







Holden Special Vehicles

Holden Special Vehicles



Type	Private
Founded	1988
Founder(s)	Tom Walkinshaw
Headquarters	Clayton, Victoria, Australia
Industry	Automotive
Products	Automobiles
Owner(s)	Holden Tom Walkinshaw
Parent	Holden
Website	www.hsv.com.au

Holden Special Vehicles, abbreviated **HSV** is the officially designated performance vehicle division of Australian motor automobile manufacturer Holden. Based in Clayton, Victoria and established in 1987, HSV modifies Holden products such as the Commodore, Caprice and Ute giving them unique body-work and alloy wheels, up-spec interiors, and improved all-round performance thanks to upgraded engines, brakes, transmissions and suspension.

History

HSV was created in 1987 as a joint venture between Holden and TWR - an operation owned by Scottish racing car driver and entrepreneur Tom Walkinshaw. HSV effectively replaced the Holden Dealer Team (HDT) special vehicles operation run by Peter Brock, after Holden severed its ties with HDT in February 1987 following the "Energy Polarizer" and "HDT Director" controversies. With the more recent demise of TWR's global companies, HSV still remains a partnership between Holden and Walkinshaw, the joint ownership company being Premoso Pty Ltd.

The first car produced by HSV was the Holden VL Commodore SS Group A SV in 1988 (based on the VL Commodore and not to be confused with the HDT's similarly named Holden VL Commodore SS Group A). It had a distinctive body kit with a large rear wing (earning it the nicknames "The Batmobile" and the "Plastic Pig") and was powered by a modified version of the Holden 5.0 litre V8, which had dual throttle body electronic fuel injection and was rated at 180 kW in road car form. It was built as a touring car homologation package for Group A racing and in racing form, managed to win the 1990 Bathurst 1000 race in the hands of Allan Grice and Win Percy for HSV's racing arm, the Holden Racing Team.

Over the years HSV have built an array of modified vehicles, most of which have been based on the Commodore and powered by either Holden or GM sourced V8s. Notable HSV models include the SS Group A (both the 1988 VL and 1990 VN Commodore versions), the SV 5000, Clubsport, Senator, GTS, GTS-R, XU6 and the Grange. Prior to the introduction of Fords FG FPV Falcons, the 2006 HSV GTS was the most powerful production vehicle in Australia, producing 307 kW (417 PS; 412 hp) from its 6.0-litre Chevrolet V8, and can produce claimed 0-100 km/h times of 5.2 seconds, and 13.5 second 0-400 metre sprints.

Since the year 2000, HSV's products have progressively found their way into export markets in limited numbers, most notably to the United Kingdom. Also, recently in 2007, HSV celebrated it's 20th Anniversary with the limited release of 100 Clubsport R8 20th Anniversary Edition. This anniversary edition was followed by the HSV move into the Middle Eastern market as Chevrolet Special Vehicles (CSV) with the CSV CR8



Model series

VL

The Holden VL Commodore SS Group A SV was the first car produced by Holden Special Vehicles. Developed under contract to Holden, it was released in March 1988. Modifications were made to the standard Holden 5.0 litre V8 to produce 180 kW (245 PS; 241 hp) @ 5200 rpm and 380 Nm @ 4000 rpm. Best known for the polarising body kit and bluish-silver colour, the VL Group A SS was also the first model to feature a fuel-injected version of the Holden V8, with the first EFI VN Holden Commodore V8s not released until August 1988. The SV88 model was based on the VL Holden Calais and used a carbureted version of the V8 producing 136 kW (185 PS; 182 hp).

