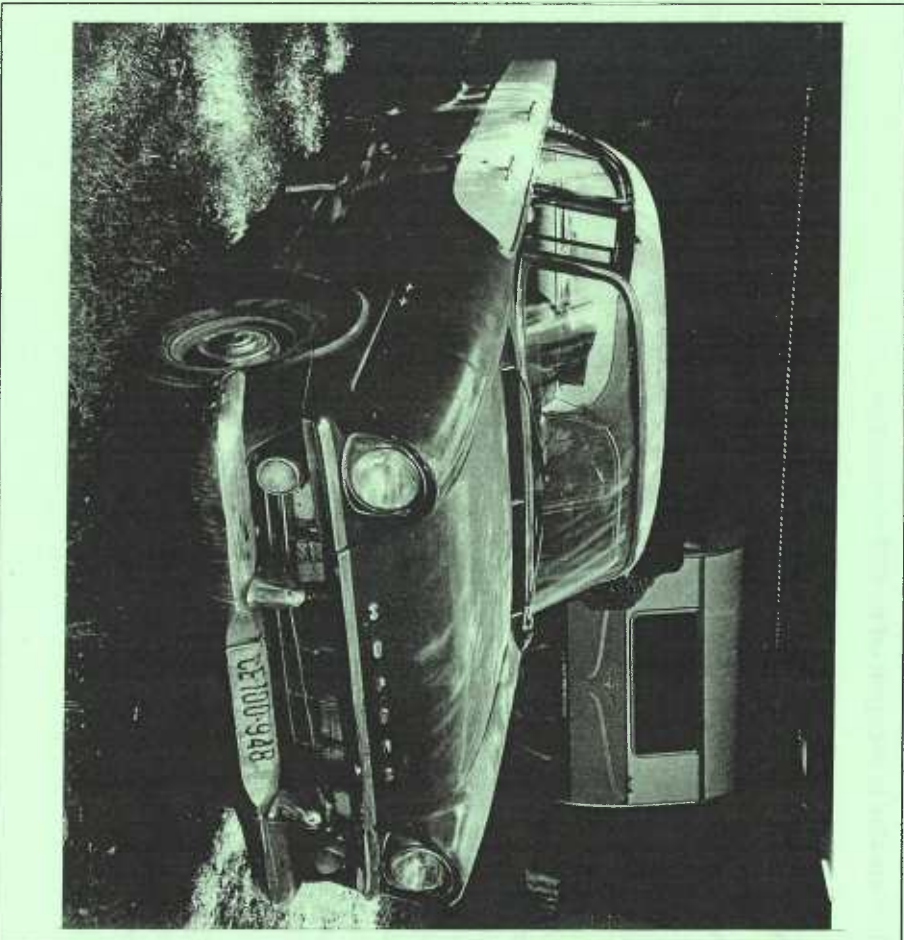


ISSUE 116



# Holden Business

MAY/JUNE 2007



# FRONT COVER - 1960 FB for sale, just £500, but in South Africa!

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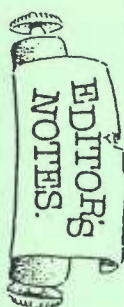
## CLUB ITEMS FOR SALE:

	No. 1-3	No. 4-Date.
HOLDEN BUSINESS Back Issues.	50p the Three	
Holden 1948-1962 Book	50p Each.	
Stickers (With Club Logo)	£8 Each.	
Tax Disc Holder	50p Each.	
Key Fob	50p Each.	
Cloth Badge	£7 Each.	
Tie (Blue)	£8 Each.	
T Shirts (M/L)	£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 AU\$\$ 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,

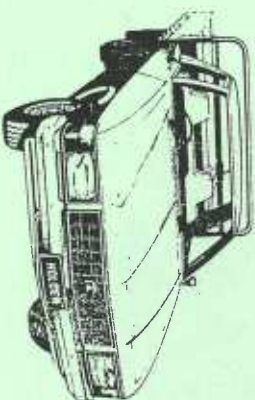
Lots of lovely warm weather recently so I have no doubt that a lot of you have managed to get out to some of the shows. I did attempt to get to the Rushmore Arena on Good Friday for Wheels Day which I promoted in the last Holden Business, however the hot weather seemed to have attracted half the population of southern England. Having sat in a two mile queue for some time, I decided to return home. If any of you did manage to get in I believe the huge arena was at bursting point. It took some time to get away from the event later in the day too.



