

**ISSUE 165**



# ***Holden Business***

**July/August 2015**



## FRONT COVER – Gary Pullan's VT at the Stars and Stripes American car show.

### COMMITTEE:

CHAIRMAN / EDITOR. Ken Garner, 39 Roebuck Rd, Chessington, Surrey, KT9 1JY. Phone. 020 8287 4932 holden@holdenuk.co.uk

MEMBERSHIP SECRETARY / TREASURER. Guy Hardy, Rookholme Cottage 7 Gorsey Bank, Wirksworth, Derbyshire, DE4 4AD.  
Phone: 01629 820814 cawdror:hardy@gmail.com

EVENTS OFFICER. Trevor Drury – trevordrury@blueyonder.co.uk

### The Register is recognised by GM Holden Ltd

Spares Co-ordinator : Ken Garner. See above

Club Website: <http://www.holdenuk.co.uk>

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HOLDEN BUSINESS, Back Issues.	No. 1-3	50p the Three
	No. 4 - date.	50p Each.
Holden 1948-1962 Book		£8 ..
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T Shirts (M/L)	..	£6.50 + £2 p&p
Metal Car Badge	..	£10 + £2 p&p
Binders for Club Magazine (holds 12)		£6 + £2 p&p

All cheques payable to Holden UK Register. (In Sterling)

**NOTE:** Cash in Aus\$ or € can be accepted. Also payment by PayPal  
Please contact the chairman for details

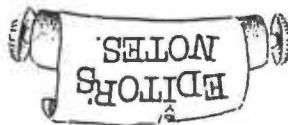
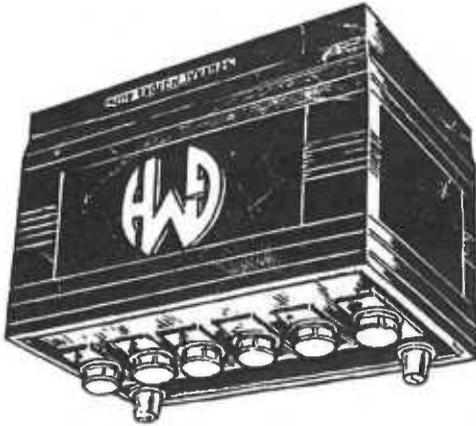
Small items will be sent post free with next copy of the magazine, otherwise please add postage.

Ken



Regards

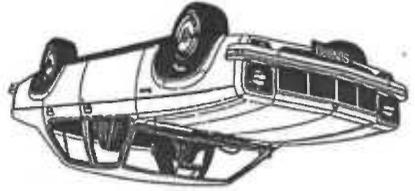
Please note that if you haven't renewed your membership this will be your final copy of the magazine

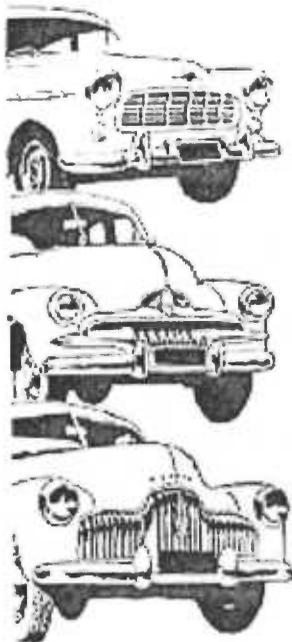


Hi all,

At the time of writing it has been extremely hot for a few days now, not the time for polishing cars I think, but it does make showing them at the weekend a lot more pleasant.

If you do come across anyone selling a Holden or just spares, remind them that the Club is always willing to put an advert in our magazine and on our website, for no cost Also if you spot any Holdens at any of the shows you attend, send me a picture, as it may be one that we haven't come across before.





