

MOVE AHEAD
OF YOUR TIME
Monaro





Monaro GTS, shown here in Sebring Orange, one of the exclusive new GTS colours. Sports wheel discs and red band tyres are standard equipment. Front and rear deck stripes are standard but may be deleted on order.



Monaro GTS



Monaro gives you now
what other cars
wish they could.

How do you improve on a classic? How do you add excitement to the most exciting new car ever launched in Australia? This catalogue tells you how. The story of the new Monaro. You're looking at the GTS. A high-styled beauty that lets you enjoy every second of every mile. And live in luxury as the trees march past. Like all the new Monaros it moves on a wider track. Handling is even surer. The ride is smoother and softer. The quietness more quiet. Suspension first time out was strong and tenacious; this year it's in even better tune. Spring rates, shock absorbers and stabiliser bar all work together to put the push where you want it. On V8 versions, we make even surer with 6.00JJ rally wheels, D70 tyres and disc brakes, all standard equipment. In addition, manual GTS V8's are fitted with special radius rods. Standard power plant is our smooth 145 hp '186S' engine. But you've now got two V8 choices for extra oomph. Our big surprise is an all-new Australian '253', which puts V8 power into 6-cylinder budgets. It gives you smoother running and acceleration, high reliability and rarer repairs. As if that weren't enough, it gives you 185 hp for the petrol bill of many less. The initial cost is low, and most of it will come back as extra value when you come to trade again. Inside, you start with big bucket seats. Thick and soft, they hold you like Monaro holds the road. With them comes plush-pile carpet. Full instrumentation including a new in-dash tachometer. New non-slip leathery bindings on the alloy wheel and the shift knob of our all-synchro four-speed console shift. New interior trim is trimmer than ever, including wood-grain highlights and rich upholstery. There's a quieter heating/demisting system with handy central controls. And our livesaver . . . the GM energy-absorbing steering column. You'll know you're ahead of your time. And so will the world when you show them Monaro. New highlights include flaring functional air intakes on the hood. A broad double stripe on nose and tail. And as a special option, side stripes from airvent to tail lamps. Monaro GTS. Go test one. It's time you found out what you've been missing.

DASHING HOUNDSTOOTH CHECK
IN BLACK AND ORANGE
OR WHITE IS A NEW
OPTIONAL CUSTOM FEATURE.





Monaro



Now
is the time.

Our regular Monaro has some rather irregular features. One is the price. It's right down in the family region. So you can afford it while you're young enough to enjoy it.

For your money you get the most distinctively styled Australian car ever built.

And remarkable handling. And an impatient (yet fuel-conscious) '161' Holden engine.

And a brand new sound inside: nothing. We've put noise in its place with big rubber bushes in suspension front and rear, and an isolating frame for the engine.

Regular Monaro has room for five big people or a big family of little ones.

Up front, bucket seats are standard, with their backs secured by footlatches. Perhaps you didn't think we could make them any softer. But we have. Trim is stylish and practical; access to the rear is wide and easy.

Other things that make Monaro a practical proposition for the family sport are our cavernous 26 cu. ft. boot, and the tough, trouble-free upholstery.

Another big bonus is in the gearbox: It's crunch-proof, now that our 3-speed box has full-synchromesh as standard equipment.

We're ahead of our time in options, too. You can choose the first all-Australian V8 engine, where 253 cubic inches produce 185 horsepower with uncanny economy. Or the '186', now boosted to 130 hp. For full details, consult the chart on back cover. Manual or automatic shifts come on the column or in a floor console.

And there are tyres for every style of driving, colours for every character, keyed perfectly to the new interior trims.

What else is irregular about the regular Monaro? Track is wider, suspension refined so it's more surefooted than ever.

There's a newly-designed instrument panel. A new double-jointed wiper that cleans right up to the windscreen pillar. And more.

We've made new Monaro the car you've always dreamed of owning. And kept the price low enough to make your dream come true.



Make your own.

Monaro as it comes is car enough for anyone, but you can make it your own with distinctive custom features. Of special interest are those for heavy duty drivers; higher performance tyres, dual exhausts to clear V8 lungs in a hurry, and more. The chart lists the equipment and the models you can have it on. See your Dealer for full details on the bits that fit your fancy.

