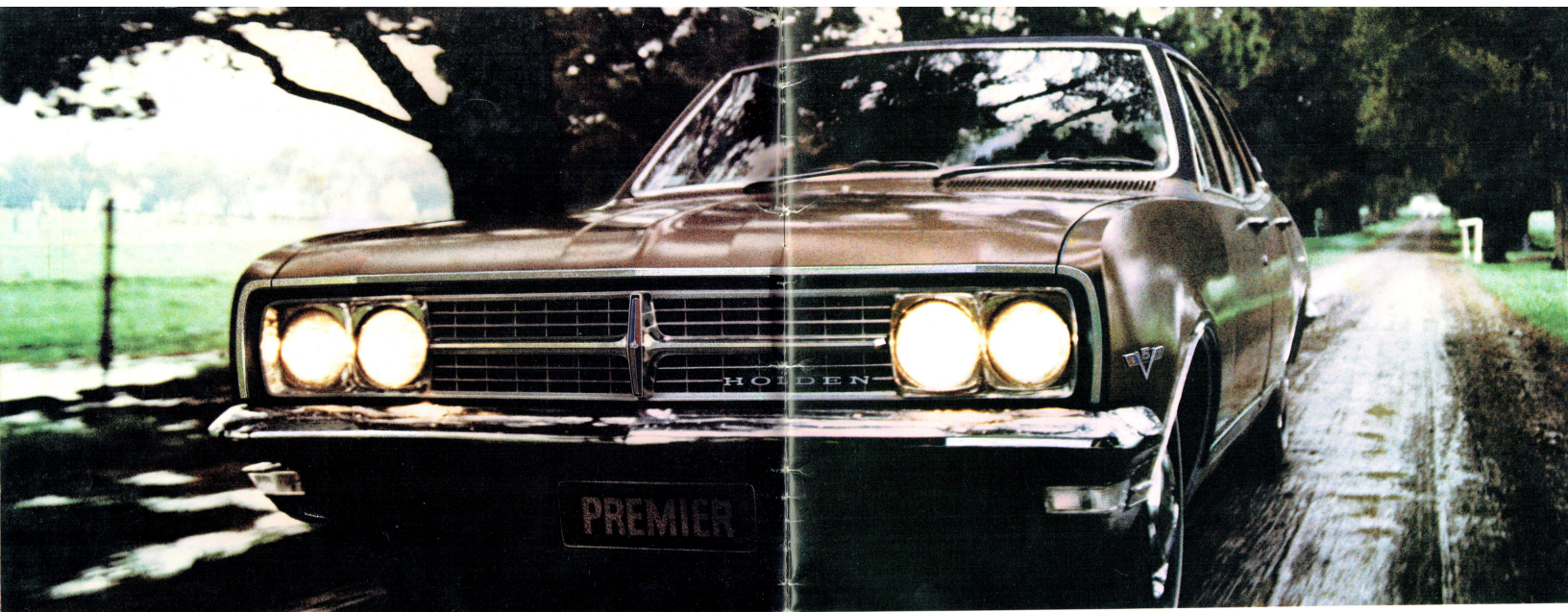


The new generation Holdens

PREMIER. KINGSWOOD. BELMONT





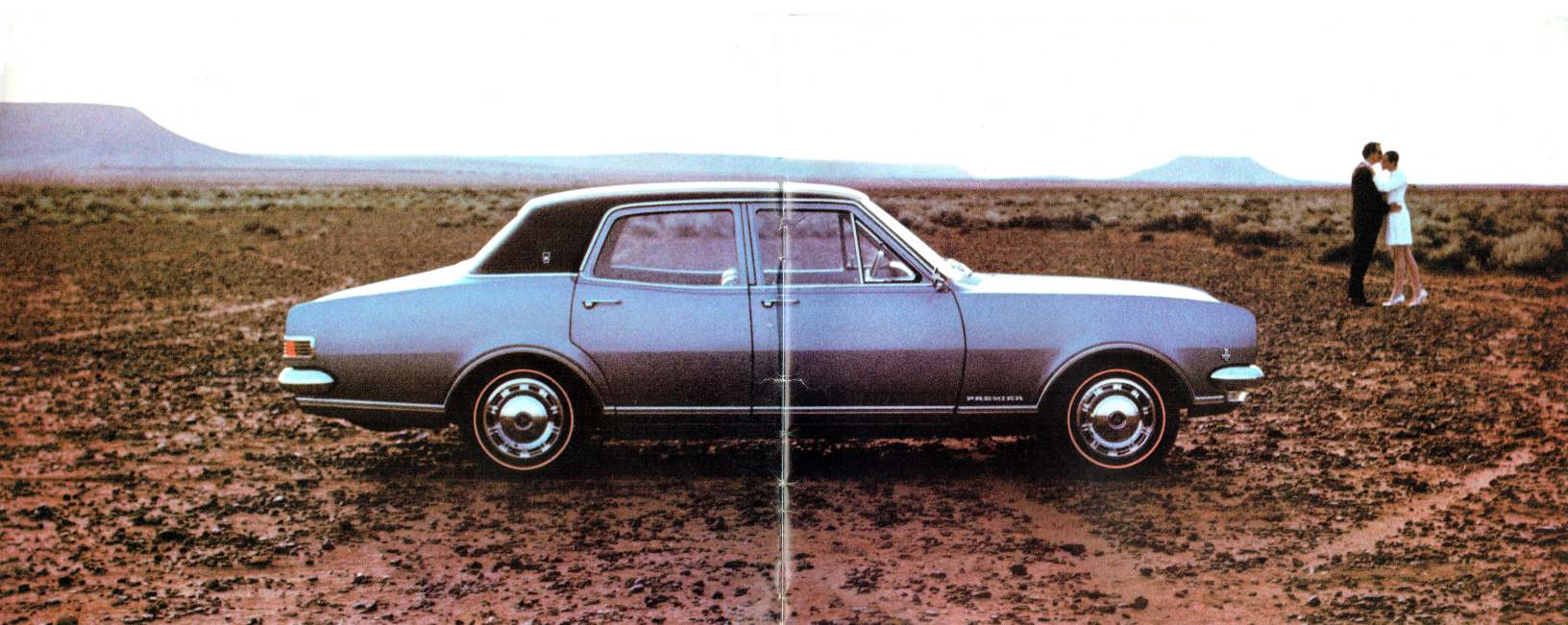
So different
they're almost
a new kind of
land travel.



