden owners manual in a leather wallet, service book plus workshop manual. The car is located in Dumfries, Scotland.

No price has been set, but Georgie Cartner is open to offers at: [georgie@cartner82.freeseve.co.uk](mailto:georgie@cartner82.freeseve.co.uk)

### For Sale

Holden HR Premier sedan, 1967, 94,900 miles, third owner. Completely original, lots of spares, 1,900 Euros (about £1400). Telephone Dublin 42727205. (003531 from UK)

### Free of Charge

Holden Premier Sedan 1969 4200cc  
Needs work but has been donated to the register.  
Contact: Tim Thompson on: 01969 623598. (Leyburn, North Yorkshire)



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7439906	HK Premier	15.75	
7437050	Torana	7.50	