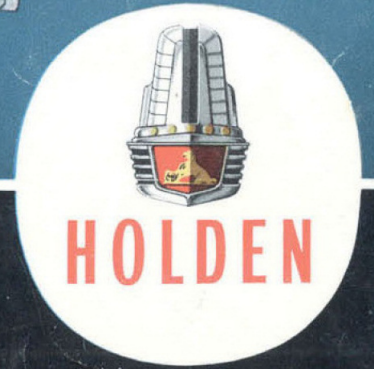
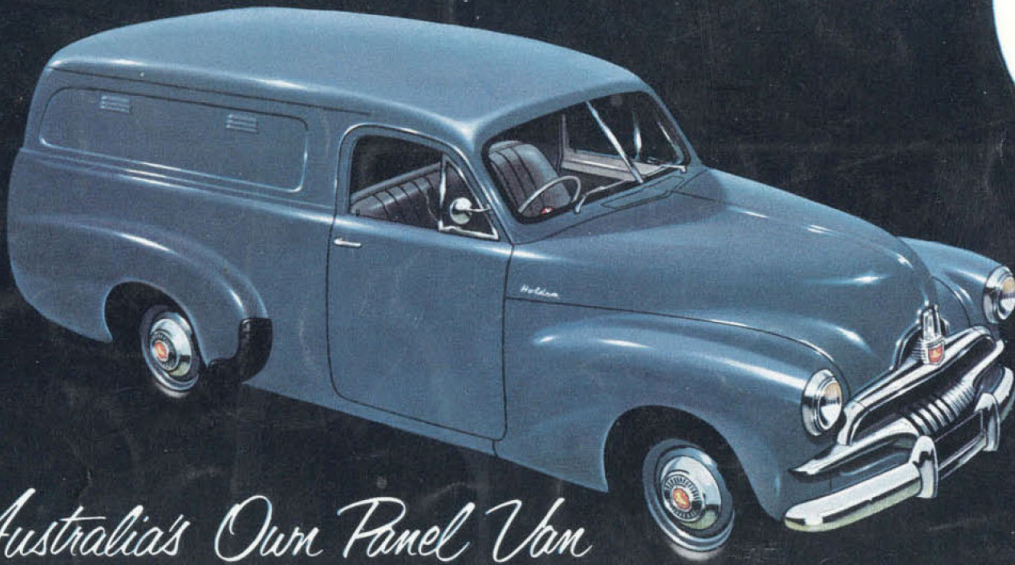


