



*Another "bulls-eye" by the designers of the phenomenally successful "Little Vauxhall"*

# V A U X H A L L "25"

*Silent Unisteel Body by Holden with "Turret" Top*

*T.T. Independent Front Wheel Springing*

*Dual-Safety Hydraulic Brakes*

*Armourplate Glass in all Side Windows as well as Windscreen*

*Giant Luggage Trunk*

*Adjustable Steering Wheel and New-Type Adjustable Front Seat*

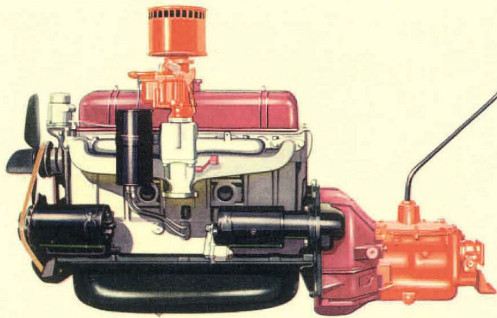
*Relax-o-Form Seating with Armrests in Both Front and Rear*

*Lavish Equipment including Dual Sun Visors . . . Visor Vanity Mirror*

*Dual Electric Windscreen Wipers, etc., etc.*

*And—80 m.p.h. Engine that puts a thrill into driving*





## All that you can desire in PERFORMANCE

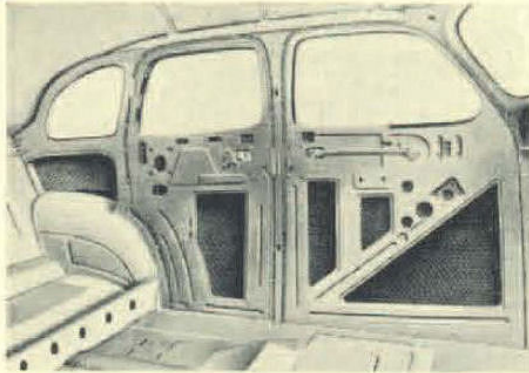
SPEED . . . ACCELERATION . . .  
SMOOTHNESS . . . ECONOMY . . .

THAT'S a new Engine you see above . . . with a new Cylinder Head design and new Oval-ground Pistons . . . new Thermostatic Conditioning of the mixture . . . new Economy Carburettor . . . new 100 Per Cent. Counterbalanced Crankshaft . . . new Flexible Engine Mountings . . . new Centrifugally Loaded Clutch. But what is newest of all about it, is its *performance*. It took months of work on the drafting tables and at the testing benches, before the first test engine of the "25" was built into a chassis. Nearly a year had passed before the day, when in the early hours of the morning, Vauxhall's executive engineers saw it put through its paces in actual road tests. But it was worth it—as you'll agree when you drive the "25." There's eighty spirited horsepower at your toe-touch in the Vauxhall "25" . . . a power to do hard feats superbly . . . and to do less difficult things with nonchalant ease.

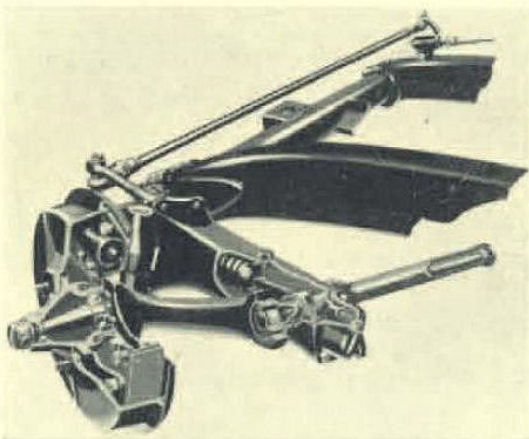


In addition to the big, handsome Saloon illustrated, the Vauxhall "25" offers also an All-Enclosed Coupe, the ideal car for those who like the intimacy of a Coupe but who do not like being debarred from carrying extra passengers in comfort.

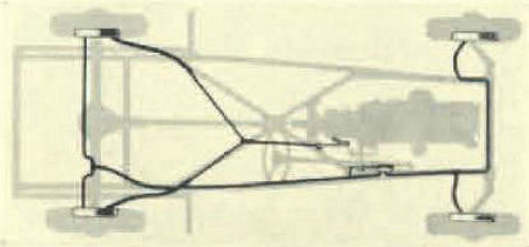
# All that Engineering can Provide to make that Performance **SILENT, SAFE, LUXURIOUS**



Look at the sectional view and you will see that Vauxhall's Unisteel Body by Holden is all steel throughout, just as its name implies. Overhead is the one piece all steel Turret Top, arched and crowned for the greatest possible strength and braced with steel cross bows. Underneath is the solid steel floor. Front and side pillars are steel again. Here is the strength of a body in which floor, cowl and roof are one integral structure, welded at all joints without a single bolt, screw, rivet or nail.