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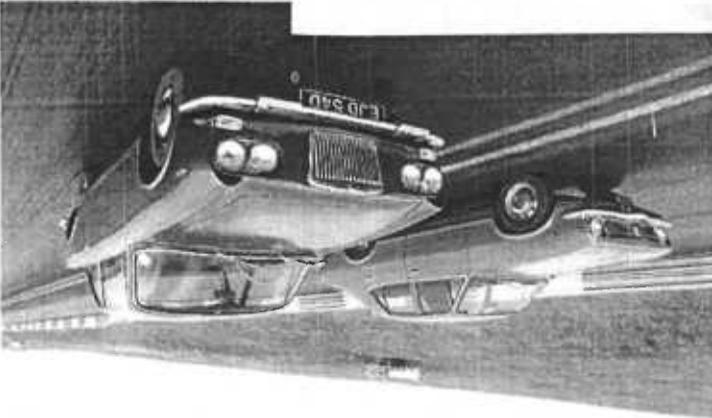
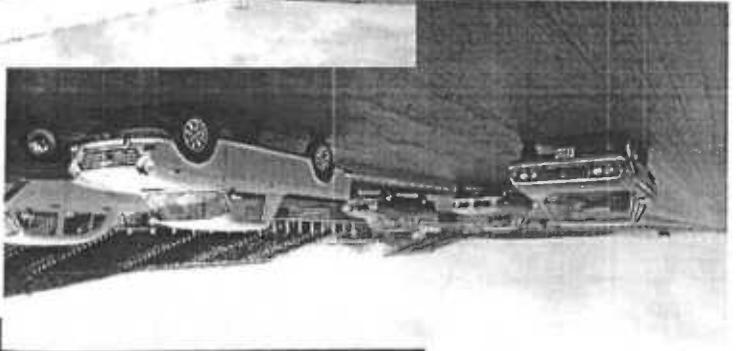


NATIONAL AUTOMOTIVE  SERVICE COMPANY

Parts and Accessories Division of General Motors-Holden's Ltd.

P173

These are some pictures taken by Steve Sykes who was at a recent Practical Classics photo shoot. You may recognise the Hindustan Ambassador and the Austin 1800 ute But the Sunbeam is a rare Venezia model built in Italy. The P76 is again a rare Targa Florio version in brown.



# 85,000 MILES

... not yet been decarbonised



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Two Holdens owned by Peter Walters





#### **RATS IN THE ENGINE BAY**

Yes, it is a smorgasbord for rodents in today's car's engine bay, these pests can do serious damage by chewing into your wiring insulation, leading to your computer sensors, etc. In fact one Japanese company uses a soy product in their wire insulation that encourages rats to enter the area. Cars such as this late model Chrysler 300 have spring towers that make a nice comfortable nest for them to bring their lunch and nesting material. The area is reasonably flat and nicely padded with sound absorbing material. Once they have moved in they leave an odor which keeps them coming back. Peppermint essential oil seems to upset their sense of smell.

Before you do anything however, bait or trap them in the area where the car is parked. Here is another method we have found that seems to work. Buy a section of galvanized welded mesh, cut it to size leaving the cut edges facing out, it will hold fast when clipped over the threaded bolt extensions, making it uncomfortable as they climb into it. Another smaller inner circle would make it even more uncomfortable if needed. So far it seems to work, but check your engine bay regularly.

#### **WARNINGS ON RUST REMOVAL**

We had a couple of warnings on using 12 volt washing soda cleaning of metal as seen in the last issue. One was that hydrogen is given off in the process, and considering its flammability, you should make sure the process is done outside, where it can vent off. Also fit a switch in the line close to the power source, as sparking can occur using alligator clips to connect and disconnect close to your vat. The second warning is not to use stainless steel anodes, as it gives off a toxicity when the chrome is released. It is best to use a graphite or carbon anode. Check it all out on the Internet under Model A Garage-Carbon anode electrologic rust removal method. There is a nice 'how to' on it that is well illustrated and informative.