Thanks to those of you who have contributed to this issue and to Ian Saxton who continues to provide me with pictures and information on Holdens in South Africa (see front cover picture).

Regards

  
Ken



TELEGRAPH MOTORING

Saturday, March 3, 2007

## This Aussie will bowl you over

It's big, brash, distinctly Australian and proud of it. The Shane Warne of the automotive world, the new Vauxhall VXR8, will be on sale here in July for £34,995. The only car built Down Under and sold in the UK replaces the 5.7-litre and

6.0-litre versions of the equally in-your-face Monaro muscle car.

It is powered by the Monaro VXR's 6.0-litre V8 engine which has been retuned to develop 414bhp and a hefty 406lb ft of torque, giving the car a 0-60mph time of 4.9 seconds. Based on the Holden HSV Clubsport R8, the supersaloon is the first VXR to be offered

with an automatic gearbox. The optional £1,400 auto transmission has a manual override and sport setting to ensure a sharp shift – the auto's 0-60mph time is only half a second slower than the manual's.

Cruising comforts such as leather trim and climate control are standard, while you can turn off the stability system and traction control if you fancy a bit of fun.

Vauxhall claims that the 365mm front disc brakes slow the car from 60mph to a stop faster than those on a Lambo Murcielago or BMW M5.

Options include sat-nav and 20in wheels, in case the standard design is just too subtle for you...



## Oil Changes Might Not be Needed So Often

The Associated Press

By Tom Krisher

March 22, 2007

**DETROIT** -- Most major automakers agree: The adage that you should change your car's oil every 3,000 miles is outdated, and even 5,000 miles may be too often.

Ford Motor Co. became the latest manufacturer to extend its oil life guidelines, making public that it is raising the recommended oil change interval from 5,000 miles to 7,500 on its newly redesigned 2007 models and all subsequent redesigned or new models.

The company, like many other manufacturers, said higher oil quality standards and new engine designs were responsible for the change, which affects vehicles driven under normal conditions.

"The oils have advanced a lot since the days when 3,000 miles were the typical oil drains," said Dennis Bachelder, senior engineer for the American Petroleum Institute, an industry organization that sets quality standards. "They're certainly more robust than the oils of 10, 15 years ago."

These days, motor oils start with a higher-quality base oil than in the past, and they have more antioxidants that make lubricating properties last longer and other additives that keep deposits from forming on engines, Mr. Bachelder said.

Pete Misangyi, Ford's supervisor of fuel lubricants, said the company conducted numerous fleet and laboratory tests with newer oils before it raised the interval.

Some manufacturers, such as Honda Motor Co. and General Motors Corp., have stopped making recommendations on all or most of their models, instead relying on sensors that measure oil temperature extremes and engine revolutions over time to calculate oil life and tell drivers when to get the lubricant changed. Oil can lose its lubricating properties if it runs at too low or too high of a temperature.

Peter Lord, executive director of GM's service operations, said oil can last 12,000 miles or even more for many drivers who don't run their vehicles in extreme heat or cold or tow heavy loads. "It really does depend on the individual customer and how they've used the vehicle," he said.

When to change oil is not without controversy, though.

Toyota Motor Corp. reduced its change interval from 7,500 miles to 5,000 in 2004 in part because it found that more drivers ran their vehicles under severe stop-and-start and short-trip conditions that cause oil to deteriorate more quickly, said company spokesman Bill Kwong.



HOLDEN

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## News

21 March 2007

### VE COMMODORE AND WM STATESMAN AND CAPRICE SHORT LISTED FOR INTERIOR DESIGN AWARD

The VE Commodore and WM ranges have been short listed for the Interior Product category for the 2007 Interior Design Award — the first time a car has been short listed for the prestigious awards program.

Now in its fourth year, the internationally recognised Interior Design Awards promotes and rewards interior design excellence. The award ceremony will take place in April where commendations and winners will be announced.

The Awards are open to any Australian-based designer, including interior designers, architects and other design professionals. This year it attracted a record 355 entrants.

The Interior Design Awards is a partnership event of the Design Institute of Australia (the professional body representing Australian designers), designEX (Australia's event for interior architecture and design) and ARTICHOKE (published by Architecture Media).

GM Holden Design Director, Tony Stolfo said having the VE and WM short listed was fantastic recognition for the interior designers who worked on the cars.

"When we set out to design these new cars we intended to be class leaders in interior design in the automotive field."