Australia's Own Utility



HOLDEN

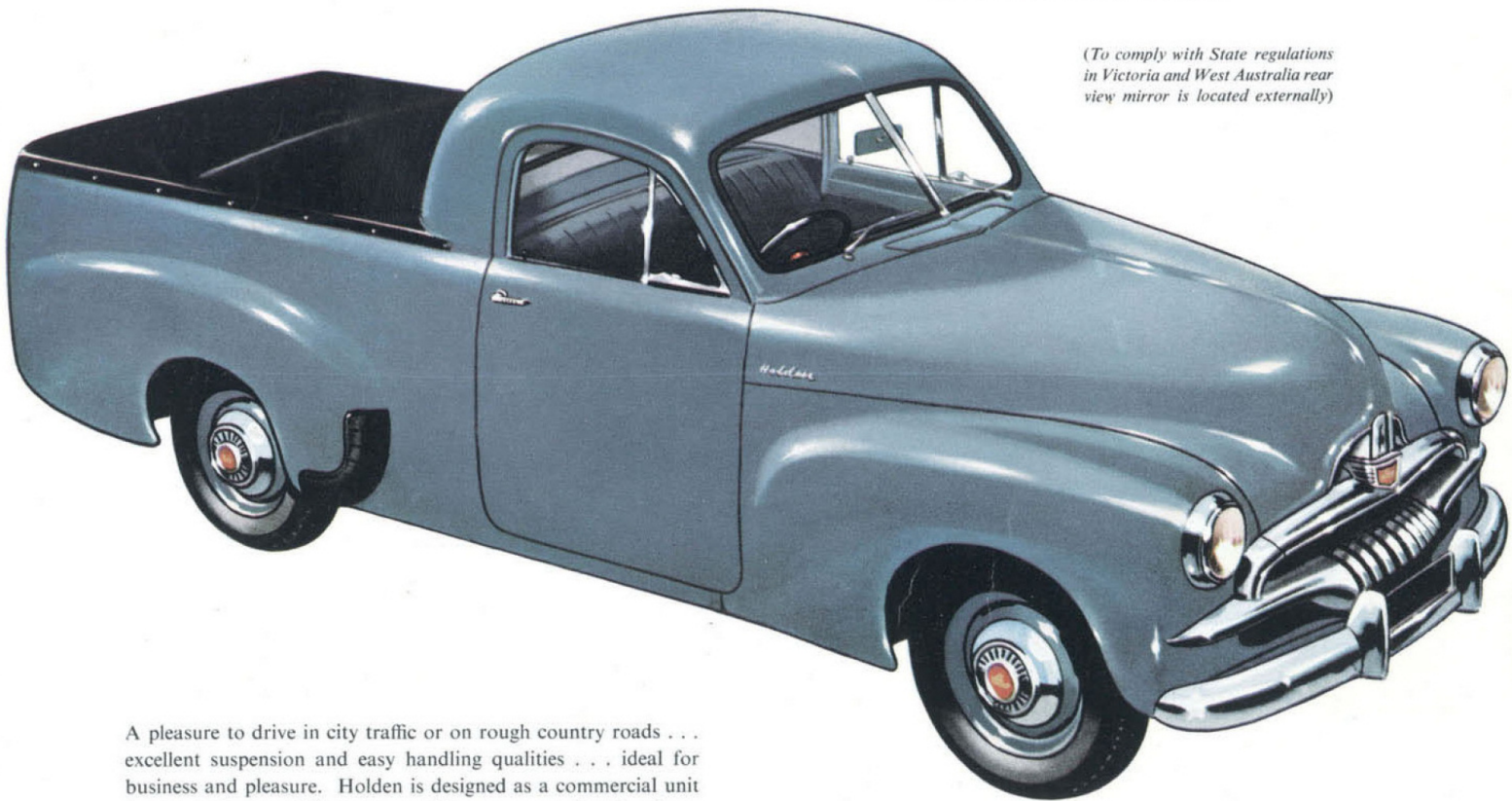


Australia's Own Panel Van

Holden Coupe Utility

WITH TONNEAU COVER

*(To comply with State regulations
in Victoria and West Australia rear
view mirror is located externally)*



A pleasure to drive in city traffic or on rough country roads . . . excellent suspension and easy handling qualities . . . ideal for business and pleasure. Holden is designed as a commercial unit for Australian conditions yet provides roomy comfort for three.

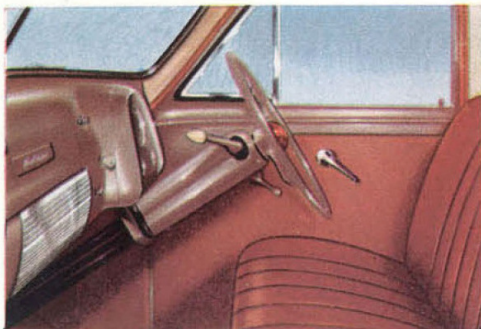
Holden Utility is smart, thrifty, powerful . . .

Holden Utility has so much in its favour. No matter what virtue you seek in a utility, Holden has it. The fact that more people buy Holden than any other utility proves that in the judgment of most utility buyers, Holden is, above all, the best value. First cost for a unit of its size and power is more than comparable with any other utility available in Australia.

