



Recently a red HDT New Generation VH Retro broke cover and if reaction at the Sydney and Brisbane All Holden Days in August and September are any indication, it is yet another reason why Champion and his HDT must keep going with their plans. True to the original Brock HDT VC and VH's the current cars are now wearing the Imscher look wheels in 19"x8" form. Reproduced by Australian company, Performance Wheels, they are a fantastic looking product that finishes the styling of the car completely.

An eyebrow raiser could be the entry level GROUP 1 which is six-cylinder powered. How does that sit with Brock's original philosophy? Probably pretty good is our bet. The power output of today's V6 is way, way beyond that of a 308-donked VC Brock Commodore. We believe in today's world getting hung up on the number of cylinders being two short is outdated, no doubt not everyone will agree with us; you can't beat that V8 rumble, but the 195kW's of punch is far more than adequate in today's traffic mad world, not to mention the weekly trip to the bowser.

On the topic of the bent eight your entry point is the GROUP 2, then the GROUP 3 puts 310kW under the long pedal. If you believe you can't lose your licence quick enough with that power you can hop to a GROUP 4 for supercharged 6-litre action, or if you want the ultimate bragging rights get the boys to swap in the optional 7-litre. Darren has invested considerable time into the V8's HDT-branded exhaust system, knowing full well that the cars which wear the HDT badge must sound mean as well as go like stink. "It was vital to get the note just right whilst getting it right for anti-drone," he explained. Anything left to say Darren? "Come and get 'em!"

#### WHERE TO BUY

Things have evolved since early 2008 when Peter Champion intended to provide HDT's wares as after-market enhancements i.e. you already own a VE, you take it to HDT for enhancement. Such has been the public reaction to Champion's dream that deals are, or close to being, struck (as at mid-October 2008), with a selected Holden

dealer in Melbourne, Sydney, Brisbane and Perth with a desire to include all capital cities. Under this distribution system you slap down your cash and "sign here, press hard" at one of these friendly Holden Dealers, and drive out the gate.

#### THE HERITAGE

The Holden Dealer Team was the pseudo factory racing team formed in the late 1960s. The name became universally referred to as simply HDT. Peter Brock started a road car enhancement business in the early 1980s to generate funds for racing operations, this business used the HDT Special Vehicles name. Subsequent to Brock's split with Holden, Brock sold the name and rights. The company ended up with the Pennisi brothers Len and Sid, based in Sydney. They approached Peter Champion early 2007, who subsequently purchased the HDT business and all rights in August, 2007.

#### HOW HDT WAS REBORN

"For quite a few years I'd been talking to Peter Brock about the fact that if ever it were possible we could get it (HDT) and he was always very excited about that, he was very passionate about HDT as most people know. I was interested in buying HDT. My original plan to buy HDT was to shut it down (the Revesby, Sydney, location) and put it with the Brock Experience (the museum in Yeppoon, QLD) like two legends together, HDT and Peter Brock are both legends and we would have a look at where we would take it. When I went down there and looked at it I started to feel that maybe we can go somewhere with this.

At about the same time, as if by fate, Champion was sent some computer drawings of VE wearing VC-style Brock Commodore stripes. "Then I started to think well they're doing the retro thing in America, why can't we do it in Australia? Sure we're not going to be a threat to HSV, as you know I'm very passionate about Holden and I'm very passionate about Brock cars and HDT in general so cogs start turning.

Instantly from the beginning the cars attracted attention, and controversy, Champion went on, "Darren, our manager, was on his way home in the white car and a policeman pulled him up, all he wanted to know was about the car and for 30 minutes he was standing on the side of the road talking to Darren, 'When can I buy one of these, how much, what do I do to get one?'"

- A) The official unveiling of the HDT New Generation drew a large crowd and was well supported by the Brock Commodore Owners Association Australia.
- B) The latest release is this awesome machine styled on the VH SS.
- C) Imscher replica wheels are now fitted.



Rear styling remains true to the original with a modern touch such as quad exhaust outlets.

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New Generation HDT side stripes are a great heritage link. Note that the wheels shown on this car were prototypes which have been replaced with Imscher replicas.



Each New Generation HDT is limited edition and comes with authentication plate.



Engine can be upgraded to 310kW or 6 litre supercharged or swapped for a 7 litre monster.

#### THE MODEL LINE UP

Cars will be produced in two "families" and will reflect the heritage and styling cues of the iconic VC and VH models.

- The "VC" Retro will be available in white, red, black
- The "VH" Retro will be available in white and red only

Brake upgrade package. Full exhaust. Cold air box. ECU / computer re-map to 310kW. Extra cost optional coil-over suspension package (as fitted to GROUP 4). Price from \$67,900 with variance being different State Government statutory charges.

**LIMITED EDITION - INDIVIDUALLY NUMBERED**  
Being the lawful owner of the HDT name the organisation will continue the tradition of fitting authentication plates to each car's engine bay.

In the HDT time honoured tradition each car will be individually numbered with production limited to 500 for each colour of white, red, black.

**GROUP 4 with HDT Build Plate.**  
Based on VE SS  
Package contains everything in GROUP 1 + 2 + 3, plus the following:  
Coil-over suspension package. Choice of 6-litre supercharged engine or fitting of 7-litre naturally aspirated engine.  
Price On Application.

**Further information:**  
- Coil-over suspension package mentioned above contains springs, shocks, bump stops. These items will produced specifically to HDT's specifications.  
- Details of brake upgrade package is still being finalised as at mid-October, under consideration were 8 piston front callipers and 6 piston rear callipers.  
- The exhaust will be HDT-branded and produced specifically to HDT's specifications.  
- Tyres will be left to the customer's choice for their own purchase in their locale.  
- Sound system remains unchanged from factory.

**GROUP 1**  
Based on VE SV6. Fitted with HDT Build Plate. Imscher 19" x 8" wheels. Upgraded suspension. HDT Body kit. HDT Interior upgrade.  
Price from \$51,900 with variance being different State Government statutory charges.

**GROUP 2**  
Based on VE SS with HDT Build Plate. Package contains everything in GROUP 1, plus the following:  
'Cat-back' exhaust upgrade.  
Price from \$56,900 with variance being different State Government statutory charges.

Please note that all specifications and prices detailed above were accurate as at October 10, 2008, and may be subject to change and/or further modification. You should check with HDT for up to the minute details.

**GROUP 3 with HDT Build Plate.**  
Based on VE SS  
Package contains everything in GROUP 1 + 2, plus the following: