

HDSV

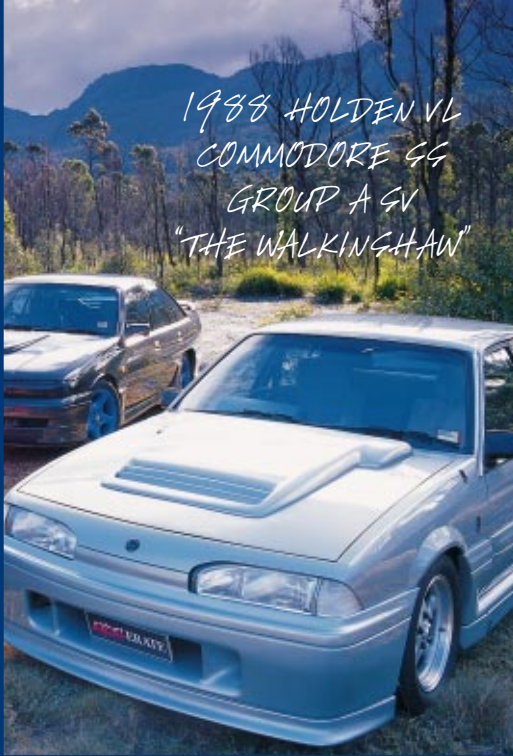
CLASSICS

CERTIFIED VEHICLES



*I just want one.*





1988 HOLDEN VL  
COMMODORE SS  
GROUP A V8  
"THE WALKINSHAW"

# THE HSV CLASSICS PROGRAMME.

The "Walkinshaw" as it is commonly known, tested the fledgling HSV company to the limit, as the comprehensive aerodynamic body additions and special Group A engine pushed out the envelope for a coordinated road and track package. Contract built for the Holden Motor Sport group, it marked the beginnings of the formal alliance between Holden and HSV that would deliver some of Australia's most awesome and complete performance cars. The car itself was worthy of the honour of being HSV's first born. Not only was it the first fuel-injected V8 Holden, it set the bar high for subsequent HSV models. An initial build of 500 was followed by a second run of 250, making it the most popular of all Holden Group A Specials. It had to prove its racing mettle, of course, and it came up trumps with a sensational win at Bathurst in 1990. Confronting enough on its 1988 release, it makes an even more powerful statement today, with a track record that matches its superb looks. It is now established as one of the most desirable local high-performance cars.

## WHAT DOES IT MEAN TO YOU?

**HSV**  
**CLASSICS**  
CERTIFIED VEHICLES

*I just want one.*

*The HSV Classics Programme is your assurance that you are about to invest in a Genuine and Original HSV vehicle*

*Your limited-edition HSV is officially validated by a reissued build certificate, if necessary.*

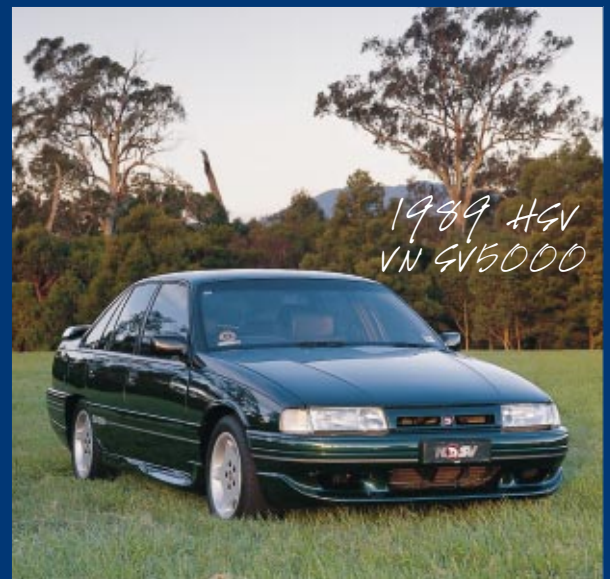
*An engineering checklist of 150 points ensures your vehicle is in superb condition*

*An HSV drivers' Compendium helps the unique HSV experience come alive for you and your family.*

*You will receive a free 12 month subscription to HSV's private member Excelerate magazine.*

*For a small additional cost your HSV Retailer can include an extended warranty package with your HSV Classic - as well as Roadside Service coverage.*