This booklet tells the story of a totally new Holden. Better all over, bigger all round and stronger all through. The New Generation Holden.

Turn the pages and you'll see its clean new beauty, its long, low look of action from every angle. You'll read of bigger brakes and energy-absorbing steering column as the first of many major advances in safety . . . and of personalizing features now so numerous you can virtually design your own Holden right there on the showroom floor. You'll read of miraculous improvements

in handling, ride and cornering as a direct result of Holden's wider track, longer wheelbase, sturdier suspension, lighter steering, bigger wheels and tyres. You'll see an array of interiors so rich and tasteful you'll wish you could have them in your own home. And to top it all, you'll get the thrilling facts on a mighty new 5-litre V8 engine that puts all of 210 horses right there under your toe. We think you'll agree after reading this booklet — and more so after driving the car — that we've named it very aptly as the New Generation Holden, Australia's Own Car.



REDWALL TYRES AND VINYL ROOF ARE OPTIONAL CUSTOM FEATURES.

PREMIER.

A beautiful compliment
to pay yourself.

Here is the Holden that stands out among other Holdens. The new, luxurious Premier. Even before you look inside, those sleek and fashionable lines tell you very clearly it's a car that will do you proud in any company.

From the front, you'll recognise Premier by its four headlights — not just two — in a full-width, one-piece grille of sparkling aluminium. In profile, you can tell it's a Premier by those narrow-band whitewall tyres, chrome-plated wheel trims and by the new executive roofline (resulting in more inside room) at rear. Gleaming metallic colours,

new tail-light styling and special Premier flashes on front fenders, rear roof panels and boot lid provide further discreet evidence that you're driving the flagship of the Holden line. And, of course, you can order a handsome black or white vinyl-covered roof if you say the word.

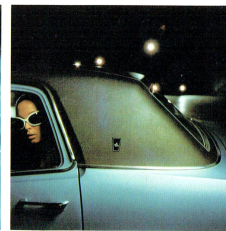
Holden's 126 hp '186' engine is standard, but performance fans can take it from there. With the 145 hp '186S'. Or the mighty new 5-litre V8 with 210 hp. Whichever engine you choose, you'll find Holden's new, road-sure handling more than a match for it. Now turn the page for Premier's inside story. A tale of luxury from first to last word.



CLOTH-AND-MORROKIDE UPHOLSTERY. POWERGLIDE AUTOMATIC TRANSMISSION AND RADIO ARE OPTIONAL CUSTOM FEATURES.



Wide bench seats, front and rear, are standard equipment. So are fold-down centre armrests. Front bucket seats, reclining if you wish, are yours if you say the word.



Premier's executive roofline gives an added bonus in more head and leg room for rear seat passengers. And that optional vinyl-covered roof is bound to be admired.



New elegance before your eyes. Everything is easy to see and easy to reach. And the top of the wheel is now lower for better forward vision and a more comfortable 'feel'.

Premier makes you feel like a million dollars. At least.

The name Premier has always been synonymous with luxury. But even with Premier, you've never had it so soft. Take the seats to start with: they're deeper, softer, plumper with more padding and higher backs for extra support. Next look at the carpet: a deep, loop-pile rayon-and-nylon blend few homes could aspire to — and it's moulded a new way for perfect, permanent fit. Now run your hands over the upholstery. It's rich Morrokide that looks and feels like the luxury fabric it is. Or you can combine it with glamorous new nylon cloth that would cost a small fortune if you bought it by the yard. Finally there's the opulent look of woodgrain panelling on the horn bar, instrument panel and all four doors.

Premier's fan-boosted heater/demister is even more powerful—and much quieter because it's now in the engine compartment. And controls are in the centre of the dashpanel, within easy reach of front seat passengers as well as the driver.

Other Premier niceties include padding in all the right places. Courtesy lights on all four doors. Interior lights in the boot and glove box. A handbrake warming light. More room inside for rear seat passengers — compliments of Premier's new executive roofline. And, of course, there's an almost unlimited choice of custom features, like air conditioning and reclining seats, to personalize your Premier to your own particular taste.



WHITETALL TYRES SHOWN HERE ARE A CUSTOM FEATURE WITH KINGSWOOD.



KINGSWOOD.

Drink it all in.
The smoothest blend
of dash and drive
anyone could wish for.

The way Kingswood looks and goes, you couldn't have a better example of what New Generation motoring is all about.