The system of Independent Front Wheel Springing used in the Vauxhall 25 has important advantages. Firstly, the system provides Dual-rate Springing, soft for good roads and stiffer springing for bad ones. Secondly, the T.T. (Torsion Tube) system builds up a rapidly increasing resistance to rolling on corners. Thirdly, as the front wheels move up and down, they alter their camber, adding to the stability of the car.



Vauxhall were not content to incorporate simply Hydraulic Brakes, they insisted on Dual-Safety Hydraulics, with this advantage: normally front and rear wheels operate as one, but in the unlikely event of leakage in either front or rear pipe lines, you are not left entirely dependent on your hand-brake, either front or rear wheel brakes being able to operate independently.



Vauxhall supplements the protection of its rigid Unisteel Body with Armourplate Glass in all side windows as well as windscreen. You can drive the Vauxhall 25 with confidence, free of the haunting fear of flying fragments of glass. Even though Armourplate Glass breaks, it will not splinter, simply crumbling into countless tiny blunt-edged fragments, which tumble harmlessly from the window.

# The Greatest Group of Features on any Medium - Priced Car

WE invite you to see the big entirely new Vauxhall 25 with its distinctive bonnet flutings . . . its gleaming Unisteel Body with Turret Top . . . its two-tone finish . . . its wide-vision, non-glare, V'eed windscreen and big luggage trunk. It is not only a great modern car . . . *it is the newest of one of the World's great families of cars* . . . with all the true distinction such cars alone possess. *Yet it is priced right down to the level of the popular-priced group* immediately above the two very lowest-priced full-sized cars.

There is not a single car of its price which offers you all that this new Vauxhall 25 does. You will discover that from the moment you take the wheel, (incidentally it is adjustable). Take the car out on the open road . . . test the hurricane acceleration of its new 80 H.P. Engine, safe in the knowledge that there are failure-free Dual-Safety Hydraulic Brakes awaiting the touch of your toe. *There is not a car will give a more brilliant performance* . . . and what is more, give that performance *with so complete a sense of comfort and safety* on good roads and bad, on S-curves as well as flat stretches. That is due to the new T.T. Independent Front Wheel Springing . . . now introduced to Australia in this Vauxhall 25. The T.T. System gives actual dual-rate springing, soft and flexible on good roads, stiffer on bad ones, with marvellous cornering ability and resistance to roll.

*From bumper to bumper, the Vauxhall 25 is the All-1937 Car* . . . with new beautiful two-tone colour schemes . . . new rigid Unisteel Body with floor, cowl, side-pillars and solid one-piece Turret Top all fused into one integral structure, without the use of a single rivet, bolt, screw or nail . . . new luxurious sound-proofed interiors . . . new type Adjustable Front Seat (it raises and lowers as well as pushes forward and back) and Adjustable Steering Wheel . . . new-type better-vision No-Draught Ventilation . . . Armourplate Glass in all side windows as well as the windscreen . . . Relax-o-Form Seats . . . 1937-size Luggage Trunk, etc.

*Metropolitan Distributors:*

S. A. CHENEY PTY. LTD.  
22 FLINDERS STREET  
MELBOURNE

## SPECIFICATIONS

Two different chassis models are available on the Vauxhall "25." The **STANDARD chassis (9 ft. 3 in. wheelbase).** The **LONG chassis (10 ft. 10 in. wheelbase).**

**ENGINE.** Six cylinder overhead valve type. Detachable cylinder head. Four bearing crankshaft fitted with vibration damper. Engine rubber-mounted in frame at five points. Bore and stroke, 81.94 x 101.6 mm. Displacement, 3,125 c.c. Rating, 24.97 h.p. Special "non-pinking" combustion chamber design. Compression Ratio, 6 to 1. Brake Horse Power, 80 at 3,600 r.p.m.

**ENGINE LUBRICATION.** High pressure automatic force feed system from submerged gear pump to main, big end, connecting rod and camshaft bearings, cylinder walls and overhead valve gear. Connecting rods drilled to force lubricate small end bearings. Crankcase ventilation. Oil filters.