The SV 5000 had so much going for it from the start. The sculptured body additions were the work of Peter Stevens, the man behind the shape of the second-generation Lotus Esprit and the McLaren F1, to name just two of his triumphs. The purpose-built HSV red engine was re-engineered from the inside to pump out 200kW. It came with attitude, which revealed itself as soon as it was booted into life. Heavy duty front brakes based on the ZR1 Corvette's twin-piston design were backed up by heavy duty rears. Suspension reflected HSV's obsession with sharp handling that would hold up on Australia's poorer roads. The interior was lavish with the choice of full leather. And if that wasn't enough, most came in a striking shade of deep SV racing green or rose grey, both metallics, set off by a new pentagonal star pattern alloy wheel. All of this would have been so much window dressing if the SV 5000 wasn't such an exciting car to drive. Only 359 were built, and it set a new benchmark for luxury matched with performance which was so much more than just skin deep.





1990 HSV VG Maloo

## SO WHAT IS AN HSV CLASSIC?

Holden's new VG Commodore ute was one of the best looking utes ever seen in Australia, and the first to be based on a Commodore. It arrived with the sedan's more sophisticated coil spring rear suspension so the potential for a slick performance version was engineered into the ute from the start. For HSV, it was a two door sports coupe with a cargo bed instead of a boot waiting to happen and that is exactly how the Maloo was presented. It was also much lighter with a performance edge over the passenger cars. Racing teams were soon looking at the ute's track potential. By adding a combination of SV3800 and SV89 body additions with an SV5000 rear spoiler on the trailing edge of the cabin, HSV gave the Maloo the look and pedigree of a premium HSV performance model with the carrying capacity of a ute for an unrivalled weekend and work companion.

From the driver's seat, the Maloo driver could have been in any one of HSV's sports models with the traditional HSV Momo steering wheel, matching gear lever knob and sports seats. Powered by the 180kW SV89 engine, the Maloo was quick enough off the mark to place it amongst the performance leaders of the HSV range. Extensive suspension work, which combined the SV5000 front end with a special rear suspension and tyre package, ensured that it held the road as an HSV should, even when unladen. Maloo owners tended to personalise their Maloos with several examples wearing full Holden Racing Team livery while the factory offered a number of graphics packages that really made it stand out.

The '90 Maloo remains rare even by HSV standards.

An HSV classic is one of the proud range of very special cars that has been built in Australia by Holden Special Vehicles.

It must be a true limited-edition HSV. Two easy checks will reveal if it's the "genuine article":

- \* does it have an original or genuine reissued HSV build certificate? (Which can only be issued by HSV, by the way.)
- \* does it have an HSV build plate?



Although it may have had more than one owner, it must also:

- \* Be a standard vehicle, as built by HSV.
- \* Have no modifications or options other than those fitted by HSV as indicated in the vehicle's build history.
- \* Have passed the Retailer 150 point certification check list.
- \* Have less than 150,000 genuine km on the odometer.
- \* Be fully registered and have a valid, current Roadworthiness certificate - where required by state regulation.

Only when it passes all these criteria can it be called an HSV Classic.

If full race international Group A homologation specifications were not enough to elevate this final Group A model to instant classic status, then a recession which cut final production to 302 cemented its place in Australian "muscle car" history. It remains the rarest and last of a proud history of homologation race specials. But the big red meanie is no static display piece. The most comprehensive collection of homologation hardware seen in a local performance car gave the roadgoing VN Group A awesome trans-Australia ground covering ability. The final Group A engine was re-engineered for extra durability and performance with an upgraded four bolt main engine block with special pistons, rods, crankshaft, double row timing chain and myriad other tweaks over the previous Group A to make it bullet proof in endurance races. It was rated at a conservative 215kW which necessitated an equally hefty 6 speed manual transmission, the ZF S6-40, as specified for the Corvette ZR-1. Brakes, wheels and tyres all received attention with the first 17 inch wheel and tyre package on a local production car. If the hardware was not enough, then the next generation Group A aerodynamic body package cut the VN body's Cd from 0.34 to 0.30 and transformed the Group A's appearance.

It was finished in a special rich shade of red dubbed Durif red which recalled the colour of the Portuguese Durif grape variety. The cabin received extra attention with new body-hugging Group A seats. On the track, it was the only international Group A model that could take the battle head to head with the awesome Nissan Skyline GT-R at Bathurst. The VN Group A's standing 400 metre runs in the mid-14 second range and 0-100km/h times well under seven seconds still stand as performance benchmarks.