Custom Features

	MONARO	MONARO GTS
--	--------	------------

PERFORMANCE		
Power Assisted Disc Brakes (Low Pedal)	YES	STD
Power Drum Brakes (Low Pedal)	YES	NA
Power Steering (Fast Ratio)	YES	YES
Special Instrument Cluster (Inst. Tachometer)	YES	STD
Superfit Rear Shock Absorbers	YES	YES
Limited Slip Differential	YES	YES

Rollie Wheels: 6.00x14 (Std.)
 (On GTS) only with D70
 or 185 Radial Tyres

Dual Exhaust System (only with '253 V8)	YES	YES
Heavy duty items, including wheels, battery, springs and radiators	YES	YES

STYLING AND LUXURY

Monaro or Push Button 11 Transistor Radio	YES	YES
Deluxe Heater/Defroster	YES	STD
Sports Wheel Discs	YES	STD
Foglighter Air Conditioner (NA with '161 engine)	YES	YES
Black or Light Saddle Vinyl Roof	YES	YES
Power Operated Rear Window Aerial	YES	YES
Headstock Check (Inhibitory Interlocks (Black and White))	NA	YES
Headstock Check (Inhibitory Interlocks (Black and White))	NA	YES
Rear Split Speaker	YES	YES
Floor Carpets	YES	STD
Tinted or Laminated Windshield	YES	YES
Electric Clock (NA with Spec. Inst. Cluster)	YES	NA

RALLY STRIPES

Side Rally Stripes (Special order)	NA	YES
Front and Rear Deck Stripes	NA	STD
Detention of Front and Rear Deck Stripes	NA	YES

TYRES

6-cylinder models	6.95	6.995
	1.4	1.4
	Black	Black
	Red	Red

V8 models	6.95	D70H
	1.4	1.4
	Black	Black
	Red	Red

Other tyres and wheels are available. Discuss them and their application with your dealer.

YES = Available this model. STD = Standard on this model. NA = Not available this model.

Power Equipment

ENGINE	TRANSMISSION	SHIFT LOCATION
MONARO		
'161 Six Cylinder	Manual 3-speed	Column
'186 Six Cylinder	Manual 3-speed Automatic 4-speed Automatic 'PowerWedge'	Column Floor Floor
'186S Six Cylinder	Manual 3-speed Automatic 4-speed Automatic 'PowerWedge'	Column Floor Floor
'253 Eight Cylinder	Manual 3-speed Manual R/P 4-speed	Column Floor
'307 Eight Cylinder	Automatic 'PowerWedge' Light Cylinder Automatic 'PowerWedge'	Column Floor

MONARO GTS

'161 Six Cylinder	Manual 3-speed Automatic 4-speed Automatic 'PowerWedge'	Column Floor Floor
'253 Eight Cylinder	Manual R/P 4-speed Light Cylinder Automatic 'PowerWedge'	Column Floor

H/P = High Performance. All manual shifts have full synchromesh.
 "Floor" = Floor Shift in Console Unit
 Standard Powerbrake optional on disc

Safety and you.

We worry about safety to leave you free to enjoy driving. Monaro keeps you safe with GM's energy-absorbing steering column, dual circuit braking, two-speed electric wipers (articulated on the driver's side), with electric windshield washers standard, lap-and-shoulder safety belts, and with simplified adjusters, double-sided safety wheel rims, glare-reducing surfaces and recessed instruments, reversing lamps, fusible link wiring, outside rearview mirror, low profile controls, soft knobs, a fully padded dash, safety door locks, shatter-resistant inside rearview mirror, collapsible sunvisors, self adjusting brakes, a modified zone windshield, parking lights which stay up with headlights for side-visibility at night, and advanced predictable handling to make them all unnecessary.

Durability

Monaro is a Holden, so you know we built it to last. Which is why the resale value stays so high. In the meantime, maintenance is minimal, and spare parts if you need them are as easy to find as mechanics to fit them.

The GMH Warranty

protects your Monaro for 12 months or 120,000 miles, whichever comes first. In addition, the GMH Guarantee Maintenance Plan provides for free adjustment and inspection at the first 2,000 miles, and a service booklet which details recommended maintenance and labour times throughout to 50,000 miles. General Motors Acceptance Corporation provides low-cost time payment facilities through Holden Dealer Finance.

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

Specifications.

