

### Chapter 1 : Holden Caprice - Wikipedia

*The Statesman's Manual The Addresses and Messages of the Presidents of the United States, Inaugural, Annual, and Special, From to ; With a Memoir of Each of the Presidents and a History of Their Administrations: Also, the Constitution of the United States, and a Select by Edwin Williams.*

Holden mated the new engine with a modified version of the GM 4LE automatic transmission , bringing improved throttle response and smoother changes between gears. A new two-stage door remote was also made standard across the range. The i variants were also fitted with a Hydratrak limited slip differential. Second generation " [ edit ] See also: Models followed much the same pattern as the previous car: Usable boot space increased to litres. Cornering lights were provided integrated into the front fog light assembly- these cornering lights were illuminated whenever the indicator was operating on that side of the car, illuminating a turning path for the driver. Electrochromatic rear view mirror sensed headlight glare from vehicles travelling behind, and automatically adjusts mirror glass tint level to reduce driver glare. Dual zone climate control was a standard feature across the WH range, as was mode trip computer integrated into the instrument cluster. Caprice including rear roof mounted climate control and stereo controls for rear passengers- rear passengers were also provided with two headphone jacks in the rear parcel shelf and could listen to a different audio source to the front occupants. A rear flip down table was incorporated into the rear armrest, complete with storage pocket and cup holders. The exclusive-to-Caprice options included standard Howe leather seats, watt speaker DSP audio system, individual ignition key memory not available in Statesman- stereo settings, seating position for three drivers, upright Holden crest logo on the bonnet, chrome exterior door handles, as well as heated side view mirrors and auto dipping passenger side view mirror to avoid alloy wheel damage when reversing. Headlights could be set to automatically sense low light levels and turn on without driver input. Caprice featured a fine chrome vertical bar grille, while Statesman used a chrome matrix style front grille design, and lacked chrome exterior door handles. HSV branded special order options included electric tilt and slide glass sunroof, VDO MS satellite navigation system in place of front console ashtray, HSV alloy pedals, limited slip differential, rear deck spoiler and choice of two inch alloy wheel styles. Vehicles specially ordered with any HSV optional extras received a Holden-by-Design individually numbered build plate in the engine bay. The use of self-levelling rear air suspension available in Caprice brought advantages when hauling heavy loads and improved vehicle dynamics when towing. If the seat belt pretensioners trigger, the doors automatically unlock, both engine and fuel pump shut down and all interior lights will switch on. It was available with the 3. Standard features for the WH Grange included inch ten-spoke alloy wheels, a watt sound system with ten speakers and a six-disc CD changer, climate control air conditioning, eight-way power adjustable front seats, leather upholstery, cruise control, front fog lights, leather-wrapped steering wheel with audio controls, remote central locking, power windows and mirrors, a height and reach adjustable steering wheel, driver seat and mirror memory settings, an electrochromatic rear view mirror, trip computer and an immobiliser. The Grange was also fitted with a limited slip rear differential as well as a choice of two higher performance brake packages, increased diameter front and rear swaybars and an exclusive-to-Grange HSV body kit consisting of front bumper with enlarged cooling intake, unique stainless steel meshed intake grille with HSV logo in the centre, flared deep side skirts, deep skirted three-piece rear bumper, rear decklid spoiler and rear HSV badging.

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The original HQ was released on July 22, as a replacement for the Holden Brougham, although drawings exist of a HQ Brougham, albeit in short-wheelbase guise. Engines ranged from a cubic inches 3. The extra length was incorporated behind the rear doors to allow for additional rear seat legroom. At the time, this category of vehicle was very profitable, as the sales price was significantly higher than the base car from which the prestige model was derived, while the additional cost of production was moderate. GMH went to some lengths to set the new luxury Statesman marque apart from the Holden equivalent in their sales literature. Advertisements in newspapers among other mediums followed the same format. The Statesman Custom was deleted, as was the six-cylinder engine option. The Caprice was the most luxurious car offered by General Motors in Australia at that point, with a push-button AM radio, pile carpet, leather seats, electric lockin, power windows and no fewer than 13 interior lamps. The Caprice was introduced in 1971, as the new top line model in the facelifted Statesman HJ series. It was a more luxurious version of the Statesman de Ville, with a distinctive radiator grille, Cadillac style front bumper overriders and a bonnet ornament borrowed from the Chevrolet Caprice. The interior was significantly more lavish. The LTD was a significant success for Ford, both in terms of sales and profits, as well as making a statement regarding their prowess as a manufacturer. From March 1971, an electro-mechanical rear drum anti-lock braking system ABS was made available on the Caprice. This new ABS system was the electronic Bosch patent system operating on four-wheel discs. However, it had a significant engineering upgrade, along with the rest of the GMH range, involving the adoption of Radial Tuned Suspension, giving the Statesman better handling. As with previous Statesmans, GMH did not use the Holden name in the badging or the official sales literature. The styling of the WB Statesman was a compromise between achieving a fresh appearance and minimising the cost of redesign, by using panels from the antecedent HZ model. Well kept used models were changing hands in the mid-1970s for more nor their final list price. The stillborn sedan and wagon models had shared the front end of the production WB panel van. The sedan used the HZ Statesman long wheel base body with different tail lights. The station wagon was also used the same tail light assemblies as the ute and panel van.

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