

**ISSUE 172**



# ***Holden Business***

**September/October 2016**



## FRONT COVER — Gavin Smith's 2002 WH Statesman

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## EDITOR'S NOTES.

Hi all,

We have had some excellent sunny weekends recently, so hopefully you have been able to get out to some of the many shows around the country.

Many thanks to those of you who have renewed their membership for another year. If you haven't done so yet, this, I am afraid, will be the last edition of the magazine you will receive.

Referring to the item on Bedford CF vans starting on page 8, these vans were once a common sight in the UK, although only a few ambulance and caravanette versions were actually fitted with the Holden engine here. I don't know whether or not any of these still exist.



On page 12 I have included a copy of an e-mail we received from MJ Forwarding offering shipping services. This may be useful if you are thinking of importing a vehicle.

I just offer this for your information, I can't endorse them as I don't know of anyone who has used them.

Regards

Ken

# The last 'ute' heralds end of Australian carmaking

## Australia

**Bernard Lagan** Sydney

About 80 years ago a farmer's wife from Gippsland, a spare, sinewy landscape in the southeast of Australia, wrote to the head of the Ford Motor Company's outpost in Melbourne.

"My husband and I can't afford a car and a truck," she said, "but we need a car to go to church on Sunday and a truck to take the pigs to market on Monday. Can you help?"

The following year, in an enviable act of consumer responsiveness, Ford Australia built what the company credits as the first utility vehicle: a half car, half truck created by Lew Bandt, a 23-year-old Melbourne engineer.

It was 1934, and Bandt's creation was made from Henry Ford's pioneering Model A coupé. Bandt retained the car's front half and replaced the rear seats and boot with a truck tray.

The utility design became known as the "ute", and has often been updated to incorporate modern design and technology.

On Friday, however, the ute finally died, a victim of tumbling demand. At Ford's Australian plant in north Melbourne that is almost 60 years old, a private ceremony for staff marked the last ute to roll off the production line: a white Falcon.

It heralds the end of Australia's car manufacturing industry: Ford, General Motors and Toyota will close their plants by the end of next year and the

# 467,690

**Total number of Utes to roll off the production line**

Source: Car Advice magazine

country will rely on imported vehicles, many built in nations with lower manufacturing costs, such as Thailand.

The ute had become a cultural icon, celebrated as the muscular, road-going expression of the Australian working class. In a nation prone to perpetuating a notion of egalitarianism, even prime ministers — including the patrician, Oxford-educated Malcolm Fraser and, more recently, Labor's Kevin Rudd — would suddenly acquire a bruised ute during election campaigns.

The design migrated off, shore in the late 1980s and, in the hands of the Japanese motor industry, turned into high-riding, dual-cab four-wheel drives, such as the Toyota Hilux.

Prized by revolutionaries, insurgents and mass-killers the world over, the ute's design is the motor industry's equivalent of the Kalashnikov AK-47: affordable, durable and effective.

Lower tariffs on imports, consumer demand for small, fuel-efficient vehicles and taxpayers' lack of appetite for the annual subsidies paid to carmakers to keep their tens of thousands of employees in jobs all contributed to the industry's demise.

Some lament the loss. Mark Sidoti, a Ford ute owner, said: "It's a disgusting travesty. I feel like an old friend has left my life."

After Bandt retired he acquired an old Ford and recreated his original ute. He crashed it and was killed. The wreck was rebuilt and is still kept by Ford, a testament to a strange vehicle that was born to serve a dual purpose for genteel farmers and grew into a symbol for a shrinking blue-collar Australia.

# Holden plans V6 stockpile

Engine plant to close this year after stockpiling for final run of Commodores

By RON HAMMERTON

**GM HOLDEN** is planning to stockpile thousands of Melbourne-made V6 Commodore engines before closing its engine plant late this year, thus tiding it over for the final nine months or so of Commodore production at Elizabeth, South Australia.

The demise of the 13-year-old Fishermens Bend engine factory will bring down the curtain on 68 years of Holden manufacturing at the iconic Victorian site, where it built its first Holden-badged car in 1948.

Although a firm date for the Holden Engine Operations plant closure has not been confirmed by Holden, it is expected to come after Holden quits Cruze small-car production at Elizabeth in October.