**CARBURETTOR.** Zenith down-draught with accelerating pump and inter-connected choke and throttle controls, for easy starting. Air intake fitted with air cleaner. Complete and rapid vaporisation is ensured by thermostatically controlled exhaust heating of induction manifold.

**FUEL SUPPLY.** Petrol pump driven from crankshaft. Twelve gallon tank at rear of chassis.

**COOLING.** Thermostatically controlled circulation. Impeller pump with four-bladed fan. Cylinders water-jacketed to bottom of barrels. Sparking plug bosses and exhaust valves specially cooled by directed water spray.

**STARTER.** Pedomatic type which automatically starts the engine when the clutch pedal is depressed.

**IGNITION.** Lucas 12-volt coil and distributor. Fully automatic advance and retard by centrifugal governor and by vacuum control from the induction. Micrometer adjustment for regulating ignition to suit grade of fuel.

**ELECTRICAL SYSTEM.** 12-volt. Lucas three-rate dynamo charging 12-volt 88 ampere hour battery. Fuse box on dash, fitted with five independent fuses and six spare fuses. Foot operated head lamp dipping switch which dips nearside lamp and extinguishes off-side. Combined stop, tail and reversing lamp.

**CLUTCH.** Single dry plate type with flexible centre for smooth engagement. Designed to utilise centrifugal force increasing spring pressure at high engine revs. and giving light pedal pressure at low speeds.

**GEARBOX.** Four-speed forward and reverse. Super synchromesh easy gear change mechanism, with helical gears giving silent third. Accessible dipstick and oil filler orifice.

**UNIVERSAL JOINTS.** Two, of Hardy-Spicer needle bearing type. Tubular propeller shaft.

**REAR AXLE.** Semi-floating, spiral bevel type. Rubber mounted to springs.

**The right is reserved to alter any details of price, specification, or equipment without notice**

### G.M.A.C. CONFIDENTIAL PAYMENT PLAN

When you acquire your Vauxhall under the G.M.A.C. Confidential Payment Plan you enter into business relations, not with an outside finance organization, but with a Company which is a unit of General Motors and thus has a direct interest in maintaining your satisfaction. Because General Motors Acceptance Corporation is the largest Hire Purchase Institution in the world, it is able to offer low rental charges and to arrange a payment Plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. Plan to you and arrange your payments on a basis convenient to you.

**FINAL DRIVE RATIOS.** Top, 4.4 to 1. 3rd, 6.7 to 1. 2nd, 9.9 to 1. 1st, 14.2 to 1. Reverse, 16.4 to 1.

**FRAME.** Cruciform (x) type having great rigidity. Five cross members.

**STEERING.** Marles cam and roller type. Ratio, 15.5 to 1. Steering wheel, 17½" diameter. Turning circle, 41' 5" left, 43' right.

**SUSPENSION.** Front—Independent front wheel springing of the torsion bar type, operating in totally enclosed oil bath. Progressive spring action increases resistance of springing on bad surfaces and prevents rolling on corners. Double-acting hydraulic shock absorbers included in construction.

Rear—Semi-elliptic underslung rear springs 54½" long. Silentbloc bush at front end. Single-acting hydraulic shock absorbers with inter-controlled operation.

**BRAKES.** Lockheed hydraulic on all four wheels, operated by foot pedal. Double safety type, front and rear brakes acting independently if pipe line is fractured. Central cable-operated handbrake lever operates rear shoes only. Cast iron drums.

**WHEELS.** Large hub, easy-clean wheels. Tyres: Standard chassis, 6.25" x 16". Long wheelbase chassis, 6.50" x 16". Spare wheel carried in separate compartment at rear.

**CHASSIS LUBRICATION.** By oil gun from accessibly grouped nipples.

**EASY JACKING SYSTEM.** Jacking operation made easy by provision of ball-bearing, brace-operated jack which fits into accessible brackets designed for this purpose.

**EQUIPMENT.** Armourplate Safety Glass in windscreen and all side windows. Bumpers front and rear. Tool kit. Roomy built Luggage Trunk. Separate Spare Tyre Compartment. Improved No-Draught Ventilation. New-type Adjustable Driver's Seat. Adjustable Steering Wheel. Electric Windscreen Wipers (Dual). Iridescent Tenite Interior Handles. Relax-o-form Seats. Glove Box. Provision for Radio. Two-Way Sun Visors (2). Visor Vanity Mirror. Corded Silk Rug Strap. Carpeted Footrest. New, tasteful treatment of upholstery. Large Cowl Ventilator with insect screen. Armrests in both front and rear. Pockets in all Doors. **INSTRUMENT PANEL.** Indirectly lighted and fitted with speedometer, 8-day clock, electric petrol gauge, ammeter, electrically operated oil warning light, ignition warning light, mixture control, engine switch and charging and lighting switch.