"As these awards recognise the best of design across a wide spectrum, it's especially pleasing to see our work on the VE Commodore and WM Statesman and Caprice stand out against the leading designers in other industries as well," Mr Stolfo said.

The category winners and overall winner will be announced at a ceremony held in Melbourne on Friday 20 April.

For more information on the Interior Design Awards 2007 visit [www.interiordesignawards.com.au](http://www.interiordesignawards.com.au)

Images can be found at [www.media.holden.com.au](http://www.media.holden.com.au)

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# Bumper March drives talk of 1 million car sales

By IAN PORTER

THE new-vehicle market is closing in on its first 1 million sales in a year as registrations rocketed 8.3 per cent last month to 94,392 cars and trucks.

Federal Chamber of Automotive Industries chief executive Peter Sturrock said it seemed inevitable sales would reach 1 million vehicles, a "remarkable achievement".

"With 8 per cent growth, we would be well and truly over 1 million. It's running at a rate of 1.1 million at the moment," he said. "It has surprised a number of industry analysts and it shows no sign of abatement."

While small imported cars continued to race ahead, Mr Sturrock said the often predicted recovery in sales of locally made large cars seemed to have arrived.

Commodore was again the nation's best-selling car, with 5,752 registered.

## March top sellers

- 1) Holden Commodore...5752
- 2) Toyota Corolla.....4029
- 3) Ford Falcon.....3249
- 4) Mazda3.....3182
- 5) Toyota Yaris.....2702
- 6) Toyota Camry.....2574
- 7) Toyota Aurion.....2037
- 8) Hyundai Getz.....1895
- 9) Honda Accord.....1775
- 10) Holden Astra.....1771
- Others:
- 17) Ford Territory.....1383
- 25) Mitsubishi 380.....1022

Toyota's gamble on making the Canury a four-cylinder-only car and introducing the Aurion as its "big 6" also appears to be paying off.

The Aurion last month topped 2000 sales for the first time, according to the chamber's VFACTS registration figures, lifting the model to seventh.

The Camry eased to sixth place but sales stayed comfortably above 2500.

Ford's Falcon also had its best month for the year, with 3249 sales placing it in third place. Mitsubishi's 380 recorded just over 1000 sales.

"Large cars had good growth in March, up 4 per cent," Mr Sturrock said.

"It was a recovery we had been expecting, but it's nice to see the numbers on the board."

Mazda and Honda, the two biggest importers, again had record months. The Mazda3 was only just pushed into fourth place by the Falcon. Honda's Civic came in at 11th.

Mr Sturrock also applauded the Reserve Bank's decision not to raise interest rates.

"In the past we haven't had much reaction to interest rate changes, but this will be good for the overall economy."

## LINK

► [autoindustries.com.au](http://autoindustries.com.au)

Age  
 Thursday 5/4/2007



HOLDEN

GM Holden Corporate Affairs  
www.holden.com.au

## News

23 March 2007

### **HOLDEN VE COMMODORES RECRUITED TO NT POLICE**

Five eye-catching VE Commodore SS models are playing a key role in the Northern Territory Police's new Darwin traffic unit - Northern Traffic Operations.

The 270kW, 6.0 litre, V8-powered cars are the first brand new SS model VE Commodores to appear in police livery and form part of the new unit which was established in December as a dedicated resource for traffic enforcement in the Territory.

In addition to the SS models, a fleet of new VE Commodores is being delivered to Northern Territory Police, with SV6 and Omega variants among the models appearing on the fleet in coming months.

Featuring the latest in police technology, the new Commodores have been adapted to include secure digital radios, mobile radar equipment, lights and sirens. Advanced multidirectional radar equipment on board the cars enables police officers to identify speeding drivers approaching from both the front and rear of the vehicle.

On launching the Darwin traffic unit, NT Police Commissioner White said, "NT Police are serious about improving the safety of our roads, through a combination of education and enforcement. These traffic units will have a major role to play in our major centres and on the highway leading to them."

Graeme Beere, National Fleet Service Manager at GM Holden says that the new SS police cars are highly visible on the roads and are playing their part in the Territory's road safety program.

"Northern Territory Police have taken a fantastic proactive approach to road safety this year and we're thrilled they have chosen the new Commodore to support their activities."

The Holden Commodore has been Australia's best selling large car since 1996 and serves on police fleets across the country. GM Holden works in partnership with police fleet buyers across the country to deliver cars which meet the specific needs of the police.

"Flashing front and rear lights, an additional battery to power the extra equipment, and uprated brakes are just some of the items which need to be included in a modern police vehicle," said Mr Beere.