The V6 engines to be stockpiled will meet the latest Euro 5 emissions regulations that come into force in Australia on November 1 this year.

However, Holden has been given special dispensation by the federal government to defer introduction of the Euro 5-compliant V6 until early 2017.

The company says it wants the latest engine to coincide with the introduction of the 2017 model-year Commodore that is likely to be the subject of a concerted send-off campaign by GM's



Fishermens Bend V6 production

Australian arm.

GoAuto expects the MY17 Commodore to go into production directly after the annual summer shutdown at Elizabeth, running until the fourth quarter of 2017 when Holden will close local production entirely, more or less simultaneously with Toyota Australia.

Holden has already stopped production of LPG gas and E85 ethanol-compatible engines in the latest VF II Commodore that was introduced in October last year.

Its US-made 6.2-litre V8 engines in vehicles such as the Commodore SS, Calais V and Caprice V are already Euro 5 compliant.

These V8 engines have been taking an increasing share of Commodore

sales in recent years, even as overall sales of the Australian-developed large car have declined on the back of falling fleet sales. Last year, Holden sold just 34,010 Commodore sedans, wagons and utes and Caprices in Australia – well short of the 107,515 sold in 1998 when the Commodore and its variants topped the sales charts.

From 2018, the Commodore will be replaced by an imported model, thought to be based on the next Opel-built Insignia in Germany.

More than a million V6 engines have been built for Australia and export markets at Holden's Global V6 Engine plant since it opened with great fanfare in 2003.

Aug 3, 2016

FULL STORY: [CLICK HERE](#)

## INDUSTRY WELCOMES SA JOB-CREATION MOVES

By TERRY MARTIN

**THE SA Motor Trade Association (MTA)** has welcomed the South Australian government's budget initiatives designed to boost employment and business confidence as the state faces significant job cuts with Holden's manufacturing wind-down and closure next year.

Earlier last week, Holden confirmed that production of the Cruze small car would end at its Elizabeth factory on October 7 this year – the same day that Ford Australia officially closes its manufacturing operations – and that 320 jobs would be axed at the Adelaide plant as a result.

Commodore production will continue as planned until the end of next year,

when the factory will close.

At the time of the announcement in December 2013, Holden said total job losses would be around 2900 positions, with 1600 of those from Elizabeth and 1300 from Victoria, where Holden's Port Melbourne engine plant will also close.

South Australia's 2016/17 budget, handed down by treasurer Tom Koutsantonis this month, includes a \$109 million grant scheme for small and medium-sized businesses – those with a payroll of between \$600,000 and \$5 million – that offers \$10,000 for every extra person they employ over the next two years.

Jul 20, 2016

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# Holden production plans

**Elizabeth shutdown may coincide with Altona's to help suppliers: Bernhard**

By BYRON MATHIOUDAKIS  
**GM HOLDEN** has confirmed that it intends to enter talks with Toyota in the near future about dovetailing the end of Australian production of the Commodore and Caprice with the Camry and Aurion, to better suit the suppliers who service both companies.

For the same reasons, Holden has also admitted that it deliberately chose to cease production of the outgoing Cruze small car on the same day that Ford Australia ends vehicle manufacturing on Friday, October 7.

While talks have yet to officially commence between Holden and Toyota, full vehicle manufacturing in Australia is still on track to end in the final quarter of next year.

"I haven't had any discussion with (Toyota) at all," Holden chairman and managing director Mark Bernhard told GoAuto in an interview last week.

"You're talking about a period that is



Camry production



Mark Bernhard

a little bit less than 18 months away, so it's so far out into the future.

"We will talk to them. It's incumbent on both of us to make sure there is an orderly wind-down through the supply base and for the industry. And at the same time, it's up to both of us to make sure we look after the customer and customer demands."

Mr Bernhard said it was in the best interests of all concerned to ease the pain of the closures as much as possible, hence the decision to align the end of Cruze production with Ford's.

"We knew the Ford date obviously," he said. "But that timing also suits us. It's good from a supplier perspective ... so it helps them in terms of the way they ramp volumes, and the way they manage their workforce as well. There are synergies from a supply base."

Mr Bernhard added that October's Cruze line closure also happened to fit in perfectly with the timing of the next-

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VF production

generation Astra.