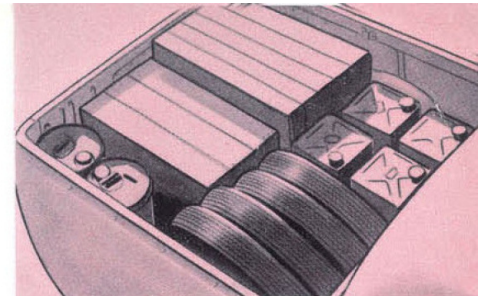
Other big savings come from cheaper running costs as proven by many owners consistently reporting better than 30 m.p.g., and in reduced maintenance expenses with proven dependability. You make savings too on repair time because of nationwide service facilities and ready availability of low-cost factory guaranteed parts. Smart . . . thrifty . . . powerful. That will be your enduring impression of Holden Utility. Associated with Holden's handsome prestige-building styling are outstanding GMH mechanical improvements which increase the life, economy and

quietness of the famous Holden engine. Holden performance has been improved with a new rear axle assembly, new rear wheel bearings and increased hand brake leverage.

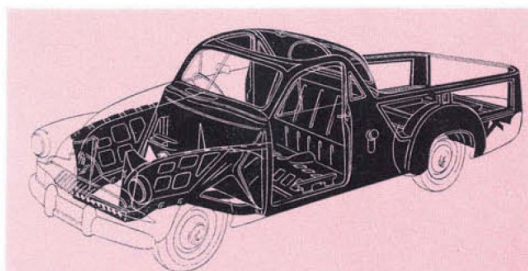
Improvements in front and rear suspension including the adoption of new GMH Delco shock absorbers front and rear and the re-location of rear shock absorbers forward of the axle, result in a smoother ride for business and pleasure. A new steering linkage cushions road shock, particularly on harsh surfaces.



Room for three. Actual dimensions are: Leg room $42\frac{1}{8}$ in.; head room $35\frac{1}{2}$ in.; hip room $54\frac{1}{8}$ in. Upholstery on seats and squabs is a durable plastic coated material (P.V.C.).

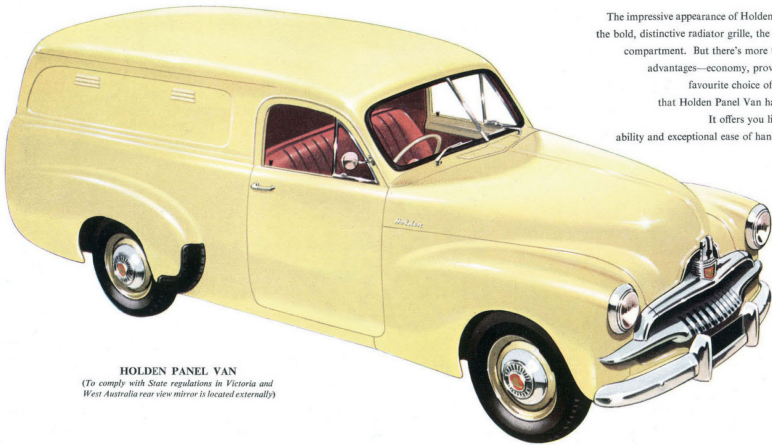


Space for Profits. You get all this space for a profitable load: Floor length $75\frac{1}{2}$ in. (with tailboard horizontal $96\frac{1}{2}$ in.); width at front $56\frac{3}{8}$ in.; width between wheel arches 43 in.; depth at front $20\frac{3}{8}$ in.



Aerobilt Construction. All-Steel Single Unit Body and Chassis Construction provides greater strength because every part of the all-steel structure carries its share of the load.

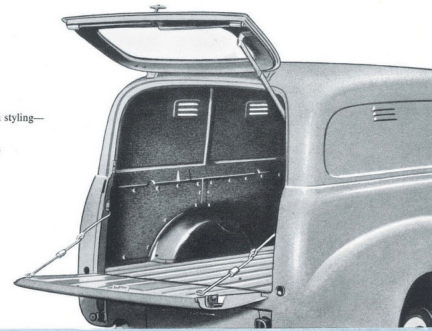
Holden is Australia's most impressive-looking panel van...