ENGINES: '161 Engine: Standard on Monaro. 6 cylinders. Bore & stroke 3.375 x 3.100 ins. Capacity 161 cc. Max. h.p. 114 @ 4,400 r.p.m. Max. torque 157 lb. ft. @ 2,000 r.p.m. Compression ratio 8.2:1. (Also available with compression ratio 8.2:1. Max. h.p. 108 @ 4,400 r.p.m. Max. torque 140 lb. ft. @ 2,000 r.p.m.) SAE (or RAC) rating 277 h.p. **'186 Engine:** Available on Monaro. 6 cylinders. Bore & stroke 3.625 x 3.000 ins. Capacity 186 cc. Max. h.p. 150 @ 4,400 r.p.m. Max. torque 181 lb. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 315 h.p. **'186S Engine:** Standard on Monaro GTS. Available on Monaro. 6 cylinders. Bore & stroke 3.625 x 3.000 ins. Capacity 186 cc. Max. h.p. 145 @ 4,000 r.p.m. Max. torque 184 lb. ft. @ 2,200 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 315 h.p. **'253 V8 Engine:** Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 3.625 x 3.000 ins. Capacity 293 cc. Max. h.p. 185 @ 4,400 r.p.m. Max. torque 262 lb. ft. @ 2,400 r.p.m. Compression ratio 9.0:1. SAE (or RAC) rating 420 h.p. **'307 V8 Engine:** Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 3.875 x 3.25 ins. Capacity 307 cc. Max. h.p. 210 @ 4,600 r.p.m. Max. torque 300 lb. ft. @ 2,400 r.p.m. Compression ratio 8.75:1. SAE (or RAC) rating 483 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-cooled inlet manifolds. 1965 has horizontal main and crank pin bearings, twin exhaust manifolds. **EIGHT CYLINDER ENGINE FEATURES:** OHV-vee engine. Hydraulic valve lifters. Full-pressure lubrication system. '253 V8 of compact design, weight reduced by extensive use of aluminium, features high thermal efficiency, rapid warm-up and excellent economy. **FUEL SYSTEM:** The '161' and '186' engines have a Bendix Stromberg single-barrel downward type carburettor. '186S' and '253 V8' have twin-barrel Bendix Stromberg. The '307 V8' has a twin-barrel Rochester. Fuel tank capacity is 16.3 gallons. **ELECTRICAL SYSTEM:** 12 volt battery, 44 amp hour. '161' and '186' have 16 volt batteries. '186S' and '307 V8's @ 20 hour rating, 55 amp-hour. Optional heavy-duty batteries—53 amp. hours on 6 cylinder engines and 61 amp. hours on V8 or 6 cylinder.

TRANSMISSIONS: Monaro: 3-speed column shift with synchromesh on all forward speeds. Standard. **MONARO GTS:** All with all-synchromesh 4-speed floor shift in floor console with '186S' engine. Also available with '161' engine.

available, and mandatory with V8 engines in all all-synchromesh 4-speed high performance floor shift in floor console.

AUTOMATIC TRANSMISSION: Powerglide. Available on Monaro with either column or floor shift. On Monaro GTS with floor shift only. Hydraulic torque converter with planetary gear system. **BRAKES:** Four wheel hydraulic, with dual master cylinder leading separate hydraulic systems for front and rear brakes. Automatic adjustment. Monaro: Drum brakes are standard, total effective lining area 126.24 sq. ins. Power brakes and power-assisted front wheel discs are optional costing extra.

FRONT SUSPENSION: Power-assisted front disc brakes are standard. Drum tyre rear brakes. **FRONT SUSPENSION:** Independent, short and long arm type with rubber bushed inner pivot, coil springs with increased ratio on GTS with V8 engines. Stabiliser bar. Direct-acting shock absorbers. **REAR SUSPENSION:** Semi-independent rear springs. Monaro: 3 leaves. Monaro GTS: 4 leaves. Direct-acting shock absorbers. **GTS V8 models** with 4 speed transmission feature special ratio rods. Heavy-duty rear springs are available on Monaro. Also Superfit rear shock absorbers, which allow adjustment of vehicle level under load, are available on Monaro and Monaro GTS.

STEERING: Energy-absorbing steering column and rack. Recirculating ball steering gear, 10:1 lubricated. Gear ratio on Monaro: 200:1. Gear ratio on Monaro GTS is 16:21:1. Turning circle 38.5 ft. on Monaro. Turning circle is 39.5 ft. on vehicles fitted with 6.00J rally wheels and D70 tyres.

WHEELS AND TYRES: Wheels are short spoke disc type, size 6.00x14 on 14 on Monaro and Monaro GTS. 6.00x14 on 14 on GTS. Double sided safety rims. Tubeless 6.95L x 14 4-ply Nylon Premium-55 tyres with steel band standard on GTS. D70H 14 4-ply Nylon High-Speed tyres with red band standard on V8 GTS. **DIMENSIONS:** Wheelbase 111.0", front and six cylinder Monaro GTS: Track front and rear 58.12". Track on V8 GTS: Front 58.08, Rear 58.08. Overall length 184.8". Height: Monaro and Monaro GTS: 6.00x14 on 14 on GTS. Double sided safety rims: Minimum ground clearance all Monaro and Monaro GTS: 5.9". On V8 GTS: 5.9". Overall width 71.9". Weights: Monaro '161' 2,287 lbs. GTS '166S' 2,247 lbs. Add 95 lbs. for V8 engine.



GMH
 General Motors
 Holden
 Copyright
 1969 GM Corp.
 6/1969 X34