"That is the right timing for the product as we lead in towards the Astra launch," he said. "It gives us time to run out before we get Astras into the marketplace, into dealerships, and ready for customers."

Asked if Holden intends to learn from the way Ford handles its shutdown in order to improve its manufacturing exit strategy, Mr Bernhard said there were already many examples in the industry, and that the company would concentrate on transitioning the best way it can.

"I think we are in a complex industry," he said "I think we can learn from our own internal mistakes. And I think we can learn just as well from what we do really, really well. And then we can look around the industry here in Australia, and we can also look globally as to what works, what the trends are."



Aug 17, 2016

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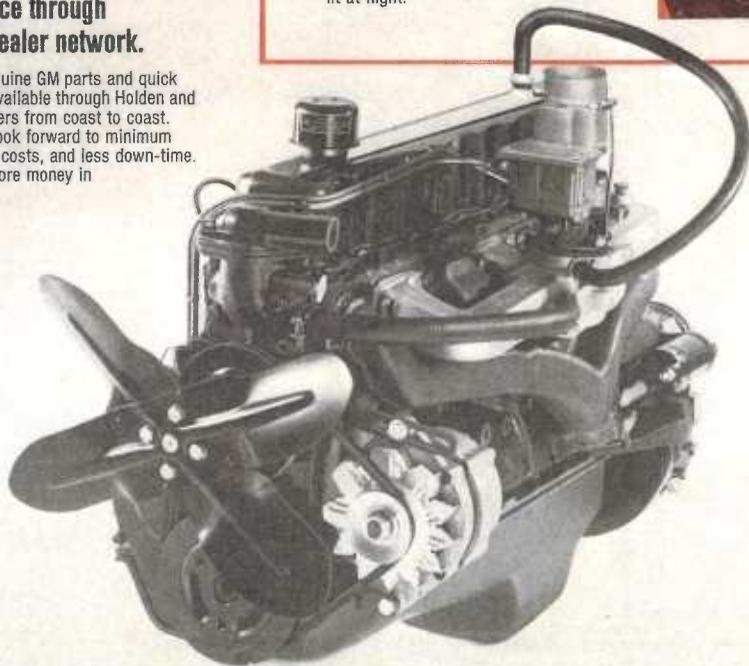
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# Bedford vans & trucks

## 18, 20, 35 cwt.

### Facts and Figures

**ENGINE Model:** Holden petrol engine. Type: Overhead valve, in line, low compression. Number of cylinders: 6. Bore and stroke: 3.500 ins. (88.900 mm) x 3.000 ins. (76.200 mm). Displacement: 173 cu. ins. (2,834 cu. cm.). Max. gross horsepower: 112 (83.55 kW) @ 4400 rpm. Max. gross torque: 160 lbs./ft. (217 Nm) @ 2000 rpm. Compression ratio: 8.3:1. RAC rating: 29.40 hp.

**ENGINE LUBRICATION Type:** Fuel pressure. Capacity: 7.5 imp. pts. (7.39 litres)—inc. 1.5 imp. pts. (0.85 litres) for filter.

**FUEL SYSTEM** Mechanical fuel pump. Fuel tank capacity: 13 imp. gals. (59 litres).

**AIR CLEANER** Paper element.

**AXLE, FRONT** Capacity: 2240 lbs. (1016 kg)—(106" w/base models). 2755 lbs. (1249 kg)—(126" w/base models).

**AXLE, REAR** Capacity: 3370 lbs. (1429 kg)—(106" w/base models). 5000 lbs. (2268 kg)—(126" w/base models). Type: Semi floating, hypoid—(106" w/base models). Fully floating, hypoid—(126" w/base models). Axle ratio: 4.625:1 (106" w/base models). 5.222:1 (126" w/base models).

**BRAKES, SERVICE** Type: Servo-assisted hydraulic. Two-line operation gives double safety protection against failure. Total lining area: 153.78 sq. ins. (992.18 sq. cms)—106" w/base models. 218.4 sq. ins. (1409.18 sq. cms)—126" w/base models.

**BRAKE, HAND** Type: Separate mechanical linkage to rear wheel brake drums. Centrally floor mounted, push-button release mechanism.