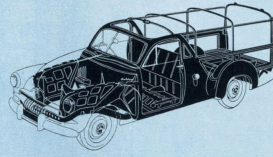
HOLDEN PANEL VAN
 (To comply with State regulations in Victoria and West Australia rear view mirror is located externally)

The impressive appearance of Holden Panel Van will enhance your business prestige. Just run your eye over that trim, modern styling—the bold, distinctive radiator grille, the monogrammed hub caps—the sleek yet sturdy contour of fenders, cabin and load compartment. But there's more to Holden Panel Van than eye-appeal. Holden's impressive styling is matched by other advantages—economy, proven dependability and a low list price, which have made Holden favourite choice of so many car and utility buyers. And your first drive will convince you that Holden Panel Van has ideal performance for pick-up and delivery work.

It offers you lively acceleration, excellent top gear power, splendid hill-climbing ability and exceptional ease of handling for speedy, efficient delivery work.

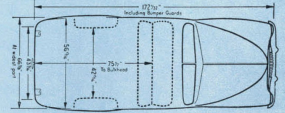


Ideal for Loading in Narrow Lanes. Top section of rear door opens up. Lower section opens flat or drops fully. Outside lock on top section. Lower inside handle operates only when top door opens.



GREATER STRENGTH

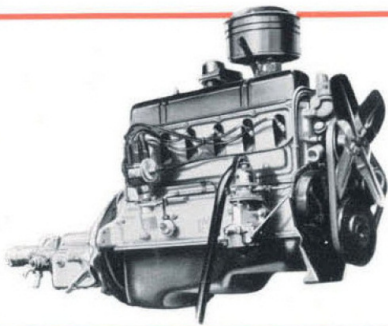
Single unit body and chassis provides greater strength because every part of the all-steel structure carries its share of the load.



ROOMY PAY-LOAD AREA

This plan illustrates Holden's ample space for a really profitable load. Maximum height of the load area is 41 1/2 in. Loading height is only 22 1/2 in.

Holden gives you all the features



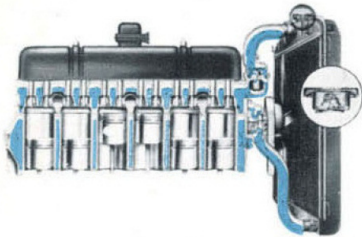
6-cylinder, 21 h.p. Engine

Holden is powered by the overhead valve, 'square' engine already proved by over 180,000 owners and progressively improved by Holden engineers. In the Holden engine you get the best combination of power, economy and dependability.



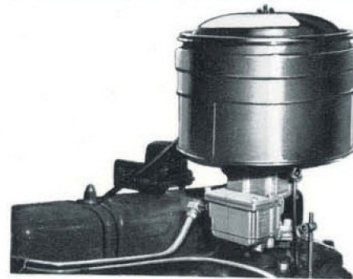
Hydraulic Brakes

They exert slightly greater braking force on front wheels to ensure maximum safe braking power. Hand brake leverage has been increased by 60%.



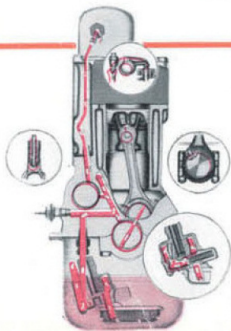
Cooling

Holden has automatic all-weather engine temperature control, with full length water jackets completely surrounding all cylinders to help ensure maximum economy and engine life.



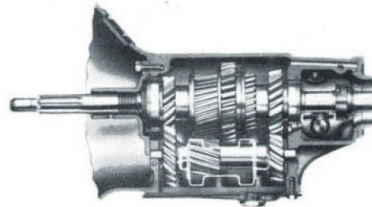
Carburettor

Holden's double venturi down-draught carburettor is extremely simple in design and efficient in operation. An oil bath air cleaner is now fitted to increase engine life.



Lubrication

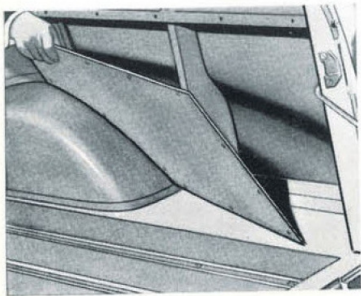
With Holden's full pressure metered flow lubrication, oil is supplied under pressure to all bearings including crank shaft, connecting rods and camshaft bearings. Metered flow protects against over-lubrication. Quieter engine operation and reduction of oil agitation in the oil pan is assured with a new oil pump and new oil pump screen.