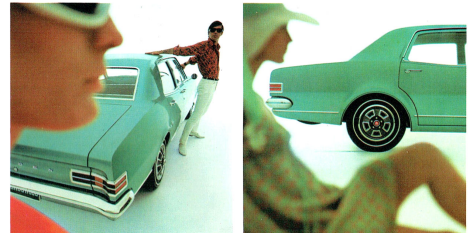
Everything says youth, verve, vitality. We've even changed the name to make sure there's no mistake about Kingswood's totally new appearance.

But before you decide there's one thing you must do: sample a Kingswood on the move. You'll notice at once Holden's new, road-sure ride . . . and the flat, smooth and confident way it comes through a corner with never a hint of wagging in the tail. In fact, every aspect of Holden's ride and handling is now dramatically better than before. And for very good reasons. Holden's track is over 2 inches wider than before, the wheelbase 5 inches longer. The wheels themselves are bigger, with fatter low profile tyres to put more rubber on the road.

The centre of gravity is lower, with the car's weight nicely balanced between front and rear. Steering is lighter and more positive, suspension huskier, brakes (with front discs if you wish) 12% bigger than before. All these facts and figures really come to life as soon as you take the wheel.

Your choice of engines starts with Holden's lively 114 hp '161' and keeps on going all the way up to the new 210 hp V8. Holden's well-proven 3-speed column gearshift is standard. Or synchromesh on first gear can be yours if you wish. Another choice you'll want to think about—an all-synchromesh four on the floor. And, of course, there's 'Powerglide', the ultimate in automatic transmission smoothness.

We nearly forgot to mention that Holden's petrol tank now holds 16½ gallons, 5 more than before, to take you non-stop for many more miles.



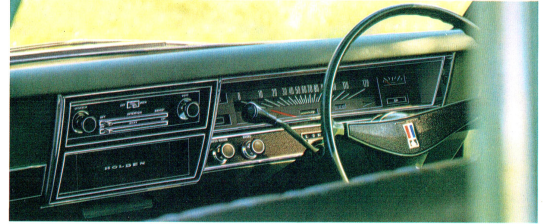
From the rear, the low, wide look is enhanced by a massive one-piece bumper and new lamp cluster with reflectors, tail and stop lights, turn signals and back-up lights. Stop and turn lights are safely visible from side as well as rear.

Among the many new custom features you can order are those sporty wheel discs — bound to win you admiring glances wherever you drive. A black or white vinyl-covered roof is available with Kingswood sedans.



Space and spice
and everything nice.

NOTE THE CENTRAL CONTROL KNOB FOR HOLDEN'S IMPROVED HEATER/DEMISTER UNIT THAT YOU CAN ORDER WITH KINGSWOOD.



Even before you sit inside you'll be surprised how easily you can get there; thanks to more entrance height and doors that now open right out to 62".

Once you're settled, the soft life is all yours. Those specially designed seats now have more padding and higher backs for true arm-chair ease. Upholstery looks good and is easy to keep that way. It's in rich-textured Sadlon, or in handsome Sadlon-and-nylon-cloth combinations. Bucket seats, reclining if you wish, can be yours in front.

You won't have to shout to make yourself heard, because Holden hushes up road and engine noises with plenty of sound-deadening insulation. Nor will you strain yourself with Holden's new window-winders—they work at a touch.

The instrument panel deftly combines convenience, safety and style. It's heavily padded; switches and controls are recessed wherever possible; glare-reducing materials are used throughout. Steering wheel is dished for safety and the energy-absorbing

steering column will compress as much as 8 inches under a solid impact.

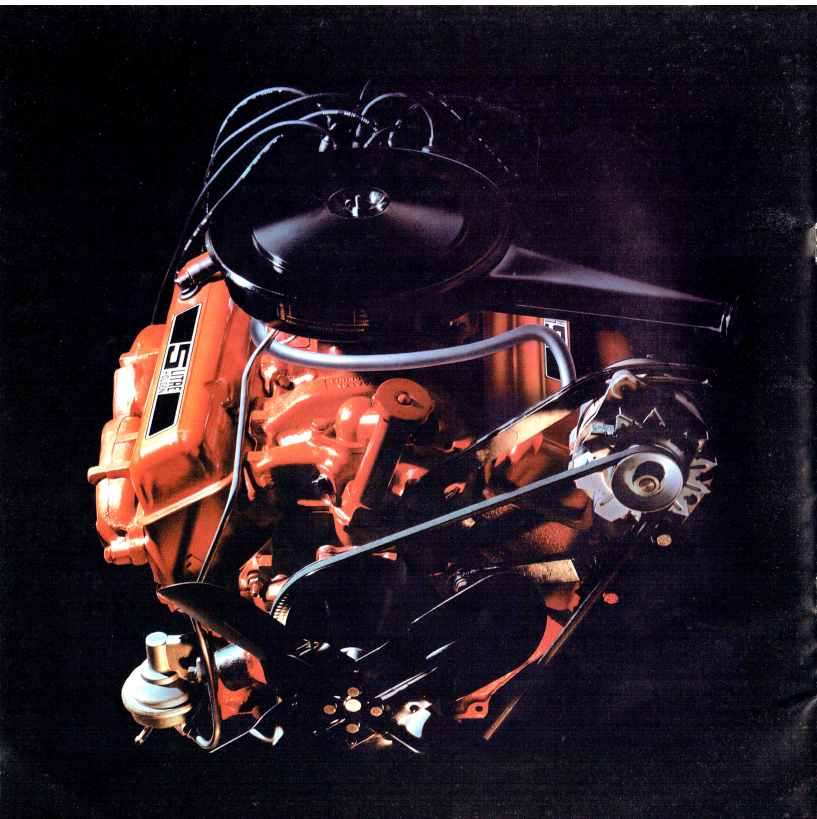
With a larger windscreen and lower steering wheel, vision is so good it's almost like being in a control tower. And the boot holds 26 cubic feet to swallow a big family's luggage with ease.