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Images are available at [www.media.holden.com.au](http://www.media.holden.com.au)

# HSV targets Europe

With the left-hand-drive VE, HSV gives a Continental about sales in new markets, writes **PAUL GOVER**

**E**UROPEAN countries have become an export target for Holden Special Vehicles.

HSV has established a sales division in Britain to leverage the potential of the left-hand-drive VE Commodore and is aiming to double its business within five years.

The first HSV VEs have already been sold in Britain, for delivery from June, and the company's new export boss, Phil Harding, is about to go on the international sales trail.

Harding has moved out of the managing director's chair at HSV in Clayton to base himself in Britain, his home country, on a direct brief from the hot Holden company's owner, Tom Walkinshaw.

"Phil will be in charge of all the activities for export stuff. It's his job to see where we can go in on a controlled basis," Walkinshaw says.

"It's obviously the Middle East and Europe. We're already in the UK and Middle East, so we're going to extend the rest to Europe in the greater sense."

"There have been inquiries from all over Europe for our product, from Italy to Russia. There is no reason you shouldn't, one by one, go into other markets on a controlled basis."

Walkinshaw says HSV has invested big in the VE-based Commodores because it could see the export potential.

"You won't sell right-hand-drive into Europe except to the odd enthusiast. It's a world car so there is potential. To sell the real volume you need left-hand-drive," he says.

"At HSV we started off three years ago. The VE was a hugely expensive project and I think we did it very well, and it was always predicated on that it would eventually double the number for export."

"That's going to take a year or two to do. It's consolidation now."

Walkinshaw will not be drawn on the first left-side steering targets, but expects an answer by the end of next month.

"Phil has got to sort that out over the next six weeks or so. Then we will know what the options are. But we're not ready to divulge that."

But he has ruled out, for several years at least, any push into the US. GM Holden starts its Pontiac G8 export program at the end of the year, but Walkinshaw says doing a similar HSV deal would be too much of a stretch at the moment.

"For a company like ours, to go into America is bigger than all the others put together. We could never satisfy that and do a good job."

"We've decided we won't go there until we can prove we can do these other chewable lumps, if you like, one by one."

"I think, at the moment, when you set up export you must have all the supply lines. It's no different really to an army and you're only as good as your supply lines."

"We're in the Middle East and Europe and it will take us a few years to consolidate in those territories."

"I mean, it's huge for a company like ours. You can only bite off so much."



**HOLDEN**

11 April 2007

### HOLDEN EXPANDS ITS GLOBAL ROLE

GM Holden today announced plans to export Global V6 engines to China. Two versions of the Global V6 engines will be fitted in the new Buick Park Avenue being built by Shanghai General Motors.

The new engine export program is expected to be worth several hundred million dollars to GM Holden over the next few years.

The Buick Park Avenue, unveiled to media in Shanghai last night, will utilise both the 3.6L V6 engine and a unique 2.8L V6, both being built at the GM Holden's state-of-the-art Engine Operations plant in Victoria.

The new Buick - which will be built at Shanghai GM's Jingqiao plant - is the first vehicle to go into production outside Australia utilising the global rear-wheel drive architecture developed by GM Holden. The vehicle will have an exterior based on the Holden Statesman with the interior completely redesigned by GM China to suit the local market.

GM Holden's specialist rear wheel drive engineering expertise has also been called upon to engineer the car to serve as a luxury limousine for rear seat passengers as distinct from the sports luxury, driver-orientated vehicle produced in Australia for domestic and export markets.

GM Holden Chairman and Managing Director, Denny Mooney, said, "The Buick Park Avenue is another exciting step in the worldwide adoption of the global rear-wheel drive architecture developed here in Australia and is a valuable export program for GM Holden in the world's fastest growing auto market.

"Our engine export program generated over \$570 million in revenue in 2006 alone and this will be a further boost to this key area of our business.

"With today's announcement of these engine exports to Shanghai GM, our engine production plant in Victoria is supplying customers in markets as diverse as Italy, South Korea, Germany, Thailand, South Africa, Sweden and China.

"Australia's role in the forthcoming Chevrolet Camaro for the US market, and now the Buick Park Avenue for China, underlines how Australian design and engineering expertise is playing a lead role in General Motor's worldwide vehicle production."

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7439755	HK (Exc. Premier)	8.00
7439905	HK Premier	15.75
7437050	Torana	7.50

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