

Transcript of Bill Abbott' hand written notes dated 1976 for the 50<sup>th</sup> anniversary of the start of GM vehicle manufacturing in Australia

## **Early Holden Engineering History - 1945 Detroit**

Original group Val Stacey, Cliff Kaye, Tom Wylie, Glenn Sinclair and Bill Abbott - arrived Detroit Feb.1945.

Russ Begg, ex assistant chief engineer Opel appointed Chief Engineer.

A fanatic for weight saving, hence detail weight estimates all along the line.

The basic 19515 was designed in GM research by Lou Toms in 1938 as a light weight car - very likely for Vauxhall it was an attempt to get the car with American performance using minimum of material it was the basic vehicle from which the 19525 was developed - The 19525 became the Holden 48/215.

I did most of the weight and performance estimates - also a lot of the original stressing. Objective was to keep car white as low as possible, therefore we made comparative operating stress estimates, and for the 19525 use the highest of any used by a then current GM car giving satisfactory service.

Walter Appel was chief engineer of GM Overseas Operations (4- 235 GM bldg.) he had considerable doubts about the practicality of Russ Begg's high stress low weight approach.

As it turned out, first prototype was about to 2200 lbs curb weight.

After durability proving the first production cars incorporating the strengthening needed as a result of tests was 2240lbs.

Exciting days and days when local production encouraged.

Bill Abbott 6-10-1976

BRG 218/65/14.

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