What else is new? Plenty. Holden's interior ventilation provides more air, whenever you want it, through an enlarged plenum chamber, and the control knob is now conveniently located in the centre. Glove box is deeper and wider. Ash tray's in the centre—and so's the handbrake, within easy reach.

We can't even begin to tell you here of all the custom features you can order with your Kingswood. But there's a complete list—which, incidentally, includes a vinyl-covered roof—later in this booklet.

As for safety features, there are now so many they need all of page 22 to themselves.





OUR THRILLER. HOLDEN'S NEW 5-LITRE V8.

Engineering excellence. No car says it more emphatically than Holden. And nothing proves the point more strongly than Holden's mighty new 5-litre V8, the biggest and most powerful engine ever to propel Australia's Own Car.

The figures tell the story. 5-litre displacement. 210 hp at 4,600 rpm on a compression ratio of 8.75:1. Those dimensions are impressive enough in themselves. But what's more important is the spirited response you get to cope with any emergency. The control and flexibility in traffic. And the feeling that this engine will do anything you ask of it. Effortlessly.

You can order this new V8 engine with any model — and with it goes a limited slip differential, 'Powerglide' automatic transmission and an automatic choke to complete the package.

OR CHOOSE FROM 3 ADVANCED SIXES that create their own excitement.

Holden's famous six-cylinder engines boast a list of refinements no car in the price range can match. These include a seven-bearing crankshaft for extra smoothness and longer life. Hydraulic valve lifters to eliminate tappet adjustment. Free flow exhaust system for quietness. Water-heated induction manifold. And the muffler resonator is now heat-insulated with aluminized steel components to combat corrosion.

145 HP '1865'. Superbly engineered for 6 cylinder performance at its fiercest. Single 2-barrel carburettor for sweeter running and simplified tuning. Automatic choke for easy all-weather starting.

126 HP '186'. Standard on Premier and optional on Kingswood and Belmont, this famous engine has extra reserves of power for quick get-aways and high-speed cruising.

114 HP '161'. Economy at its best — but still no slouch when it comes to turning on the steam. Standard on all models except Premier.





PREMIER STATION SEDAN.

Hunting for
big-wagon luxury?
Premier's the shot.

Now look what we've done. Taken Holden's star wagon and made it lovelier to look at, plusher inside than ever.

There are four headlights in a full-width grille up front... whitewall tyres and chrome-plated dress rings... Premier nameplates... metallic "Magic-Mirror" colours in two-tones if you wish... plus a low-slung, crouched-for-action look that really says 'go'. And means it.

Inside, you get the same sumptuous seating, the same choice of lavish Morrokide and rich nylon cloth upholstery as in the Premier Sedan. You also get the same long list of goodies, including heater/demister, woodgrain finish and deep-pile wall-to-wall carpets.

Inside space? There's more than 70 cubic feet. And it's beautifully usable into the bargain. There's elbow room to spare for six big people, plus all their luggage at back. Or you can lower the back of the rear seat with a simple, one-handed motion to provide a flat load floor, more than long enough for two tall people to sleep in comfort. And with ample height inside, and a large 46.6" x 28.5" tailgate at rear, the loading couldn't be easier.

Space you won't run out of — nor glances from the crowd. And your performance choice goes right up to 210 hp.

Push-button types can order a power-operated tailgate window. Electric side windows. Or a host of other luxury items (see page 20) to make life easier.

FRONT BUCKET SEATS SHOWN AT LEFT CAN BE ORDERED WITH YOUR PREMIER. RECLINING IF YOU WISH. SPORTS WHEEL DISCS BELOW ARE ALSO A CUSTOM FEATURE.



'EASAWAY' SEAT CONTROL To get a full-length floor is no longer the problem it used to be (and still is with many other wagons). All that's needed is a simple, one-handed push and everything goes smoothly into place. Time for the complete operation — about 3 seconds.



WHEEL TRIM RINGS AND WHITEWALL TYRES SHOWN HERE ARE OPTIONAL. CUSTOM FEATURES WITH KINGSWOOD.

KINGSWOOD STATION SEDAN.

If it takes the whole
pack for a ride
think what you can pack in.

With all this talk of outer space, let's not forget the inner kind — something a Kingswood wagon has plenty of. Between the seats for stretchy legs. Between the passengers for extra elbow room. And in the rear compartment (you'll appreciate its ample height) for bigger or bulkier loads.

Driving this beauty you'll feel as much at home in your Sunday best as with the Saturday shopping bags... or a scrambling pack of Brownies. And that beautiful upholstery is ready to show its practical side as soon as muddy feet or sticky fingers make their marks.

Too good to change was Holden's wind-down rear window with fold-out handle. And those protective stainless steel strips around the cargo area. Every Holden Wagon has them. A pity all wagons don't.

Standard engine is the '161' with 114 hp. Or you can order as many extra horses — all the way up to 210 — as you care to handle.



HUGE CARGO SPACE. The rear doors open side on over seventy cubic feet of cargo area, with nearly 7 feet of stretch-out sleeping space. (If you've forgotten to pack the tent).

BELMONT.

