

# THE VH IS AVAILABLE AT FOUR LEVELS

# OF SPECIFICATION AND PRICE



### HDT VH RETRO GROUP 2

**Price:** \$56,990  
**Engine:** 6.0-litre V8  
**Transmission:** Six-speed manual or six-speed auto  
**Need to know:** HDT bodykit including fender fins, bonnet scoop, VH grille and rear spoiler, 19-inch Irmischer-look rims, cat-back exhaust, HDT badging, stripes and numbering  
**Find out more:**  
[www.hdt.com.au](http://www.hdt.com.au)

HDT was so particular about the quality and the appearance of both these items that they delayed the VE/VH project while the moulds were reworked several times – until the boss was happy.

To move with the times and give more people the chance to get into a modern HDT car, the company is offering a starter-model V6.

"We're getting good power out of the V6s and with petrol the price it is, we wanted to give people the option," says Champion. "Not everyone can afford to buy or run a V8 and Brock and I discussed the V6 idea before it all happened. Brock loved his performance, but he was a pragmatist, too, you know."

That said, all the retro editions so far sold have been V8s.

Each model in the range is known as Group 1, 2, 3 or 4. The Group 1 is the V6, priced from \$51,990. Based on an SV6 it includes HDT bodykit, wheels, stripes, suspension and a cat-back exhaust.

Group 2 is the entry point for the V8 models. Based on an SS it is priced from \$56,990 and boasts the same specification as the Group 1 car.

The Group 3 car, priced from \$67,900, adds a cold-air intake, a remapped engine management system and performance brakes.

The Group 4 car is on another level all together, and is offered with the choice of either a supercharged 6.0-litre V8, or a fully installed 7.0-litre (427) V8. The car comes with coil-over race-style suspension, 20-inch wheels of a new design and six-piston front brake calipers with massive discs.

The price of the Group 4 is on application – it's close to \$100,000, depending on which options are chosen.

The 20-inch wheels, as with the 19-inch Irmischer-look rims, are made in South Australia and are designed, engineered and manufactured to the same stringent Australia Design Rule standards as wheels for local car manufacturers.

"We wanted the best quality we could have, and try to keep production in Australia to do our bit for the industry," says Champion.

Plans to introduce a VE/VK are on hold until HDT sells 50 of the current models. "You've got to remember the original HDT cars were released over several years and we've just done two models in one year, so we don't want to flood the market," says Champion. "These cars are all about exclusivity."

The VE/VH drives pretty much like the VE/VC we tested last year. Most parts are carried over, although HDT has tuned the exhaust to get a slightly better note. It has also tweaked the suspension slightly so that it still sits flat, but absorbs bumps a little better.

Craftsmanship and quality of the bodykit are good, and details, such as the small chrome HDT badges, give a 'factory' touch.

"We think Brocky got the formula right the first time, so we didn't want to mess with it too much," says Champion. "The Commodore's such a great-looking car you don't need to do much to one to make it stand out. Brock always hated overdoing things visually, so hopefully we've made him happy." ■

