

# Specifications

## Construction

The Holden Hurricane is a mid-engined rear drive vehicle with optimum weight distribution, roadholding and handling. Chassis construction is of the perimeter frame type, with welded steel box section cross and side members. A tubular steel space-frame incorporates the rollbar and engine firewall. All body, suspension and power train mounts are welded to the perimeter frame.

Body construction is in fibreglass, consisting of three sections:

The canopy, which tilts up and forward over the front wheels to allow passenger access.

The engine hood, which pivots up and back over the rear wheels, is removable for major servicing.

The body shell, mounted to the frame with rubber insulated couplings.

The passenger compartment is of cockpit type, with individual form-fitting seats, incorporating full fixed headrests and self-adjusting safety belts.

When the canopy is raised, both seats rise 10" and pivot forward, and the steering column pivots up and forward, all under electric power. (A manual canopy release is provided in the event of power failure.)

The circuits are sequentially timed so that the canopy opens and steering column rises before the seats elevate.

As a safety feature, the car cannot be started until the canopy is locked down, seats fully lowered, driver's seat belt secured, and engine hood is also secure.

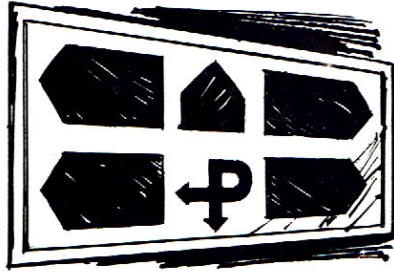
## Ergonomics\*

The vehicle is designed to allow the driver to concentrate maximum attention on the road. For this reason, major instruments have electronic digital readout for instantaneous comprehension. Warning lights are provided to draw attention to failures or potential problems, and because it is a research vehicle extremely detailed instrumentation is provided.

Rear vision is provided by closed circuit television.

A major innovation is the Pathfinder; an automatic route indicator system. Magnetic signals picked up from road senders are

compared electronically with a coded tape containing directions for the optimum route to any desired destination.



The driver receives advance notice of forthcoming turns from a panel mounted in the centre of the dash. For straight-ahead driving, the centre green arrow is illuminated. Should a right or left turn be needed, a warning buzz will alert the driver. An amber arrow will be illuminated one road before the turn is required, a red arrow will show that the turn is required on the next road available.

## Electronic

Wherever possible, electrical and electronic devices assist the driver in his tasks. Such equipment includes the canopy opening and closing sequence, and driver's pedal fore-and-aft adjustment. Nothing has been spared to give the driver a truly complete instrumentation set-up, with a detailed back-up warning light system. Application of advanced techniques also makes possible the use of closed circuit TV for rear vision, sequentially flashing rear directional indicator lights, and dual intensity lighting for day and night conditions.

The battery is a 60 amp hr. heavy duty lead acid type in polypropylene case.

Headlights are the four lamp system; two double and two single filament quartz iodine bulbs. The outer pair form the dipped beam. Both pairs are protected and concealed behind electrically operated covers when not in use.

Red and white side marker lamps are also provided, as are reversing lamps.

## Safety

Safety features have been individually detailed, but a highlight is the design of the vehicle for research into the effect of aerodynamics on road handling, and the emphasis on road-holding, handling and braking as a vital part of overall safety. Other innovations are the foam lined fuel tank, the integral headrests, digital read-out instruments, fully padded interior, ignition safety interlocks and the fire warning system.

## Braking

Another exclusive of the Holden Hurricane is the oil cooled front disc brakes. Operating on an entirely new principle, these offer complete freedom from fade. The kinetic energy of the vehicle is directly converted to heat in the oil, which is then dissipated through separate individual cooling systems for each front brake.

Rear brakes are high-performance single-piston discs of 11.75 inch diameter. Parking is by integral rear drum brakes, lever-operated from the cockpit.

Service brake operation is power-assisted, and separate hydraulic circuits are provided for front and rear pairs.

## Engine and Transmission

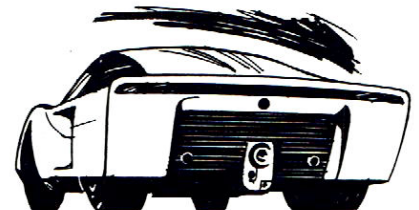
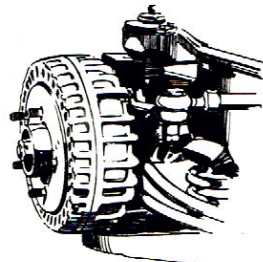
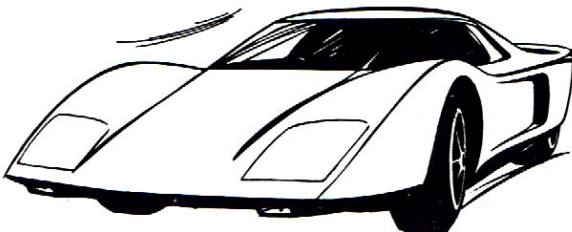
Power is supplied by a specially produced experimental Holden V8 engine of 253 cu. ins. capacity. It is mounted forward of the rear axle line to provide improved rate of response to control manoeuvres. The transmission is mounted directly to the rear of the engine, and incorporates the differential function. The unit selected provides four forward ratios each with synchromesh, and is operated by a console mounted lever. Ratios are 1st: 3.11:1, 2nd: 2.20:1, 3rd: 1.47:1, 4th: 1.00:1, Reverse: 3.11:1.

## Wheels and Tyres

Wheels are of 15" diameter, with 6" front safety rims, 8" rear. Front tyres contact width is 8.9", rear 10.8".



Holden HURRICANE



\*A study of the physique of both sexes of adults as related to vehicle driver and passenger comfort.



# Tomorrow's Holden?