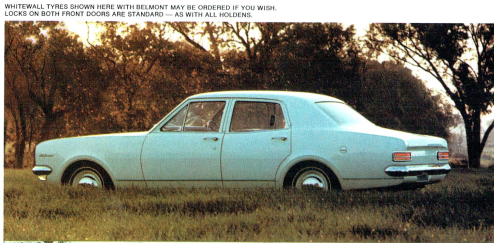
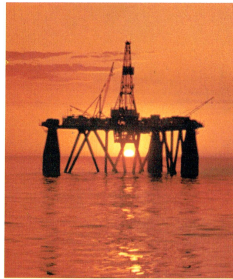
Long on looks at a short money price.

Nothing beats Belmont when it comes to putting the pinch on costs. But let's get one thing straight. This lowest-price Holden model belongs, every inch of it, to the New Generation. So you can be sure of a generous measure of all the things that make a car good to own.

Belmont is tough — inside, outside and structurally. And it's roomy — like all the new Holdens. Upholstery is Sadon, tough enough to stand up under a stiff beating. "Magic-Mirror" acrylic finish will take anything the weather man can dish out. And rust is no longer a menace with Holden's new "Rustgard" process (see page 21) . . . with front fender underskirts that ward off stones and slush . . . and with chrome-work electroplated by an exclusive "Dur-Ni" process which virtually triples corrosion resistance.

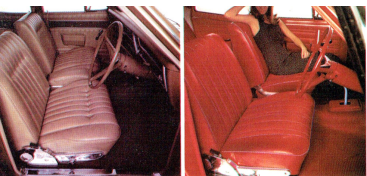
Now for some more of Holden's saving ways. Brakes are self-adjusting, and linings are now bonded for longer life. A battery-saving alternator charges when the engine's idling. Hydraulic valve lifters eliminate tappet adjustment. There's a full-flow filter for 6,000 mile oil changes. The list goes on and on — like Holden itself.

BELMONT STATION SEDAN.



WHITELINE TYRES SHOWN HERE WITH BELMONT MAY BE ORDERED IF YOU WISH.
LOCKS ON BOTH FRONT DOORS ARE STANDARD — AS WITH ALL HOLDENS.

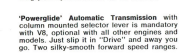




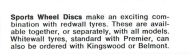
Front Bucket Seats with lateral as well as back supports, are wonderfully relaxing on long journeys. Available on all models.



Reclining Buckets with simple lever control, are available on all models. Shown here in the Sudio/Nylon combination (Kingswood).



Powerglide® Automatic Transmission with column-mounted selector lever is mandatory with V8, optional with all other engines and models. Just slip it in "Drive" and away you go. Two silky-smooth forward speed ranges.



Sports Wheel Discs make an exciting combination with redwall tyres. These are available together, or separately, with all models. Whitewall tyres, standard with Premier, can also be ordered with Kingswood or Belmont.



A radio for every taste, including 6 or 11 transistor models, manual or push-button selection. Rear seat speaker available.



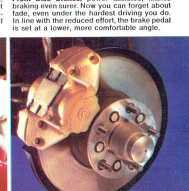
Front Disc Brakes, power assisted, makes braking even safer. Now you can forget about soft, even under the heaviest driving you do. In line with the reduced effort, the brake pedal is set at a lower, more comfortable angle.



Four-on-the-floor gearbox, all synchronous, gear every shift for heading a ball or car van. You can specify 4-on-the-floor with all models and engines except the new V8.



Air-Conditioning with big cooling capacity and an extra quiet fan can be installed under the instrument panel. Only with V8 engine.



LET'S GET PERSONAL WITH YOUR NEW HOLDEN.

Personalizing your Holden is one of life's more pleasant experiences. The following custom features are built-in at the factory because they could only be fitted later, if at all, at greatly increased cost. They should therefore be ordered at the same time you order your new car.

Following are some more important items not shown at left. And below these is a complete chart to show you what features are available with what models.

Power Brakes take all the effort out of stopping. As with power-assisted discs, the pedal is lower to suit the reduced effort.

Limited Slip Differential directs power to the wheel with grip, for better traction in rough going and more control on corners.

Superlift® rear shock absorbers are air-adjustable and can be "jumped up", just like a tyre, to cope with heavy loads or rough going.

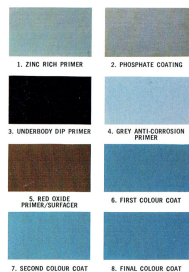
Electric Side Windows operate at the touch of a button.

A new type heater/demister—improved blower directs more air into the car. Heater itself is now much quieter.