- Calais SV88
- Commodore F20 SV
- Holden Commodore SS Group A SV



VN/VG/VQ

A number of models based on the VN Holden Commodore were developed by HSV, the most potent of these being the Commodore SS Group A SV built for Holden. It featured an extensively modified version of Holden's 5.0 litre V8 to produce 215 kW (292 PS; 288 hp) @ 5200 rpm and 411 N·m @ 4000 rpm coupled to a six-speed ZF S6-40 manual transmission as used in the Chevrolet Corvette ZR-1. Upgrades were also made to the suspension, tyres and brakes. 500 cars was the original production target for homologation reasons, but only 302 were ultimately produced in non sequential order meaning build number 450 may exist while build number 100 may not. Other models used either 180 kW (245 PS; 241 hp) or 200 kW (272 PS; 268 hp) versions of the same V8 except the SV3800, which had a 132 kW 3.8 litre V6. In 1990, the first HSV Maloo was released, based on the VG series Holden Ute of the time. The lighter Ute body provided a performance edge over the other HSV sedan counterparts. Models based on the long-wheelbase VQ Holden Statesman were released soon after. The SV90 and SV93 were treated with reworked suspension, wider front track and the 180 kW (245 PS; 241 hp) V8. The Statesman 5000i (in both series I and II form) featured 200 kW (272 PS; 268 hp).

- SS Group A
- Clubsport
- Maloo (Ute)
- Statesman 5000i
- Statesman SV90



- Statesman SV93
- SV3800
- SV LE Sedan
- SV LE Wagon
- SV89
- SV5000
- GTS

SS GROUP A FAST FACTS:

NUMBER BUILT: 302 (out of an intended 500.)

BODY: all steel, integrated body/chassis, four-door sedan

ENGINE: 4.9-litre V8 with overhead valves and twin throttle body fuel injection

POWER & TORQUE: 215kW @ 5200rpm/411Nm @ 4000rpm

PERFORMANCE: 0-100 km/h - 6.5sec, 0-400 metres -14.5sec

TRANSMISSION: six-speed ZF manual

SUSPENSION: Front - independent with Macpherson struts, upper and lower control arms, coil springs, anti-roll bar and telescopic shock absorbers. Rear - live axle with trailing arms, coil springs, anti-roll bar and telescopic shock absorbers

BRAKES: disc front and rear, power assisted

WHEELS/TYRES: 17 x 8 alloy, 235/45/ZR17 radial

PRICE RANGE: \$15,000-50,000

CONTACT: HSV Owners Clubs throughout Australia

VP

With the release of the VP series, HSV began introducing IRS to its models as well as introducing new model names, Senator and GTS which continue to be used to the present day. While the entry-level Clubsport and luxury Senator are equipped with the 180 kW (245 PS; 241 hp) V8, the high-performance GTS came standard with the 200 kW (272 PS; 268 hp) version and HSV's premium brake package. LSDs were standard across the range.

- Clubsport
- GTS
- Maloo
- Senator
- SV91
- Formula
- HSV+6



VR/VS

Following the appointment of award-winning designer Ian Callum as design chief for TWR, VR series HSV models benefited from a more cohesive and stylish body design. Upgrades were made to the 5.0 litre V8 to yield 185 kW (252 PS; 248 hp), while the GTS included a 5.7 litre stroked version producing 215 kW (also available as an option on the Senator) from May 1994 onwards. The VS series of 1995 introduced mild styling tweaks and a new three-spoke alloy wheel design. A value-oriented Manta was established as the base HSV model to broaden appeal. In 1996, a limited edition flagship GTS-R was created which came standard with the 5.7 litre V8, Tremec T56 six-speed transmission and **Hydratrak** LSD package. Available only in a polarising bright yellow colour (known as "XU-3 Yellah") with carbon fibre inserts and large rear wing, the GTS-R engine could be blueprinted for more power. 85 GTS-Rs were produced (ten exported to New Zealand). The VS series II of 1996 introduced HSV's ISS (Integrated Security System) as standard, which featured an immobiliser and different electronics configuration for each car produced in an effort to deter theft. In 1997, a new Statesman-based model known as the Grange replaced previous HSV Statesman models.

- Clubsport
- GTS
- Maloo
- Manta
- Senator
- Statesman
- Grange (From 1997 Series II)



VT

This series was based on the all-new Holden VT Commodore bodyshell. This was the last series with the Australian-built 195 kW 5.0 litre V8 (cast iron block) and the 220 kW 5.7 litre stroker in the GTS. A Senator Signature wagon was introduced and was mechanically identical to the sedan counterpart. The VS ute body was maintained for the Maloo. There were only 180 HSV VT Mantas produced, after which the Manta was dropped from production.