1990 HSV V8  
Statesman SV90

# AND WHAT IS NOT AN HSV CLASSIC?

The first Commodore-based Statesman provided the perfect platform for HSV to build a high performance luxury express. The long wheelbase SV90 was an important first for HSV with its independent rear suspension and was a preview of what was to come in mainstream HSV models. HSV worked its usual magic on the front suspension leaving the SV90 with a wider track and extra bite before reworking the IRS with special rear springs and dampers to match. Coupled with the bigger footprint of the Statesman's long wheelbase, the SV90 suspension took HSV into the next league in terms of refinement and sophistication.

Outside, the SV90's exclusive Ruby red from the Caprice added subdued class in concert with the SV5000 front wheel arch extensions, extended SV3800 body skirts and SV89 rear spoiler. Wheels were similar to those on the SV5000 with special centre panels and badgework.

Inside, there were contoured sports seats in a combination of leather and velour, a lavish variation of the SV5000 interior in the SV90's unique and more subtle smokey beige tonings. A new three spoke Momo steering wheel remained exclusive to the SV90 and later long wheelbase models. The latest version of the SV89's 180kW engine provided smooth, effortless performance and a hard edge to the SV90's limousine style accommodation and extra grip.

The SV90 has stood the test of time as a dignified and exclusive model when few cars this big feel so compact and agile.

- \* Any copy of an HSV or "replica car"
- \* A genuine HSV car with more than 150,000km on the odometer
- \* An SS Commodore or any other Commodore with an upgraded engine package, whether fitted by HSV or not.

(This includes 185 and 195kW engine upgrades, and also applies to ex Police or other vehicles.)

- \* Any car branded CSV, HDT, WGR, Talon or GSV - these are, in fact, poor copies of the real thing.
- \* Any car with an HBD build plate.

\* Any car known to have suffered major accident damage and to have been deemed an Insurance "write off".

\* An HSV car that has not passed the 150 point authorised Retailer check.

\* A genuine HSV car that has been significantly modified from standard.

As you decide which vehicle to purchase next, remember that a classic HSV normally commands a higher price in the car market when you choose to re-sell it.

This is because it is essentially the original car that was lovingly created in HSV's workshops. We recommend you never settle for anything less.

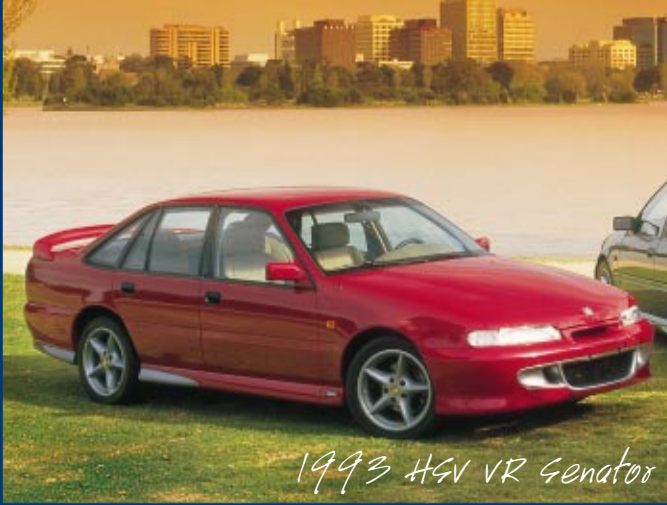
When it was time for a new HSV performance leader, HSV invoked the spirit of the top dog Monaro and the GTS tag re-emerged with the force of a nuclear blast. Drawing on lessons from previous IRS Statesman-based models and the VN Group A, HSV hit the ground running with the first VP GTS. At last, HSV had an independent rear suspension for its big grunt cars. The GTS was HSV's first elite performance model with suspension that lifted it into the grand touring class exposing those with anything less as pretenders. In a move reminiscent of the legendary battles of the late 1960's, the GTS was a knockout package and therefore humiliated the Falcon GT on its revival. For maximum impact and performance, the VP GTS drew on most of the VN Group A's aerodynamic body additions and combined them with top shelf Senator wheels, grille and rear spoiler.