| ENGINES AND PERFORMANCE | HOLDEN PREMIER | | | HOLDEN BELMONT | | | KINGSWOOD AND BELMONT | | |
|---|----------------|-----|-----|----------------|-----|-----|-----------------------|-----|-----|
| | STD | STD | STD | STD | STD | STD | STD | STD | STD |
| '61' Engine (114 h.p.) | NA | Std | Std | | | | | | |
| '68' Engine (126 h.p.) | Std | X | X | | | | | | |
| '68S' Engine (145 h.p.) (With single 2-barrel carburettor) | X | X | X | | | | | | |
| 5-litre V8 Engine (210 h.p.) with Automatic Transmission, Limited Slip Differential, and Heavy Duty Battery | X | X | X | | | | | | |
| Limited Slip Differential for better traction and performance in the rough. (Mandatory with V8) | X | X | X | | | | | | |
| Powerglide® Automatic Transmission (Mandatory with V8) | X | X | X | | | | | | |
| Manual Transmission (Not with V8) | | Std | Std | | | | | | |
| 3-speed column change 3-synchronesh | X | X | X | | | | | | |
| 4-on-the-floor, all synchronous | X | X | X | | | | | | |
| Superlift® Rear Shock Absorbers (With Low Pedal) | X | X | X | | | | | | |
| Power Brakes (With Low Pedal) | X | X | X | | | | | | |
| Disc Brakes (With Low Pedal) (Not with air-conditioning) | X | X | X | | | | | | |
| Power Steering (Fast Ratio Mandatory) | X | X | X | | | | | | |
| Fast Ratio Steering (Not with V8, unless Power Steering fitted) | X | X | X | | | | | | |
| Air Conditioning (Only with V8 and not with Disc Brakes) | | X | X | | | | | | |
| De-luxe Heater/Demister with Booster Fan | | Std | X | | | | | | |
| Special instrument cluster with ammeter, oil pressure and water temp. gauges | | X | X | | | | | | |
| Radio: | | | | | | | | | |
| 11 Transistor, Push-Button | | X | X | | | | | | |
| 11 Transistor, Manual | | X | X | | | | | | |
| 6 Transistor, Manual | | X | X | | | | | | |
| Rear Seat Speaker | | X | X | | | | | | |
| Front Bucket Seats | | X | X | | | | | | |
| Reclining Front Bucket Seats (Seat Separator mandatory on Premier) | | X | X | | | | | | |
| Seat separator (Premier only—mandatory with bucket seats) | | X | NA | | | | | | |
| Power Operated Door Windows (on Premier) | | X | X | | | | | | |
| Power Operated Tailgate Window (Station Sedan) | | X | NA | | | | | | |

X - Custom Feature - extra cost Std. - Standard Equipment NA - Not Available
HEAVY DUTY EQUIPMENT is available with all models as follows: - Front and rear springs, radiator, battery, air-cleaner (except on '68S' and V8) and front and rear seats.

How Holden's new 'Rustgard' process guards against corrosion problems.



Holden's paint finish is as permanently beautiful as a car's can be... for two basic reasons. One of these you can see for yourself—the obvious superiority of "Magic-Mirror" acrylic lacquer over other automotive paints. The other you can't see; but years from now you'll know it's there. We refer to the new "Rustgard" treatment now given to every Holden body before the final paint coats are applied.

The treatment starts by coating key panel areas that could be subject to rust with zinc rich primer, before they are assembled. Next comes a careful cleaning, degreasing and hot phosphate coating, after which the assembled body is dipped in primer for complete underside protection.

Grey corrosion-resistant primer, then red oxide primer/surfacer provide further rust protection and a perfect base for the final paint work. In addition plastisol and bituminous compounds are applied to seal out water and dust.

The entire vehicle is then thoroughly sanded before the final application of three coats of "Magic-Mirror" acrylic finish which give Holden its unbeatable, and much admired, gloss.

Whatever colour you finally choose—and that can be quite a problem with all these beauties to tempt you—you can confidently expect it to stay bright and beautiful for years.

New Holden Colours.

- ALL MODELS**
 1 Grecian White
 2 Marigold Black
KINGSWOOD AND BELMONT
 3 Mako Blue
 4 Maroon Gold
 5 Picardy Red
 6 Trojan Turquoise (Kingswood only)
 7 Eden Blue (Kingswood only)
 8 Peridot Green
 9 Kingston Cream (Kingswood only)

Note: Kingswood buyers can choose any of these colours as two-tone combinations with Grecian White on top.

- EXCLUSIVE PREMIER METALLIC COLOURS**
 A Halcidius Blue
 B Burgundy Maroon
 C Silver Mist
 D Empress Turquoise
 E Paragon Blue
 F Finta Gold

Note: Black or White Vinyl-covered roof available with Premier or Kingswood Sedan.

New Holden Trims.

- Note: Interior trims are keyed to match or harmonize with your exterior colour choice. Before making up your mind, check the available combinations with your Holden Dealer.

- EXCLUSIVE PREMIER TRIMS**
 1 Black
 2 Buckskin Beige
 3 Yulunga Maroon
 4 Teal Blue

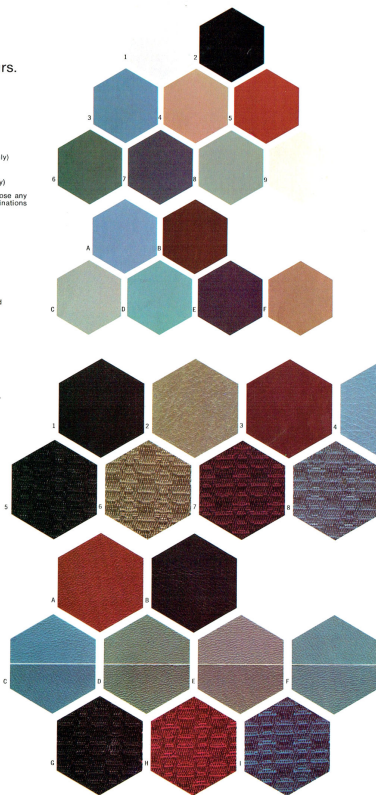
These four are all Monokote—and standard equipment on Premier. They are also available in close-matching combinations with the following luxury nylon cloths:

- 5 Black
 6 Blenheim Fawn
 7 Rubiant Maroon
 8 Precious Blue

KINGSWOOD AND BELMONT TRIMS
 A Grey Red
 B Black

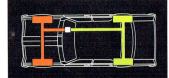
- C Thayer Blue with Mellow Blue
 D Jet Green with Gunmetal Green
 E Pompadour Fawn with Prairie Fawn
 F Quebec Aqua with Citrus Aqua

All the above are Sudio, in single or close-matching two-tone effects. Belmont is available in single-tone Red, Blue, Green or Fawn only. Kingswood is in two-tone Sudio as standard equipment. Sudio with the following nylon cloth tabs include matching combinations:
 G Black
 H Cressy Red
 I Lucerne Blue





MAKING HOLDEN SAFER TO DRIVE



Dual Circuit Braking. Every Holden has separate hydraulic systems for front and rear brakes. Loss of pressure in either system still leaves effective braking on two wheels. Also good to know — brake hoses are specially reinforced for extra strength.

Holden approaches the safety problem in two ways. Firstly by giving you everything you need to drive safely and keep out of trouble. Secondly by affording you and your passengers all possible protection if trouble should occur.

For sane and sensible drivers, Holden is designed to reduce the hazards of motoring without dulling its pleasures.

Many accidents, of course, are caused by driving or road defects which no car, however well engineered, can entirely defend against. But whether an accident is due to driving error or any other cause, we believe it is still a car's job to protect the occupants as far as it is possible to do so.

The following safety items are included as standard equipment, at no extra cost, on all Holden models.

Back-up Lamps operate automatically when you engage reverse gear. Very helpful when you're manoeuvring in narrow driveways at night.

Outside Rearview Mirror is on the right front door, so the driver can adjust it without leaving his seat.

Bigger Brakes, now with bonded linings, are always at peak efficiency because they adjust themselves whenever you reverse and stop.

Positive Crankcase Ventilation. Under Holden's advanced system, crankcase fumes are conducted to the inlet manifold and consumed by the engine, reducing atmosphere pollution.

MAKING HOLDEN SAFER TO RIDE IN



Double Sided Safety Hints hold tyres securely in place and help you control the car if a tyre should fail. And Holden's tyre size has now been increased for added safety.

Energy Absorbing Steering Column — a GM development. Under severe impact, the column will compress as much as 8 inches, reducing danger of chest injury.

And the 3-spoke steering wheel is also energy absorbing to give the driver further protection.

Front Seat Lap/Sash Belts with push button buckles, are in colours that harmonize with the car's interior. Anchor points for lap belts for all three rear seat passengers are ready and waiting. All seat belts and anchorages conform to established safety standards.

Recessed Instruments and Controls. Instruments and controls are recessed, or lower in profile, wherever possible, to eliminate projections against which injury could occur. This applies to knobs, switches, sun visor mountings, door and window handles, and even the ash trays.

Safety Padding Everywhere. Holden's instrument panel, sun visors, even the inside door handles where armrests are fitted, have extra padding for safety.

Safety-type door locks, front and rear, have handles that "freeze" when the snbs are down, so children won't open them from inside. And all doors have anti-burst locks and extra-strong hinges.

Shatterproof Inside Rear View Mirror is now so designed that the entire fitting will knock out under impact.

"Modified Zone" Windshield has a specially toughened "clear" zone, right in front of the driver, so he can always see to bring the car to a safe halt even if the rest of the windshield becomes opaque through shattering.

You'd have to go a long way out of Holden's price range to match this list of safety features in any other car. To put that another way, Holden is far and away the safest car in its class.



AS EVER, PROVED RIGHT FOR AUSTRALIA LIKE NO OTHER CAR.

Holden owners take sturdy construction and trouble-free reliability for granted — but GMH engineers certainly don't. So every part of every Holden has to prove itself thoroughly, in testing routines equal to hundreds of thousands of miles of normal motoring. These tests are going on continually — at the GMH Proving Ground in Lang Lang, Victoria, and in the GMH Technical Centre at Fishermen's Bend.

When you place your order for Australia's Own Car, you know for sure it's as right as thoroughness, engineering integrity and attention to detail can make it. So your Holden is more satisfying to own — and worth more when the time comes to trade.

SPECIFICATIONS.

'161 ENGINE: 6 cylinders. Bore & Stroke 3.375 x 3.100 ins. Capacity 161 cu. ins. Max. h.p. 114 @ 4,400 r.p.m. Max. torque 157 lb. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. (Also available with compression ratio 8.2:1. Max. h.p. 109 @ 4,400 r.p.m. Max. torque 146 lb. ft. @ 2,000 r.p.m.) SAE (or RAC) rating 27.8 h.p.

'186 ENGINE: 6 cylinders. Bore & Stroke 3.625 x 3.000 ins. Capacity 198 cu. ins. Max. h.p. 138 @ 4,200 r.p.m. Max. torque 181 lb. ft. @ 1,600 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 31.54 h.p.

'186Z ENGINE: 6 cylinders. Bore & Stroke 3.625 x 3.000 ins. Capacity 198 cu. ins. Max. h.p. 142 @ 4,200 r.p.m. Max. torque 184 lb. ft. @ 1,600 r.p.m. Compression ratio 9.2:1.

V8 ENGINE: 8 cylinders. Bore & Stroke 3.875 x 3.25 ins. Capacity 307 cu. ins. Max. h.p. 210 @ 5,500 r.p.m. Max. torque 309 lb. ft. @ 2,400 r.p.m. Compression ratio 8.75:1. SAE (or RAC) rating 48.0 h.p.