The VT Series 1, literally was Holden/HSV's last Australian produced V8, just prior to the introduction of the more powerful Chevrolet LS1 engine.

- Clubsport
- Grange
- GTS
- Maloo
- Manta
- Senator Signature
- Senator Signature Wagon
- XU8



VT II

A major update from the VT series, the VT II introduced the new 250 kW 5.7 litre GENIII LS1 V8, Claimed as the fastest ever Australian sedan by WHEELS magazine^[citation needed]. Several models were removed from the line-up in the transition through to the VTII: Manta, Senator Signature wagon and XU8. The flagship GTS presented many unique features such as a Callaway tuned 300 kW (408 PS; 402 hp) version of the LS1, a 3.91 final drive ratio and the addition of toe-control links to the IRS suspension, among others. The recent release of the new WH Holden Statesman and Caprice in 2001 allowed the Grange to gain its new look. This series also saw the introduction of a supercharged V6 model named the XU6, which will prove to be a sought after model some time in the future. Additionally, a more performance-oriented Clubsport R8 model was added to complement the existing Clubsport. The R8 came standard with HSV's 'Performance' suspension and braking package, which were offered as optional extras on the Clubsport. Again, the VS ute body was maintained for the Maloo just as it was in the VTI range.

- Clubsport
- Clubsport R8
- Grange
- GTS
- Maloo



- Senator Signature
- XU6

VX

Acting on feedback from owners, HSV strove to distinguish their vehicles from normal Holden Commodores. To achieve this, HSV designed greater changes to body kits and interior features to better differentiate their products. This series also saw the addition of 5 kW (7 PS; 7 hp) to the LS1. The introduction of the new VU Holden Ute allowed HSV to produce an all-new Maloo variant. A limited edition Senator 300 model also became available, equipped with the 300 kW (408 PS; 402 hp) V8 and suspension modifications from the GTS.

- Clubsport
- Clubsport R8
- Grange
- GTS
- Maloo
- Senator Signature
- Senator 300
- XU6



VX II

This model saw the introduction of HSV's first Coupé models based on the new Holden Monaro. The GTS sedan in this series was replaced by the Coupé GTS, with a less powerful 255 kW (347 PS; 342 hp) GTO Coupe available also. A Maloo R8 model was added with similar specification to the Clubsport R8. A special edition, the SV300 was also introduced to the VXII series to replace the Senator 300. Toe-control links for the rear suspension was included across the range in line with the VX update to the Commodore for improved handling. The VXII update also brought with it the addition of Microdots across the range in order to reduce theft, a feature HSV refers to as **HSV DNA**.

- Clubsport
- Clubsport R8
- Coupé GTO
- Coupé GTS
- Grange
- Maloo
- Maloo R8
- Senator Signature



- SV300
- XU6

Y Series

Coinciding with the release of the VY Commodore, HSV produced the Y Series models, sporting redesigned bodykit styling. The use of the "Y Series" name instead of VY communicated HSV's intention to further distance their models from the Holden counterparts. The GTS returned in sedan form in this series with more aggressive styling. Recalibration of the ECU saw another power bump up to 260 kW (354 PS; 349 hp). This saw the end of the supercharged XU6 due to lack of demand and perceived lack of power increase over Holden's supercharged V6 models. Meanwhile, the Senator range was split into entry-level grand tourer Senator and high-end luxury Senator Signature models.

- Clubsport
- Clubsport R8
- Coupé GTO
- Coupé GTS
- Grange
- GTS
- Maloo
- Maloo R8
- Senator
- Senator Signature

Y II Series

A larger power upgrade to 285 kW (387 PS; 382 hp) saw a big performance gain. This also sparked rumors that a new engine was due to be used, with the development of GM's new LS2 nearly complete. This power upgrade closed the performance gap between HSV's mainstream models and the 300 kW (408 PS; 402 hp) flagship GTS, which prompted speculation that the GTS was set for a power increase as well. An updated WK Statesman/Caprice from Holden also formed the basis for the new Grange. The GTO Coupé returned, and the forays of parent company Holden into AWD saw the introduction of the Avalanche (based on the Holden Adventra), the XUV (based on the Holden Crewman), and the Coupé4 (based on the Holden Monaro). The latter was particularly significant, as it was the first time that Holden's AWD system had been used in such a low-riding application. These new additions to the range made the Y Series II the biggest HSV range in history, with 16 variants.