It was a rare combination of brawn and class. And so it was under the bonnet. HSV brewed a special engine starting with the Group A block and internals capped off with the SV5000's red motor ancillaries to keep the bonnet line low. It provided the best of both worlds, mean, powerful, amazingly flexible for road use and all the stamina of an endurance race engine. It was evil enough to warrant its black rocker covers and it is not for nothing that it is called the black engine. HSV's premium brake package was there to harness it. The cabin was a match for all this action with a development of the Group A sports seats trimmed in body hugging cloth trim and a magnificent three spoke Momo steering wheel. The driver wore the GTS like a glove, big enough to be a boxing glove, yet driven quickly, the GTS grew smaller as it took on the precision of a rapier-like blade of steel.

The GTS represents pure distilled HSV magic and its tiny production run means there will never be enough to go around.







1993 HSV VR Senator

The arrival of the VR signalled new capabilities for Holden, TWR and HSV. Together they had a huge impact on the HSV range. For Holden, it meant the first total front suspension revamp since the arrival of the Commodore. For TWR, its in-house expertise had grown to include world-renowned Ian Callum as resident design chief who was assigned to imprint a deeper HSV character in all VR HSV models. For HSV, it was the first time that a range of coordinated new HSV models were released simultaneously, hot on the heels of the new VR Commodore. Nowhere did these factors come together better than in the new VR Senator. It was a stunner. HSV had developed two suspension systems and the Senator's new Touring package exploited the front end's new bite while offering a superb, controlled ride over all road surfaces. Inside, the more intimate VR dash layout was a perfect companion to the latest development of the body hugging Group A sports seats with rear seating from the Statesman. But it was Callum's styling that really hit the spot. In detail, the Senator's distinctive front, sculptured side skirts and rear panels were different enough. In profile, they gave the Senator a distinctive new ground-hugging stance unlike anything else on the road. The Senator's contrasting colour splashes added motion even when it was standing still. The slender spoked starfish pattern alloy wheels are amongst HSV's best efforts. Engines included an upgraded 185kW V8 and after May 1994, the Senator could be ordered with the 215i stroker powerplant. It was not so much what the VR Senator could do - both versions were faster than their predecessors - but it was the way it did it. The VR Senator was relaxed yet hugely capable. Its long distance point-to-point capabilities started where others began to fade.

# ARE CHANGES TO AN ORIGINAL HSV PERMITTED?

The following changes are acceptable for a classic HSV:

- \* A different brand of tyre than original equipment, provided it is the same size.
- \* Non-original simple replacement parts, like spark plugs, filters, the clutch, brake pads and so on - provided these components are to an acceptable engineering standard and configuration to the original design intention.



# THIS IS WHAT IS NOT OK.

The following modifications have been deemed as unacceptable by HSV. This protects your investment in an HSV Classic.

- \* A different size of tyre than original.
- \* Non-original wheels, including the "spare".
- \* Engine modifications - including a wide variety of peculiar enhancement "chips", throttle bodies, camshafts, extractors and the like.

Rarity is part of the appeal of most HSV models but it's not the biggest factor in the VS Clubsport's strong following. Owners simply love them. The VS Clubsport is a milestone HSV model because it was so well-accepted and accessible while embracing everything that was good about HSV's more specialised models. It is still the most popular HSV model ever produced, although the VT could displace it. Not that it was much different from the VR but the fine tweaks added extra gloss and attitude. The VS Clubsport is so appealing because the no-nonsense Clubsport dual-purpose character survived the slicker presentation. It is equally at ease providing weekday family or work transport as competing in weekend motorsport events.

For the VS, Ian Callum accentuated the single slat Clubsport grille extending it over the front bumper to give it an air of insolence. The larger rear spoiler introduced a striking wrapover curve which links the VS Clubsport with the following VT series. Badgework was bolder than ever and the new aero design three spoke alloy wheels were a first for HSV. Love them or hate them, they are different! Holden's new paint plant was now in full swing adding a range of jewel-like colours that changed in hue according to light. Suspension and auto transmission tweaks made it an even better road car. Further badgework revisions and oval side repeater lights mark the VSII Clubsport as the last of a long and proud line of the Clubsport series that ran from VN to VS. The VSII was also the first with HSV's comprehensive ISS security system as standard.

The chances of finding two VS Clubsport exactly the same are slim. Trim, airbags, sunroof, sound systems, suspension, wheel and brake options gave Clubsport buyers the chance to personalise their VS Clubsport. Add the car's integrated good looks and exclusivity is ensured. The VS Clubsport's timeless appeal will continue to generate enormous pride in ownership.