**CLUTCH** Type: Single dry plate. Size outside diameter: 8.62 ins. (218.9 mm). Total frictional area: 57.88 sq. ins. (373.42 sq. cm).

**COOLING SYSTEM** Capacity: 14.0 imp. pts. (8.0 litres). Radiator: Frontal area 302.76 sq. ins. (1952 sq. cms). Core 1.25 ins. (31.75 mm) thick. 15 lb. pressure cap.

**DRIVE LINE** Type: Single-shaft transmission line, needle rollers universal joint.

**ELECTRIC SYSTEM** The electric system is protected with a circuit interrupter and fuses. Battery: 12 volt, 9 plates per cell. Capacity 61 amps @ 20 hr. rate. Neg. earth. Alternator: Lucas 13.5 volt, 35 amp. Starter: 7 volt.

**FINISH** All models—Body and cabs in a choice of standard colours—Turmpike Red, Turmpike Yellow, Glacier White, Woodsman Green and Coast Ivory. Trim—black vinyl seats.

**FRAME** Ladder type chassis frame for maximum strength and torsional rigidity. Side members vary in depth with strongest sections located where greatest stress occurs.



**SPRINGS** Type: Front—heavy-duty independent coil with upper and lower wishbones and pressed steel cross members. Rear—Semi elliptic leaf springs. 6 leaf (106" w/base vans). 7 leaf (106" w/base chassis-cabs). 8 leaf (all 126" w/base models). Shock absorbers: Front and rear, double-acting hydraulic telescopic.

**STEERING** Type: Rack and pinion. Ratio: 22:0.1. Turns, lock to lock—4.3. Wheel diameter: 17.0 ins. (432 mm). Turning circles: 106" w/base models. Kerb to kerb—34.7' (10.54 m). Wall to wall—36.3' (11.04 m). 126" w/base models. Kerb to kerb—40.0' (12.19 m). Wall to wall—41.10' (12.75 m).

**TRANSMISSION** Type: 106" w/base models—3-speed manual all synchromesh, floor change. 126" w/base models—4-speed manual all synchromesh, floor change. Tri-matic automatic, optional with 106" w/base models.

**WHEELS AND TYRES** Tyres: 6.70 x 13—6 ply (18 cwt. models), 8.00 x 14—6 ply (20 cwt. models), 7.00 x 14—6 ply (35 cwt. models). Wheels and rims: 5/4.50 x 14, 5 stud, 1.50 offset; 5/5.50K x 14, 5 stud, 1.50 offset; 7/5.00K x 14, 6 stud, 4.10 offset. Cradle-type spare carrier, wheel and tyre.

**STANDARD EQUIPMENT** Forward control steel cab with safety glass windows. Single contoured driver's seat, adjustable fore and aft.

Dual passenger seat (chassis-cab models). Seat belts. Kilometre speedometer/odometer. Detachable steel engine cover. Step wells to cab door entry. Heater/demister. 2 external vision mirrors. Internal rear vision mirror (Van models). Fresh air ventilation. Padded sunvisors. Floor mat. Ashtray. Cab interior light. Twin windshield wipers and washers. Reversing lamps. Turn signals. Mud flaps. Insulated headlining (chassis-cab models). Lockable sliding side doors with sliding glass (vans). Lockable hinged side doors (chassis-cab models).

**OPTIONAL EQUIPMENT** Hinged lockable front doors. Hinged lockable side loading door—kerb side (van models). Single passenger seat and seat belt (van models).

**ESTIMATED KERB WEIGHTS** Vans—18 cwt.—2777 lbs. (1257 kg), 20 cwt.—2809 lbs. (1274 kg), 35 cwt.—3259 lbs. (1478 kg). Chassis-cabs—18 cwt.—2481 lbs. (1125 kg), 20 cwt.—2513 lbs. (1139 kg), 35 cwt.—2963 lbs. (1343 kg).

**FULL 12/20 WARRANTY** Every Bedford is protected by the GM Factory Warranty, which covers your vehicle for the first 12 months or 20,000 kilometres. As the policy of General Motors is one of continual product improvement, these specifications are subject to change without notice.



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Subject **Shipping Vehicles Worldwide**  
From Sales <sales@mjforwarding.co.uk>   
To Sales <sales@mjforwarding.co.uk>  
Date 05/08/2016 09:51

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