- Clubsport
- Clubsport R8



- Clubsport SE
- Maloo
- Maloo R8
- GTS
- Senator
- Coupé GTS
- Coupé GTO
- Coupé LE
- Grange
- Senator
- Senator Signature
- Coupé4 AWD
- Avalanche XUV
- XUV AWD

Z Series

This series of HSVs (released in October 2004) were known as the "Z" Series, reflecting on the VZ Holden Commodore they were based on. This saw the introduction of the new GM LS2 V8 into all the models, providing 297 kW (400 hp) across the board. The AWD models retained the LS1. The lack of GTS in the series can be attributed to a negligible power difference between the new LS2 models and a potential 300 kW (408 PS; 402 hp) GTS, sparking rumors of that the new LS7 V8 was going to be used in the next series. So to replace the gts a limited edition clubsport was released as the SV6000, the run was limited to 50. A new WL Statesman/Caprice model also saw the Grange get an upgrade. This was the last series of HSV to be based on the 1997-2006 VT Commodore V-body chassis. On May 25, 2006, a standard 2006 HSV Maloo R8 driven by Mark Skaife was recorded at an averaged speed of 271.44 km/h (168.7 mph) on a closed section of road in Woomera, South Australia.[7] The speed was recognised by the Guinness World Records representative, Chris Sheedy, as the Fastest Production Pickup Truck recorded. The speed improved over the previous record held by a Dodge Ram SRT-10 at 248.784 km/h (154.587 mph).

- Clubsport
- Clubsport R8
- SV6000 (see Limited editions)
- Coupé GTO
- Grange
- Maloo
- Maloo R8
- Yellow Thunder Maloo R8 15th Anniversary (see Limited Editions)



- Senator
- Coupé4 AWD
- Avalanche AWD

E Series

An all-new Holden Commodore chassis, known as the VE was unveiled in July 2006. Following this, a new range of "E" Series HSV models were released in August 2006.

Changes to the exhaust system yielded a 10 kW (14 PS; 13 hp) increase in power (see below) for the LS2 to 307 kW (417 PS; 412 hp). Extensive modifications to the base VE Commodore sheetmetal and interior were introduced, most notably the unique LED taillights and distinctive side vents. The new GM 6L80-E 6 speed automatic transmission from the VE Commodore is offered, and Electronic Stability Control is standard on all models.

The GTS and Senator Signature additionally feature switchable Magnetic Ride Control to improve ride and handling. As such, the E series represents HSV's most expensive model developments in its history, with the MRC suspension system alone costing AUD\$4.5 million. In October, a new Grange model based on the Holden WM Statesman was released featuring the same V8 and MRC suspension as the Senator Signature and GTS, albeit with its own unique settings.

In August 2008, HSV launched its new flagship model, the W427. This car is based on the GTS, but carries a 7.0 L LS7 V8 engine along with larger brakes, strengthened gearbox, revised suspension



and unique MRC settings. The W427 is the most powerful car ever made in Australia with power outputs of 375 kW (510 PS; 503 hp) @ 7000 rpm and 640 N·m (470 lb·ft) @ 5000 rpm. It is also the most expensive, at \$155 500.

On March 28 2008, HSV announced that the LS3 6.2 litre engine would be fitted to all E-Series models (with the exception of the LS7 W427) from April 2008. The LS3 power output is 317 kW (431 PS; 425 hp), whilst peak torque has not increased over the LS2. May the 12th , 2008 saw the announcement of a new HSV E Series model; the HSV "Tourer". This new model, based on the VE Holden Sportwagon was later officially released in September 2008.