The GTS-R was conceived in the same context as a Group A racer except there were no rules. Group A homologation race requirements can dictate compromises in a road car. And that is why the outrageous GTS-R could go where previous Group A specials could not. HSV drew up a wish list for the ultimate road racer without worrying about the impact it might have on the track version. Unbridled by sub-5.0 litre race requirements, the GTS-R boasted the monster 215kW stroker engine with the torque of a pile driver, and an extra 10-15kW on tap if the Optimised blueprint engine was ordered. It was fed through the T56 6-speed manual transmission, a hefty box of cogs with a sweeter shift quality than any previous rock-crusher manual gearbox. Thanks to its Sport specification independent rear suspension and the Hydratrak differential, most of the amazing performance was useable most of the time. The body additions were minimalist and there to do a job. The light and simple carbon fibre rear wing stood out because there was no attempt to hide it. Sourced from the Holden Race Team, it reflected what was happening on the race track.

The GTS-R came in a very expensive shade of yellow that was a match for the world's top show cars at the time. Ian Callum was let loose in an HSV interior for the first time so the yellow and carbon fibre theme continued throughout the cabin. It was at least as quick down the strip as the VN Group A and in some cases faster. The GTS-R was more agile under all road and weather conditions than any previous high performance HSV race special.

While these credentials underpin its credibility, ultimately they're not what the GTS-R is about. It added a huge "look at me" factor for serious performance car fans. If the GTS-R doesn't put a smile on your face during a Sunday morning romp in the hills or you don't want to be noticed on an easy Saturday night cruise through city streets, you will have missed the point.



## QUESTIONS?

### What is Excelerate?

Excelerate magazine is mailed to all classics owners quarterly, and contains all the latest breaking news about HSV as well as regular historical perspectives on this exciting range of custom-made vehicles. As a classics owner your 12 month subscription is free.

### Can I buy a classic HSV from any Holden outlet?

No. Only from a specialist HSV Classics Retailer who has passed a stringent qualification procedure. They are listed on the back of this brochure.

### Are genuine HSV Accessories available for an HSV classic?

Yes! Your HSV Retailer can offer a range of specially-selected accessory items for most HSV classics. The range includes HSV mats, body protection items as well as comprehensive HSV replacement parts.



*Can I modify my HSV Classic?*

*If you wish it to retain its "Classic" designation, the answer is "Only within the rules laid out in this brochure". Your Retailer will advise you further.*

*I have an HSV already ... how do I find out if it can be called a "Classic"?*

*Speak to your Retailer. Your vehicle must adhere to the rules. It may be possible (perhaps with some engineering work) to induct your vehicle into the programme.*

*I'd love more details about my "Classic" ... is there a web site I can access?*

*Sure is! [www.hsv.com.au](http://www.hsv.com.au)  
Or telephone us on (03) 9265 9500.*



1997 HSV VT GTS

The biggest achievement of the VT GTS is that it introduces safety and refinement levels to take it beyond the year 2000, yet it preserves the raw "grunt factor" of the most awesome muscle cars of the past.

It is an inspired combination that literally has no equal anywhere else in the world ... a big brute of a car yet it feels light and nimble behind the wheel.

The ultimate development of the Aussie V8 thumps out 220kW or more if the Optimised package is specified. The jumbo T56 6-speed manual was given a new shift action that is slicker than ever thought possible for a gearbox processing this much mumbo. The same goes for the clutch. A substantial increase in body strength reinforces the accurate impression that this GTS has been given enormous reserves. The awesome power is still the dominant quality of the GTS, but the brakes and roadholding stay with it all the way. It is a car that forces the driver to redefine what is possible. It does it with all the thunder and bluster of old yet there is a discipline and focus that was once the preserve of the highest echelons of specialist cars. The VT GTS also introduces the most striking and confronting styling package since the first Walkinshaw Group A. There are no cheap tricks in the brilliant Ian Callum's most comprehensive work for HSV. It defies convention yet there is a harmony in its mix of edges and curves. The huge 18 inch wheels and tyres and the drilled discs of the premium brake option which they frame are a study of their own. The GTS seats also set a new benchmark for comfort and support. But plucking out mere details doesn't acknowledge the coherence and balance of the VT GTS. It is a more complete, more thorough definition of a high performance sedan than ever seen in Australia.

As a driving experience, it is everything you could wish for. And then some.

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