### DIMENSIONS

Wheelbase . . . . .	9' 3"	10' 10"
Track, front . . . . .	57½"	57½"
rear . . . . .	57½"	57½"
Ground clearance . . . . .	7½"	7½"
Overall width . . . . .	5' 11½"	5' 11½"

### SERVICE

You are protected in two ways when you choose a Vauxhall. 1. By General Motors-Holden's Owner Service Policy which protects you for ninety days or 3,000 miles of operation against defective workmanship or material, during which time you are entitled to two thorough inspections and adjustments without charge. 2. By Vauxhall's widespread service and spare parts facilities . . . easily the most extensive of any English car in Australia.

**G E N E R A L M O T O R S - H O L D E N ' S L I M I T E D**  
BRISBANE SYDNEY MELBOURNE ADELAIDE PERTH

## The Greatest Group of Features on any Medium-Priced Car

WE invite you to see the big entirely new Vauxhall 25 with its distinctive bonnet fluting . . . its gleaming Unisteel Body with Turret Top . . . its two-tone finish . . . its wide-visibility, non-glare, Veed windscreens and big luggage trunk. It is not only a great modern car . . . it is the newest of one of the World's great families of cars . . . with all the true distinction such cars alone possess. Yet it is priced right down to the level of the popular-priced group immediately above the two very lowest-priced full-sized cars.

There is not a single car of its price which offers you all that this new Vauxhall 25 does. You will discover that from the moment you take the wheel, (incidentally it is adjustable). Take the car out on the open road . . . test the hurricane acceleration of its new 80 H.P. Engine, safe in the knowledge that there are failure-free Dual-Safety Hydraulic Brakes awaiting the touch of your toe. *There is not a car will give a more brilliant performance . . . and what is more, give that performance with so complete a sense of comfort and safety on good roads and bad, on S-curves as well as flat stretches.* That is due to the new T.T. Independent Front Wheel Springing . . . now introduced to Australia in this Vauxhall 25. The T.T. System gives actual dual-rate springing, soft and flexible on good roads, stiffer on bad ones, with marvellous cornering ability and resistance to roll.

From bumper to bumper, the Vauxhall 25 is the 40-1937 Car . . . with new beautiful two-tone colour schemes . . . new rigid Unisteel Body with floor, cowls, side-pillars and solid one-piece Turret Top all fused into one integral structure, without the use of a single rivet, bolt, screw or nail . . . new luxurious sound-proofed interiors . . . new type Adjustable Front Seat (it raises and lowers as well as pushes forward and back) and Adjustable Steering Wheel . . . new-type letter-visor No-Draught Ventilation . . . Armourplate Glass in all side windows as well as the windscreen . . . Relax-o-Form Seats . . . 1957-size Luggage Trunk, etc.

Metropolitan Distributors:  
S. A. CHENEY PTY. LTD.  
22 HINDERS STREET  
MELBOURNE

### SPECIFICATIONS

Two different chassis models are available on the Vauxhall 25's. The STANDARD chassis is 6 ft. 3 in. wheelbase. The LONG chassis (10 ft. 10 in. wheelbase).

**ENGINE**—Six cylinder overhead valve type. Detachable cylinder head. Four bearing crankshaft, fitted with vibration damper. Engine rubber-mounted in frame at five points. Bore and stroke, 3.14 x 3.14 1/2 mm. Displacement, 3123 c.c. Rating 24.97 h.p. Special "non-polluting" combustion chamber design. Compression Ratio, 8 to 1. Brake Horse Power, 88 at 3600 r.p.m.

**ENGINE LUBRICATION**—High pressure automatic force feed system from submerged gear pump to main, big end, connecting rod and camshaft bearings, cylinder walls and overhead valve gear. Connecting rods drilled to force lubricate small end bearings. Crankcase ventilation. Oil filter.

**CARBURETTOR**—Zenith down-draught with accelerating pump and inter-connected choke and throttle controls for easy starting. Air intake fitted with air cleaner. Complete and rapid vaporisation is ensured by thermodynamically controlled exhaust heating of induction manifold.