SIX CYLINDER ENGINE FEATURES: Ohv in-line engine. Over-square design. Modified wedge design combustion chambers. Seven bearing crankshaft. Hydraulic valve lifters. Special water-heated inlet manifold. 196Z has in-rail main and crank pin bearings, twin exhaust manifolds.

EIGHT CYLINDER ENGINE FEATURES: Ohv in-line engine. Big 5-litre (307 cu. in.) displacement. Hydraulic valve lifters, camshaft controlled for lively performance plus economy. Full-pressure lubrication system.

FUEL SYSTEM: Bendix Stromberg one-barrel down-draft type carburetor. (The 196Z has a two-barrel Bendix Stromberg and the V8 a two-barrel Rochester, both with automatic choke.) A fuel heated refrigerant paper element air cleaner and silencer. Optional two-stage heavy-duty air cleaner available on '161 and '186 engines for extremely dusty conditions. Fuel tank capacity 16.5 imp. gals.

LUBRICATION: Full pressure system. AC full flow disposable type oil filter with oil non-return check valve.

CRANKCASE VENTILATION SYSTEM: Positive crankcase ventilation. (Closed system on V8)

Ventilates to inlet manifold on '161 and '186; to carburetor on '186Z and V8.

COOLING: Pressurized cooling system with full length water jackets around each cylinder. Thermostat control. Centrifugal water pump. Heavy-duty radiators are available on all models.

ELECTRICAL SYSTEM: 12 volt battery 44 amp. hour capacity on 6-cylinder; 53 amp. hour on V8, both @ 20 hour rating, 35 amp. alternator. Integral centrifugal and vacuum automatic control unit distributor. Optional heavy-duty batteries 100 in distributor. Capacity heavy-duty batteries — 53 amp. hours and 61 amp. hours.

MANUAL TRANSMISSIONS: Standard transmission is 3-speed column shift with synchromesh on 1st and 2nd and 3-speed column shift with synchromesh on all forward gears, and a 4-speed floor shift, all-synchromesh, are optional features.

AUTOMATIC TRANSMISSION: Powerglide Column Shift. Hydraulic torque converter coupled with planetary gear system. Mandatory with V8 engine.

REAR AXLE RATIOS: 3.55:1 is fitted with manual transmission models; 8-cylinder automatic 3.90:1. V8 automatic, 2.78:1. (Eliminated 3.00:1. Optional limited slip differential available on all models.)

BRAKES: Four wheel hydraulic, duo servo with dual master cylinder feeding separate hydraulic systems for front and rear brakes. Bonded linings. Total effective lining area is 138.6 sq. ins. Automatic adjustment. Optional power brakes. Optional power-assisted front wheel disc.

SUSPENSION: FRONT: Independent, short and long arm, coil springs. Stabiliser bar. REAR: Semi-elliptical rear springs, 5 leaves on Sedans, 6 on Station Sedans. Direct acting coil-over shock absorbers front and rear. Optional heavy-duty front and rear springs are available. Also SuperRift rear shock absorbers, which allow adjustment of wheel-lead-in load.

STEERING: Energy-absorbing steering column and shaft. Recirculating ball steering gear. Life lubricated. Gear ratio 20:1. Optional 16:1:1 fast ratio front with V8 unless power steering fitted. 16:1:1 turning circle. Optional power steering with fast ratio steering gear.

WHEELS AND TYRES: Short spoke disc type, size 14 x 5.0J. Tubeless 6.95 x 14 x 4 ply low profile tyres. Optional tyres include whitewalls and retreads, radial and nylon cord tyres, 6 ply tyres. Double-sided safety rims.

LIGHTING: Beamed beam headlamps. (Two each side on Premier models.) Foot-candle switch. Front signal lights combine with parking lamps. Four lamps combine tail, stop, turn signal, back-up lights and reflectors. Rear licence plate lamp. Passenger compartment lamp. Instrument panel lighting. Illuminated selector quadrant (automatic models).

BODY STRUCTURE: All steel available construction, with bolted on front and sub-frame.

DIMENSIONS: Wheelbase 111.0". Track, front and rear 57.1". Overall length 154.8". Height at belt height — Sedans, 57.5". Station Sedans, 58.4". Overall width, 71.4". Minimum ground clearance 7.2".

INSTRUMENT PANEL: Safety padded. Speedometer, petrol gauge, water temperature, oil pressure, generator charging, turn signal and high beam warning lamps. Five position, ignition/airer switch. Main light switch. Windshield wiper/washer control. Mileage indicator, ash tray, lockable glove box, choke control (automatic choke with 196Z and V8 engines), engine hood release, central plunger chamber ventilation control, clearance lamp (optional on Belmont). An optional feature on all models is a special instrument cluster incorporating oil pressure gauge, ammeter and water temperature gauge.

THE GMH WARRANTY protects your Holden for 12 months or 12,000 miles. In addition, the GMH Quantity Maintenance Plan provides for free inspection and adjustment by your GMH Dealer after the first 2,000 miles.

Confidential Hire Purchase. General Motors Acceptance Corporation provides confidential hire purchase facilities through Holden Dealers everywhere.

PLEASE NOTE: Various optional custom features are illustrated on vehicles pictured throughout this brochure. Refer to page 20 for a comprehensive list of the excellent range of such personalizing features you can order with your New Generation Holden.

Details of the new Holden specifications are correct as at the time of printing, but the right must be reserved to alter equipment and specifications without notice.

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SAFETY IS ALL ROUND YOU IN A HOST OF NEW WAYS