- Clubsport R8
- Grange
- GTS
- Senator Signature
- Maloo R8
- Clubsport R8 20th Anniversary Edition (see Limited Editions)
- W427
- Clubsport R8 Tourer

**The power and torque measurements have changed from the stricter ECE method in the Z series to the DIN method for the E series. The use of 98 RON fuel is also now recommended over 95 RON. Thus the actual power increase is likely to be less than 10 kW (14 PS; 13 hp), however the exact amount cannot be determined without testing data.

Other models

Although the majority of HSV models are based on variants of the Holden Commodore, HSV has also produced a few cars based on other models part of the Holden lineup.

Astra

- The Astra SV1800 was released in 1988, and were based on the Holden Astra of the time (which was based on a Nissan Pulsar N13 series). They shared the same 1.8L engine as the standard Astras, but stock released with extractors, sports exhaust and an aerodynamic sports body kit (adopted from the Walkinshaw, which is why the Sv1800 was nicknamed the Baby Walky) however, and only ~65 were made in both sedan and hatchback form.
- The HSV VXR is a rebadged Vauxhall Astra VXR and is being imported from the UK as of 2006. It has a 2.0 litre turbocharged 4-cylinder engine producing 176 kW/320 Nm, coupled to a 6-speed manual transmission. Additionally it is equipped with the adaptive IDS (Interactive Driving System) suspension system along with ESC, traction control system, ABS and BA.

Jackaroo

Based on the Holden Jackaroo of the time, the HSV Jackaroo was released in 1993 and came equipped with the same 130 kW 3.2L SOHC V6 as the standard Holden Jackaroo.

Limited editions

- GTS-R
- SV99
- GTS300
- SV300
- SV3800
- SV1800
- Aero
- SV5000
- VYII Clubsport SE
- SV6000
- Yellow Thunder Maloo R8 15th Anniversary
- GTO LE
- Signature Coupé
- Bahrain One-Make Racing Series Clubsport
- Clubsport Dealer Team Spec
- Clubsport-R
- Holden Racing Team Edition Clubsport
- Toll HSV Dealer Team Clubsport
- Mark Skaife Signature Edition Senator
- Clubsport R8 20th Anniversary Edition
- Greg Murphy Edition Clubsport
- VXR Nurburgring Edition
- W427

Concept cars

- **HRT Maloo Ute** - Based on the VX HSV Maloo, it was fitted with a new bodykit featuring significantly flared wheel arches to accommodate wider track and 20-inch wheels. The roof was lowered and modifications made to the suspension to produce a "ground hugging" stance. The ute was powered by a LS6 V8 stroked to 6.2 litres (producing 350 kW) with exhaust exiting from the side.
- **HRT 427** - Unveiled at the 2002 Sydney Motor Show, the HRT (Holden Racing Team) 427 was loosely based on the Holden Monaro bodyshell. The MacPherson strut front suspension was replaced by an aluminium double A-arm setup with adjustable dampers. A weight reduction program was enacted which included the fitment of a carbon fibre bonnet and magnesium wheels. A 7.0 litre (427ci) V8 from the Corvette C5-R was installed (coupled to a T-56 M12 six-speed transmission), hence the name. Originally intended to be put into production as competition against vehicles such as the Porsche 911 GT2, the idea was abandoned due to an unworkable business case based on the original production targets. It was to be the quickest ever (up to that time) HSV with a reported top speed of 299 km/h (186 mph). Only two street specification cars were ever built (although four racing cars were built by Garry Rogers Motorsport) with a reported 420 kW (571 PS; 563 hp) of power and 780 N·m (580 lb·ft) of torque.
- **GTS-R** - Alternatively written as **GTSR** or **GTS/R**, this concept was unveiled in 2004 and based on the Monaro bodyshell. Similarities could be drawn with the HRT 427, however this model was never intended for road-use and instead was under consideration to create a one-make racing series. A more aggressive appearance was achieved through the use of a large front airdam, xenon headlights, LED rear lights, active carbon fiber rear spoiler and rear diffuser. The GTS-R was powered by a modified version of the LS2 producing 335 kW (455 PS; 449 hp). Other features included carbon ceramic disc brakes, rollcage, side-exiting exhausts and 19-inch ROH alloy wheels.