Gear Box

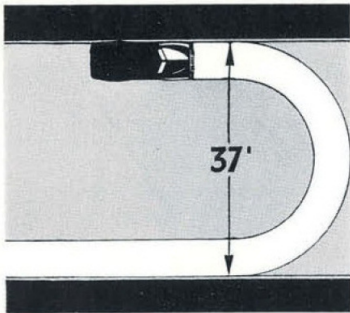
General Motors type 3-speed, genuine synchromesh means silent changing in second or top gears. Gears are "crown shaved" for smooth operation.

you want...



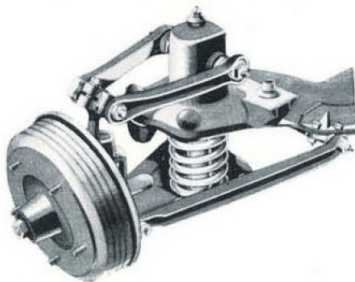
Removable Inner Panels

Body repairs can be made without expensive dismantling charges. The flooring is first-grade hardwood protected by steel skid strips. Floor boards are removable to allow easier service.



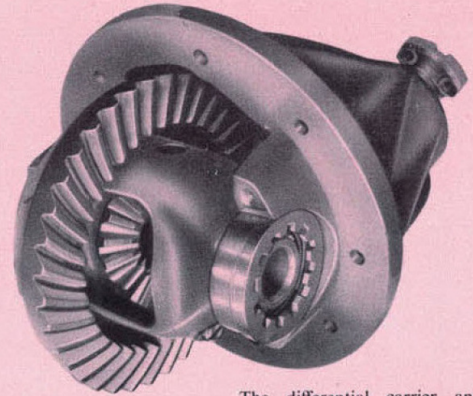
Small Turning Circle

With 37 foot turning circle, steering ratio of 14 to 1, 16½ in. diameter steering wheel and new cushioned steering linkage, Holden gives easy manoeuvrability, quick response and almost effortless steering control.

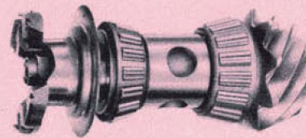


Front and Rear Suspension

Independent front springs, new GMH Delco telescopic shock absorbers front and rear and re-location of rear shock absorbers forward of the axle, ensure a smoother ride. Rear springs are extra heavy. Bumper rubbers are larger to "cushion" the ride.



The differential carrier and case are cast iron for stiffness and strength.



The pinion with taper roller adjustable pinion bearings which are lubricated through oil passages cast in the pinion housing.



Holden taper roller differential side bearings have screw type adjustments for easy servicing.

The Holden rear axle assembly is easily serviced. It is engineered for long, trouble-free life. There is great strength in the heavy gauge banjo housing. The taper roller pinion bearings are lubricated through oil passages cast in the pinion housing, and for easy servicing the taper roller differential side bearings have screw type adjustments. The ring gear has a heavy cross section for increased strength. The differential carrier and case are of strong cast iron construction. The drive pinion housing is effectively dust-sealed. Rear axle wheel bearings are long-lasting with sturdy load-carrying capacity.

HOLDEN UTILITY AND HOLDEN PANEL VAN ABRIDGED SPECIFICATIONS

ENGINE: Six-cylinder, overhead valve design, unit power plant type; 3-point rubber suspension, one at the front and one at each side of the flywheel housing. Bore 3 in. Stroke $3\frac{1}{8}$ in. Displacement 132.5 cu. ins. S.A.E. or R.A.C. rating 21 h.p., maximum brake horse-power 60 at 3,800 r.p.m. Maximum brake torque 100 lb. ft. at 2,000 r.p.m.

COMPRESSION RATIO: 6.5 to 1.

CRANKSHAFT: Drop-forged, heat treated, fully counter-balanced with a Harmonic Balancer.

PISTONS: Aluminium alloy, two taper-faced torsional type compression rings and one oil control ring with expander all above piston pin.

CAMSHAFT: Four-bearing steel forging with integral cams and helical gear for distributor and oil pump drive.