**FUEL SUPPLY**—Petrol pump driven from crankshaft. Twelve gallon tank at rear of chassis.

**COOLING**—Thermodynamically controlled circulation. Impeller pump with four-bladed fan. Cylinders water-jacketed to bottom of barrels. Sparking plug hoses and exhaust valves specially cooled by directed water spray.

**STARTER**—Pedomatic type which automatically starts the engine when the clutch pedal is depressed.

**IGNITION**—Lucas 12-volt coil and distributor. Fully automatic advance and retard by centrifugal governor and by vacuum control from the induction. Micrometer adjustment for regulating ignition to suit grade of fuel.

**ELECTRICAL SYSTEM**—12-volt. Lucas three-rate dynamo connected 12-volt 48 ampere hour battery. Fuse box on dash, fitted with five independent fuses and six spare fuses. Front operated head lamp dipping switch which dips nearside lamp and extinguishes off-side. Cooled stop, tail and reversing lamps.

**CLUTCH**—Single dry plate type with flexible centre for smooth engagement. Designed to allow centrifugal force increasing spring pressure at high engine revs, and giving light pedal pressure at low speeds.

**GEARBOX**—Four-speed forward and reverse. Super synchronised easy gear-change mechanism, with helical gears giving silent third. Accessible dipstick and oil filler orifices.

**UNIVERSAL JOINTS**—Two, of Hardy-Spicer needle bearing type. Tubular propeller shaft.

**REAR AXLE**—Semi-floating, spiral bevel type. Rubber mounted to springs.

The Right is reserved to alter any details of price, specification, or equipment without notice.

**FINAL DRIVE RATIO'S**—Top, 4.14 to 1. 2nd, 6.7 to 1. 3rd, 9.9 to 1. 4th, 14.2 to 1. Reverse, 16.1 to 1. FRAMES—Cruciform (X) type having great rigidity. Five cross members.

**STEERING**—Marlex cam and roller type. Ratio, 15.5 to 1. Steering wheel 15 1/2" diameter. Turning circle, 41' 3" left, 41' right.

**SUSPENSION**—Front—Independent front wheel springing of the torsion bar type, operating in totally enclosed oil bath. Progressive spring action increases resistance of springing on bad surfaces and prevents rolling on curves. Double-acting hydraulic shock absorbers included in construction.

Rear—Semi-elliptic underframe rear springs 5 1/4" long. Shock absorbers with inter-controlled operation.

**BRAKES**—Lockheed hydraulic on all four wheels, operated by foot pedal. Double safety type, front and rear brakes acting independently if pipe line is fractured. Central cable-operated handbrake lever operates rear shoes only. Cast iron drums.

**WHEELS**—Large hub, easy-clean wheels. Tyres: Standard chassis, 6.25" x 16". Long wheelbase chassis, 6.50" x 16". Spare wheel carried in separate compartment at rear.

**CHASSIS LUBRICATION**—By oil gun from accessibility grouped nipples.

**EASY JACKING SYSTEM**—Jacking operation made easy by provision of ball-bearing, large-operated jack which fits into accessible brackets designed for this purpose.

**EQUIPMENT**—Armourplate Safety Glass in windscreen and all side windows. Bumpers front and rear. Tool kit. Roomy 16-bolt Luggage Trunk. Separate Space Tyre Compartment. Improved No-Draught Ventilation. New-type Adjustable Driver's Seat. Adjustable Steering Wheel. Electric Windscreen Wipers (Dual). Independent Turret Interior Handle. Heels-to-heel seats. (2). Floor Vanity Mirror. Control Stick Ring Straps. Carpeted Footrest. New, tasteful treatment of upholstery. Large No-Draught Ventilation with insect screen. Armrests in both front and rear. Pockets in all doors.

**INSTRUMENT PANEL**—Indicatively lighted and fitted with speedometer, today clock, electric petrol gauge, odometer, electrically operated oil warning light, ignition warning light, mixture control, engine switch and charging and lighting switches.

**DIMENSIONS**  
Wheelbase . . . . . 5' 3 1/2"  
Track, front . . . . . 57 1/2"  
" rear . . . . . 52 1/2"  
Ground clearance . . . . . 7 1/2"  
Overall width . . . . . 5' 11 1/2"

### SERVICE

You are protected in two ways when you choose a Vauxhall. 1. By General Motors-Holden's Owner Service Policy which protects you for sixty days or 3,000 miles of operation against defective workmanship or material, during which time you are entitled to two thorough inspections and adjustments without charge. 2. By Vauxhall's widespread service and spare parts facilities . . . make the most extensive of any English car in Australia.