Engines

GM 6.2-litre V8 LS3

- **Power:** 317 kW (E series)
- **Torque:** 550 N·m (410 lb·ft) (E series)

This engine debuted in the E series. It is a GM built LS3 V8 customized for HSV's usage. It also features cylinder deactivation technology to conserve fuel. The transition from LS2 to LS3 was primarily to meet impending Euro IV emissions requirements being introduced in Australia on 1 January 2009 and to compete against 2008's 315 kW (428 PS; 422 hp) FPV GT.

GM 6.0-litre V8 LS2

- **Power:** 297 kW (404 PS; 398 hp) @ 6000 rpm (Z series), 307 kW (417 PS; 412 hp) (E series)
- **Torque:** 530 N·m (390 lb·ft) @ 4400 rpm (Z series), 550 N·m (410 lb·ft) (E series)

This engine debuted in the Z series. It is a GM built LS2 V8 customized for HSV's usage. One of the main reasons that this engine was used is that the LS1 V8 does not meet ADR 79/01 (Euro III) emissions regulations. This new engine also has connections to the L76 6.0 Litre used in the VZ and VE Holden Commodores.

GM 5.7-litre V8 LS1

- **Power:** 250 kW (340 PS; 335 hp) (VTII), 255 kW (347 PS; 342 hp) (VX), 260 kW (354 PS; 349 hp) (Y series), 270 kW (367 PS; 362 hp) (AWD models), 285 kW (387 PS; 382 hp) (YII series)
- **Torque:** 473 N·m (349 lb·ft) (VTII), 475 N·m (350 lb·ft) (VX), 475 N·m (350 lb·ft) (Y series), 510 N·m (380 lb·ft) (YII series)

This motor started its debut in the VTII series of HSV sedans. It produced 250 kW (340 PS; 335 hp) of power - 30 kW (41 PS; 40 hp) more than HSV's previous "Stroker" 5.7 V8 used in the VT. It was a slightly de-tuned version, with 7 kW (10 PS; 9 hp) less than when it was in the two-door sports body of the Corvette. Continuous modifications were made to the LS1 engine throughout its lifetime, reaching 285 kW (387 PS; 382 hp) in the YII series, just 15 kW (20 PS; 20 hp) under the 300 kW (408 PS; 402 hp) GTS. AWD models such as the Coupé4 retained a similar configuration to other YII series models but were fitted with a more restrictive exhaust system, reducing power to 270 kW (367 PS; 362 hp). The LS1 was phased out for the new 6.0 litre LS2 in the Z Series. However, it was still used in the AWD models of the Z series.

GM 5.7-litre V8 LS1 (C4B)

- **Power:** 300 kW (408 PS; 402 hp) @ 6000 rpm***Torque:** 510 N·m (380 lb·ft) @ 4800 rpm A modified version of the LS1 enhanced by Callaway Cars Incorporated, this engine was used on the VTII, VX and Y series of GTS models as well as the SV300. Differences from the LS1 included ported cylinder heads, larger throttle body, revised camshaft, remapped ECU, titanium valve spring retainers, upgraded valve springs and valves. The compression ratio was also lowered slightly to 9.95:1 and the engine ran MAFless. In HSV models, this engine was used with a higher than standard 3.91:1 final drive ratio.

HSV 5.7-litre '350 Harrop Stroker' V8

- **Power:** 215 kW (292 PS; 288 hp) @ 4800 rpm (VR-VS), 220 kW (299 PS; 295 hp) (VT)
- **Torque:** 475 N·m (350 lb·ft) @ 3600 rpm This motor had its debut in the VR series of HSV sedans. It was a bored and stroked version of the Holden 304ci 5.0 litre and was originally available on the flagship GTS-R. A Tremec T-56 six-speed manual gearbox option exclusive to this engine was introduced as the then current Borg-Warner T-5 5-speed could not reliably handle the prodigious amounts of torque. The HSV VS GTS-R had the blueprint option to produce more power at around 230 kW (313 PS; 308 hp). The 215i engine was also available on the Grange long wheel base model. Its last appearance was in the VT GTS(Series 1). The LS1 replaced it in the VTII series.