CONNECTING RODS: Length, $5\frac{5}{8}$ in. Piston pin, $\frac{3}{4}$ in. dia. Steel backed Babbitt crankpin bearings. Connecting rods heat treated. A jet is incorporated in connecting rod to deliver oil positively to the thrust side of the cylinder bore. Small end of connecting rod bushed with bronze bushing to take piston pin.

OILING SYSTEM: Full pressure system embodying gear type pump whence oil is fed through a short pipe to a main gallery drilled lengthwise through the crankcase. Crosswise passages carry oil from gallery to camshaft bearings, main and connecting rod bearings and timing gears. Crankpins are lubricated through holes drilled in the crankshaft and oil jets from connecting rod big ends lubricate cylinder bores. Lubrication of rocker gear, tappets, etc., is provided by a pipe from the cylinder block to the valve rocker shaft.

CRANKCASE VENTILATION: Ventilation of the engine crankcase, valve cover, etc., is provided by air intake through gauze filter, integral with the oil filler cap. Air passes through rocker and push rod chambers, picking up engine fumes which are drawn from the push rod chamber via a ventilator pipe located externally on R.H. side and communicating with push rod chambers. Pipe is extended downwards with lower end shaped to give extractor effect so as to maintain a constant flow of air through the crankcase.

FUEL SUPPLY: Stromberg double venturi down-draught type with vacuum-controlled power jet and positive action accelerating pump connected to the throttle control linkage. Hand-controlled choke with throttle cracker.

Octane selector provides for regulation of timing to suit grade of petrol used. A.C. fuel and vacuum booster pump, with glass filter bowl, driven by an eccentric on camshaft and located at front right side of engine. $9\frac{1}{2}$ Imp. gal. capacity tank attached by screws to brackets protruding from under floor of load compartment, towards front and on left-hand side. Filler neck extends through left rear-quarter panel of body, just in front of rear fender. Fuel mixture heated (thermostatic control) in 3-port intake manifold heat chamber. Exhaust muffler flexibly mounted L.H. side. A.C. oil bath air cleaner and silencer.

ELECTRICAL—IGNITION: Distributor fully automatic—centrifugal and vacuum type advance control — coil mounted on dash — 6 volt starting motor, solenoid operated by dash push button. Generator — 6 volt, 33 amps. — drive ratio, 1.71 to 1. Cut-out relays incorporated as part of voltage and current regulator, 14 mm. spark plugs.

ELECTRICAL—BATTERY: 6-volt, 11-plate, mounted on R.H. side of dash under engine hood. Headlamps are mounted in front fenders, incorporating parking lamps. Dimmer switch located on toe board. Dome lamp with integral switch, combined single tail, stop and licence plate illumination lamp, single horn mounted between radiator and grille.

TRANSMISSION: Three speed type with helical gears all round and synchro-mesh for second and high speeds. Gear shift lever mounted on steering column. Three forward speeds and one reverse. Ratio: 1st, 2.98 to 1; 2nd, 1.59 to 1; 3rd, direct; reverse, 2.98 to 1. Transmission extension with outboard bearing to reduce length of propeller shaft.

PROPELLER SHAFT: Open propeller shaft type with needle bearing universal joints at front and rear. Rear supporting flange splined to hypoid pinion and retained by special high strength nut.

WHEELBASE: 103 ins. overall length (with bumper), 171 $\frac{1}{2}$ in. overall width (over rear fenders) 66 $\frac{3}{8}$ in. **CLUTCH:** Single plate, dry disc, diaphragm type spring; driven plate cushioned to the hub by four high rate coil springs. Moulded facings riveted to plain faced driven plate. Clutch release bearing is sealed ball bearing.

COOLING: Cellular type radiator with pressure cap. (Thermostat for control of water temperature — bellows type.) Water pump of centrifugal type. 4-blade fan.

REAR AXLE: Banjo construction, semi-floating, final drive hypoid pinion carried by two taper roller adjustable pinion bearings; differential and crown wheel assembly carried by two taper roller adjustable side bearings. Ratio 3.888 to 1.