# Specialist Holden Insurance

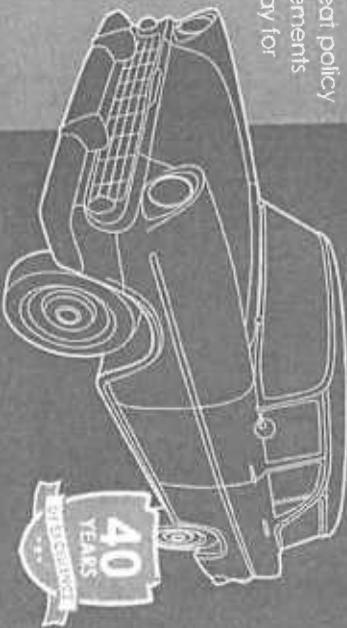
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# Insignia VXR muscles in

**VXR not a substitute for HSV post-2017 but will fire up as hot sub-brand**

By BYRON MATHIOUDAKIS in  
NEW ZEALAND

**GM HOLDEN'S** Opel-sourced Insignia VXR is shaping up as a long-term replacement for the sportier versions of the Australian-made VF Commodore once production ceases with local manufacturing in 2017

While there has been no announcement on which GM model will be imported as the next-generation Commodore, the introduction last week of the German-built Insignia VXR is about building on Holden's long-running SV6 and SS V8 legacy with the sporty VXR sub-brand.

However, the company has stressed that the VXR will not be taking over from Holden Special Vehicles as the company's high-performance marque.

Speaking with GoAuto at the launch of the Insignia VXR in New Zealand last week, Holden executive director of sales Peter Keley suggested that the VXR sub-brand will be ramped up as the more performance-focused versions of different models in the future.

These could stretch from the next-generation Barina which is rumoured to be based on the Opel Corsa, and include



future versions of the recently released Astra VXR.

"No we don't see it as an HSV replacement," Mr Keley said "VXR is a performance sub-brand that will become much bigger over time, as part of Holden's portfolio. But it won't replace HSV.

"The two can exist side-by-side. HSV and SS V today live side-by-side. And it's the same with HSV and VXR. But I cannot comment on what HSV is doing because it is HSV's business."

With the just-released Insignia relatively late in the current-generation GA series' model cycle – the Opel original was launched in mid-2008 in Europe – Holden admits that it has invested heavily in bringing the VXR version alone specifically to establish the sub-brand in Australia for the future.

Also speaking at the launch, Holden communications director Sean Poppitt

said the Insignia VXR "is as much about brand as it is about sales".

It is believed that the next Insignia VXR will ditch the existing Holden-made 239kW/435Nm 2.8-litre V6 turbo for a smaller-displacement but higher-output four-cylinder-based engine; if this is the case, VXR rather than SV6 would make a more suitable designation.

Several GM models other than the next-generation Insignia are shaping up as the VF Commodore replacement, including the Opel's fraternal twin, the new Chevrolet Malibu that was unveiled at April's New York motor show, and the latter's larger Chevrolet Impala spin-off. All are built off GM's new E2XX front-drive/4WD and transverse engine architecture.

FULL STORY: [CLICK HERE](#)

**But Holden sales director would not confirm all-new Cruze for sale here, either**

By BYRON MATHIOUDAKIS  
in NEW ZEALAND

**GM HOLDEN** says it has not yet ruled out the next-generation Cruze for Australia, despite the company's increasing reliance on the Opel-sourced Astra hatch range out of Europe.

With all-new versions of both General Motors small cars revealed in recent weeks, Holden will most likely broaden the Astra line-up next year with the five-door hatch 'K' series models to supplement the existing 'J' series GTC and VXR coupes as its premium rivals to the Mazda3 and Volkswagen Golf.

This will leave space for the next-generation Cruze to continue to serve as Holden's entry-level answer to the Toyota Corolla and Hyundai i30 well after the current JH-series model ceases



New Cruze

production in Australia in 2017.

While not confirming the latter for Australia, GM Holden executive director of sales Peter Keley said there was enough differentiation between the Chevrolet and Opel-sourced small cars for both to coexist harmoniously in showrooms.

"Would I rule it out? No. But I'm not confirming it either," he told GoAuto at the launch of the Insignia VXR performance sedan in New Zealand last week.

"What we want to avoid is having two cars competing head-on in the showroom floor. As we're able to position cars through features, styling, and other benefits, and to have them positioned to compete for a particular type of buyer, (I think you can) absolutely have cars of a similar ilk in the showroom, as long as you position

them quite differently.

"We don't want to be cannibalising our sales internally, we want to be out there cannibalising our competitors."