Holden 5.0-litre V8

- **Power:** 180 kW (245 PS; 241 hp) @ 5200 rpm (VL), 165 kW (224 PS; 221 hp) (VN SS) 215 kW (292 PS; 288 hp) (VN Group A SS), 200 kW (272 PS; 268 hp) (VP), 180 kW (245 PS; 241 hp) @ 4800 rpm (VN-VP), 185 kW (252 PS; 248 hp) (VR-VS), 195 kW (265 PS; 261 hp) (VT)
- **Torque:** 380 N·m (280 lb·ft) @ 4000 rpm(VL), 411 N·m (303 lb·ft) (VN Group A SS), 410 N·m (300 lb·ft) @ 3600 rpm (VN-VP), 400 N·m (300 lb·ft) @ 3600 rpm (VN-VS), 430 N·m (320 lb·ft) @ 3600 rpm (VT)

This engine for HSV was available in 2 guises. The twin throttle bodied versions designed for racing use were available in the VL and VN Group A cars from 1988 and 1990 respectively. For the majority of HSV sedans using this capacity motor, the engines were modified versions of the standard EFI Holden V8. Note

that there was also a VP equipped Clubsport 5000i that used the remaining 4 bolt main Group A blocks with SV5000 red motor ancillaries. The LS1 replaced it in the VTII series.

- Additionally:

1. A non-EFI version was fitted to the VL Calais SV88, producing 136 kW (185 PS; 182 hp) @ 4400 rpm and 355 N·m (262 lb·ft) @ 3200 rpm.
2. The VL SS Group A SV Commodore was the first Holden V8 to feature Electronic Fuel Injection.

HSV 3.8-litre supercharged V6

- **Power:** 180 kW (245 PS; 241 hp) @ 5000 rpm***Torque:** 380 N·m (280 lb·ft) @ 3200 rpm Available on the VT and VX series HSV XU6, this engine is a modified version of Holden's supercharged V6 with upgraded air intake and exhaust to boost power from the standard 171 kW (232 PS; 229 hp). Due to the popularity and superior performance of Ford's standard I6 engine, let alone the turbocharged variant, this model was removed from the line-up after the VY series.

OPC 2.0-litre Ecotec-4 Turbo

- **Power:** 177 kW (241 PS; 237 hp) @ 5600 rpm***Torque:** 320 N·m (240 lb·ft) @ 2400 rpm This 4-cylinder engine is used in the HSV VXR, a model based on the Vauxhall Astra VXR/Opel Astra OPC.

This model has received some criticism, due to the decision to use a turbocharged 4 cylinder engine, instead of opting for a larger engine, which would have followed the HSV philosophy of 'bigger is better'.

V8 supercars

HSV threw their sponsorship behind the team formerly known as the Kmart Racing Team after the retail giant withdrew their sponsorship. The team adopted HSV Dealer Team (HSVDT) as their new name. With Garth Tander and Rick Kelly driving the two cars, the newly renamed team struggled in its first few outings in 2005, they found form later in the season, and from round 1 led the 2006 Championship to victory. Rick Kelly won the 2006 series followed by Craig Lowndes. Tander who finished the season in 4th spot after having led the Championship until Round 7 after a driver swap program with HRT (The Toll HSVDT and the HRT are "grouped" due to sharing data and engineering services to each other via Walkinshaw Performance) during the endurance races resulted in Garth's DNF in both endurance races, destroying his championship hopes and dreams. In 2007, Tander and Kelly won 17 races between them out of a possible 37, with Tander winning 15 of them and four round wins, winning the championship along the way. HSVDT also won their 2nd Teams Championship in succession.

HSV also sponsor the Holden Racing Team (HRT), although this operation was formally owned by the team's lead driver and former Australian Touring Car Champion, Mark Skaife. He sold it back to Tom Walkinshaw due to a debt owed. Garth Tander drives the second HRT Commodore.

HSV also sponsor Tasman Motorsport with Jason Richards and Greg Murphy. They also sponsor GMAC Racing of Tony D'Alberto in the Fujitsu V8 Series.