BRAKES: Four wheel hydraulic semi-huck type internal expanding, articulated shoe type; brake drums are composite cast iron and steel with cooling ribs for heat dissipation.

HANDBRAKE: Operates mechanically on rear Service Brakes through cable control. Handbrake control located under instrument panel on R.H. side of driver.

WHEELS: Demountable disc with drop centre rim integral with wheel — size, 15 x 4.00J. Stainless steel hub caps.

TYRES: Low pressure balloon, 5.50 x 15 — 4 ply, 5.90 x 15 — 6 ply optional at extra cost. Spare wheel and tyre located horizontally on a specially designed carrier in a well under rear of load compartment floor. Chain clearance provided for 5.50 x 15 tyres.

STEERING: Worm and sector type. Two spoke steering wheel, 16 $\frac{1}{2}$ in. dia., with horn button at centre and hard rubber rim. Gear ratio, 14 to 1.

TURNING CIRCLE: 37 feet.

FRONT WHEEL SUSPENSION: Independent coil spring S.L.A. (short and long arm type) assembled to the front end frame as a complete unit.

REAR SUSPENSION: Hotchkiss drive with heavy duty semi-elliptic springs — 46 in. long, 2 $\frac{1}{4}$ in. wide. Tension shackles with rubber bushings. Rear springs shot peened for durability.

SHOCK ABSORBERS: GMH Delco. Direct acting tubular telescopic shock absorbers front and rear; the front being integral with the independent front suspension assembly.

BODY STRUCTURE: All steel "Aerobilt" body with chassis and body built as one strong rigid unit. The structure being so designed to share the whole vehicle load without movement and subsequent body squeaks and noises. The load

area floor is supported by a series of strong channel sectioned members scientifically welded together, which distributes evenly the most concentrated load. The passenger compartment is finished to provide passenger car comfort. The load area is fully lined with detachable panels, and has removable wooden floor boards with ribbed section metal retaining strips, designed for easy handling of load and accessibility for service. No running boards. Alligator type hood release operated from driver's compartment. Hinged strut to hold hood open.

INSTRUMENT PANEL: Indirectly lighted with rheostat for dimming instrument lights, includes starter button, choke, speedometer, petrol gauge, heat indicator, oil pressure and generator charging warning lights. Key operated ignition lock switch, lighting switch. Glove box with lid. Provision for radio installation. Windshield wiper control. Control knob for unlocking engine hood. Cowl vent control knob.

EQUIPMENT—CHASSIS: Dual windshield wipers with vacuum booster and automatic blade parking feature. Front bumper with guards.

EQUIPMENT—BODY: Fine quality restful upholstery. Sun visors. Rear view mirror. Ashtray concealed type incorporated in instrument panel grille. All safety glass windows, readily removable. Floor covering — rubber mat in front. Cowl ventilator, friction controlled no-draught ventilation. Safety glass "V" type windshield. Seat is fitted with "Z" type springs and is adjustable fore and aft. Convenient parcel shelf behind seat. Scuff plates. Rubber pads on pedals. Gravel deflectors. Door locks include anti-rattler and hinges are concealed. Externally operated door lock L.H. front door. Hold-open door checks on both doors.

TOOLS: Tool container, combination pliers, screwdriver, wheel nut and spark plug wrench, jack and handle and wheel nut wrench handle. Tools, along with the spare wheel and tyre, are stored in a special compartment, easily accessible from the rear. This compartment has a drop-type door and is fitted with a slam-type lock with special key.

KERB WEIGHT: UTILITY 2309 lb.; PANEL VAN, 2350 lb. **MAX. G.V.W. UTILITY AND PANEL VAN:** 28 cwt. **CUBIC CAPACITY PANEL VAN:** 81 cubic feet.

The well-known General Motors-Holden's Ltd. warranty protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. Through the new GMH dealer-owner Service Policy you are also entitled to two thorough inspections and adjustments of your Holden without charge. Holden spare parts and expert service available throughout Australia. Specifications and equipment subject to change without notice.

G.M.A.C.'S. Confidential Plan is available for your Convenience

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