Even though the Astra J coupes have been in Holden showrooms since April, Mr Keley said it is too early to judge the success of the two-pronged small-car strategy, adding that the latter's full marketing push will not commence until later in July.

"Our actual advertising doesn't start until the third week in July on the Astra, so it's still in a pre-launch phase," he said.

"But reactions have been very positive and the cars, as they are, are very clearly positioned clearly apart from the Cruze product."



Peter Keley

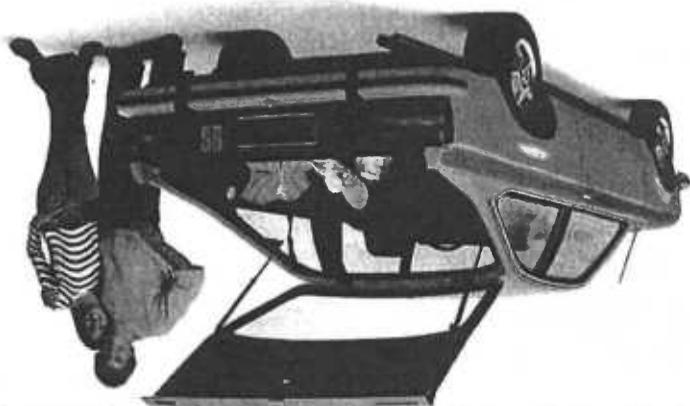
FULL STORY: [CLICK HERE](#)

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10

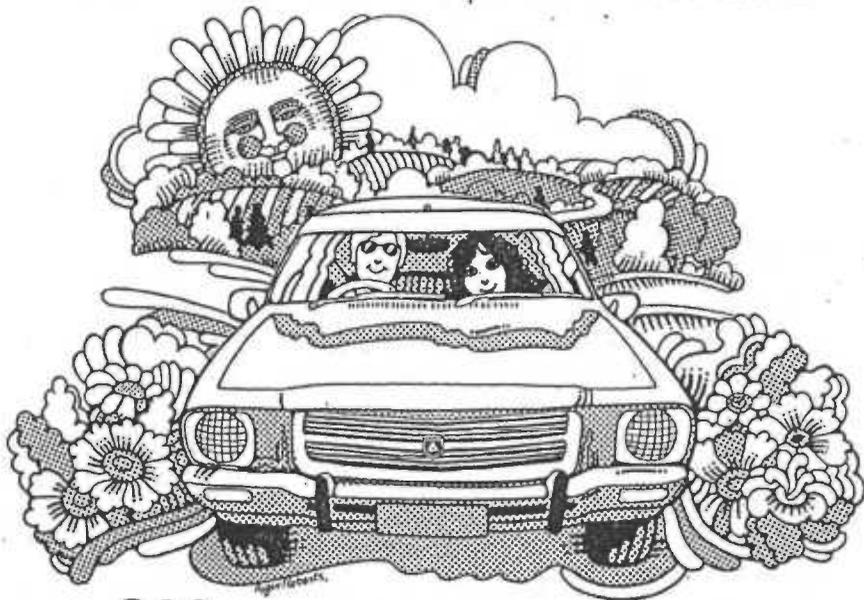
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N201

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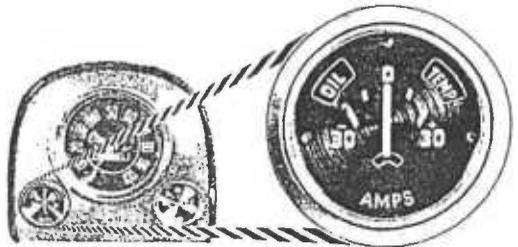


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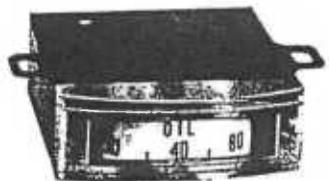


## No. 13B AMMETER, 43/6 PLUS TAX

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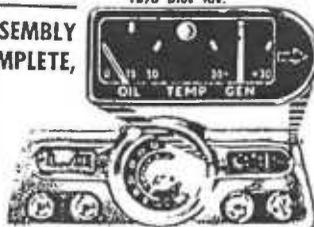
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