

Holden The Great Way to Move

Holden Monaro/Monaro GTS
The great Movers



Where's all the action? Right here.

Monaro Coupe

True coupe styling. Long. Low. A great car just to look at. And at a price you can afford to afford. And the way it moves? Beautiful.

Wheels a full five feet apart. A fat new coil spring by every one of them. A grip on the road that won't let go. The exclusive new front chassis design that puts an eight point rubber-cushion barrier between you and road noise. And keeps your going smooth.

Power starts with a '173' cubic inch six-cylinder, and doesn't end till the '308' V8. And you can choose either 3-on-the-column, optional 4-on-the-floor, or optional Tri-matic 3-speed automatic on column or floor. And we haven't even reached the creature comforts. Hip-hugging bucket seats that recline. Flow-thru ventilation that locks out weather and noise. A tinted rear window to keep out the bright sun. All standard.

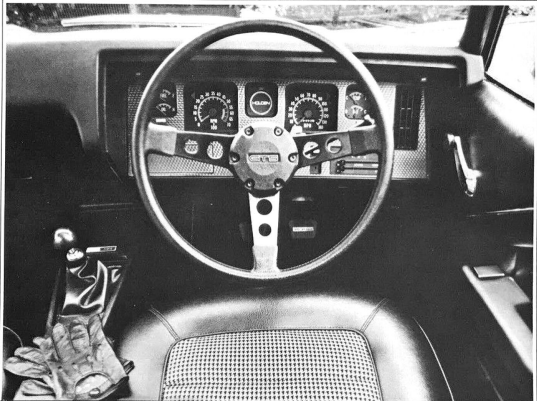
Monaro Coupe, you can afford it all.

Monaro GTS

Six inch steel sports wheels planted a full five feet apart. And shod with D70 red-band high speed tyres. Shock absorber valving and stabilizer bar to keep that rubber planted flat on the mat. A big coil spring by every wheel.

Inside, you have it all before you. Gauges for everything ... rpm, mph, oil pressure, water temperature, amps. And backing them? Real, turned gunmetal. The steering wheel is also real. Three-spoked and six-holed. It's all standard. Basic. No money extra.

Now for the power trains. Begin with the standard '253' V8. 185 HP of pure brute economy,



matched to Holden's fast new 4-on-the-floor. The option of 240 HP from the '308'. Or even further with the 275 HP from the '350', and you'll get a special imported gearbox, limited slip diff., and dual exhausts. If you want to make an automatic choice, you'll get the fast-changing 3-speed Tri-matic or the famous Turbo-HydraMatic with the '350' engine.

Need any more convincing? Then step back and take in that wild new shape. New Holden Monaro GTS. Low profile car.

Other standard features:

Exclusive new front chassis design to isolate you from road bumps and noise. Forward-mounted steering for accurate road tracking. (Heavier drum brakes, sliding caliper 11" ventilated disc brakes on GTS.) Dual circuit braking system (if one should fail, the other's still there, while a warning light glows on the dash). Floor-mounted handbrake. Energy-absorbing steering column. Anti-burst door locks with recessed handles. 4-jet windshield washers, articulated wiper arm driver's side. Sheet steel cargo barrier. Combined ignition/steering lock. 'Airmix' heating/demisting system. Slim pillars and no quarter vents practically eliminate corner blind spot.

Top left: Reclining buckets.
Top centre: New steel sports wheel, 6" wide.
Top right: Holden's new '253' V8. 185-hp. of economy.
Left: Working area: the works.