G E N E R A L M O T O R S — H O L D E N S L I M I T E D  
BRISBANE SYDNEY MELBOURNE ADELAIDE PERTH

Printed in Australia.



Another "bullseye" by the designers of the phenomenally successful "Little Vauxhall"

# V A U X H A L L " 2 5 "

Silent Unisteel Body by Holden with "Turret" Top

T.T. Independent Front Wheel Springing

Dual-Safety Hydraulic Brakes

Armourplate Glass in all Side Windows as well as Windscreen

Giant Luggage Trunk

Adjustable Steering Wheel and New-Type Adjustable Front Seat

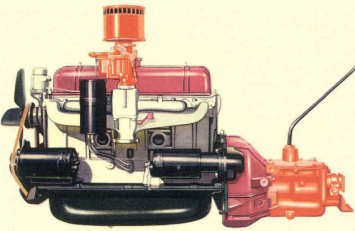
Relax-o-Form Seating with Armrests in Both Front and Rear

Lavish Equipment including Dual Sun Visors . . . . . Visor Vanity Mirror

Dual Electric Windscreen Wipers, etc., etc.

And—80 m.p.h. Engine that puts a thrill into driving





All that you can desire in  
**PERFORMANCE**

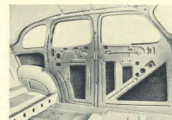
SPEED . . . ACCELERATION . . .  
 SMOOTHNESS . . . ECONOMY . . .



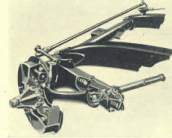
In addition to the big, handsome Saloon illustrated, the Vauxhall "25" offers also an All-Enclosed Coupe, the ideal car for those who like the intimacy of a Coupe but who do not like being debarred from carrying extra passengers in comfort.

THAT'S a new Engine you see above . . . with a new Cylinder Head design and new Oval-ground Pistons . . . new Thermostatic Conditioning of the mixture . . . new Economy Carburettor . . . new 100 Per Cent. Counterbalanced Crankshaft . . . new Flexible Engine Mountings . . . new Centrifugally Loaded Clutch. But what is newest of all about it, is its *performance*. It took months of work on the drafting tables and at the testing benches, before the first test engine of the "25" was built into a chassis. Nearly a year had passed before the day, when in the early hours of the morning, Vauxhall's executive engineers saw it put through its paces in actual road tests. But it was worth it—as you'll agree when you drive the "25." There's eighty spirited horsepower at your toe-touch in the Vauxhall "25" . . . a power to do hard feats superbly . . . and to do less difficult things with nonchalant ease.

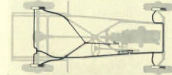
All that Engineering can Provide to  
 make that Performance  
**SILENT, SAFE, LUXURIOUS**



Look at the sectional view and you will see that Vauxhall's Unisteel Body by Holden is all steel throughout, just as its name implies. Overhead is the one piece all steel Turret Top, arched and crowned for the greatest possible strength and braced with steel cross bows. Underneath is the solid steel floor. Front and side pillars are steel again. Here is the strength of a body in which floor, coil and roof are one integral structure, welded at all joints without a single bolt, screw, rivet or nail.



The system of Independent Front Wheel Springing used in the Vauxhall 25 has important advantages. Firstly, the system provides Dual-rate Springing, soft for good roads and stiffer springing for bad ones. Secondly, the T.T. (Torston Tube) system builds up a rapidly increasing resistance to rolling on corners. Thirdly, as the front wheels move up and down, they alter their camber, adding to the stability of the car.



Vauxhall were not content to incorporate simply Hydraulic Brakes, they insisted on Dual-Safety Hydraulics, with this advantage: normally front and rear wheels operate as one, but in the unlikely event of leakage in either front or rear pipe lines, you are not left entirely dependent on your hand-brake, either front or rear wheel brakes being able to operate independently.



Vauxhall supplements the protection of its rigid Unisteel Body with Armourplate Glass in all side windows as well as windscreen. You can drive the Vauxhall 25 with confidence, free of the haunting fear of flying fragments of glass. Even though Armourplate Glass breaks, it will not splinter, simply crumbling into countless tiny blunt-edged fragments, which tumble harmlessly from the window.