



THE 'HAPPY MEDIUM' CAR THAT  
HAS WHAT EVERY FAMILY WANTS  
**VAUXHALL '14'**

# THE HAPPY MEDIUM VAUXHALL "14" IS REALLY TWO CARS IN ONE

In 1903 the first buggy-like Vauxhall snorted down a narrow London street, setting the horses prancing and the gentlefolk scurrying to the safety of their homes. "We still don't believe it," chorused the cynics as they watched this first Vauxhall climb its first hill in its first gear.

Thirty years later the first '14' appeared. In Australia this new model was as great a success as it was in England. Soon it was the fourth best seller . . . then third best . . . and finally this famous Happy Medium car established itself as *the best selling English car in the Commonwealth* . . . a position that it retains today.

The Vauxhall '14' is the practical solution to the family which is debating "what size car will we get." For it is a "*Happy Medium*" car coming between the big car and the small car and possessing practically all the advantages of both. Like a big car it has 6-seater roominess, zippy 6-cylinder acceleration and is a fine top gear performer. Yet, like a small car, it is at least 50% more economical than most other 5-6 seaters giving over 30 miles to the gallon of petrol—two Automobile Club Tests showing 36.27 and 30.31 miles per gallon respectively.

In short, the "Happy Medium" Vauxhall '14' is really two cars in one . . . a car that should answer all the requirements of nine out of ten family motorists. *Look what its got!* There is the modern,

safety All Steel Body by Holden, with its many luxuries of finish and equipment. There is the zestful performance of the 6-cylinder Overhead Valve Engine—and *who would go back to a '4' after having driven a '6'?* There is the ever present safety of Lockheed Hydraulic Brakes . . . the super synchro-mesh 3-speed Gear Box . . . and the crowning feature (on which every keen buyer today insists)—Independent Front Wheel Springing. Even in Independent Springing there are degrees of superiority and from a practical point of view Vauxhall caters for you best. For with Vauxhall's patented "T.T." Independent Front Wheel Suspension, the tension of the springs is automatically governed by the road surface, giving soft or hard springing to suit your needs all the time.

When you look at the Saloon illustration in the middle page of this Catalogue you will see another marked improvement in the Vauxhall body. We call it "Safety Vision" for the car now has a much larger windscreen and side windows of Armourplate Safety Glass, giving you a better view of the road and a new sense of control.

The Vauxhall '14' does more than any other car to give you the motoring ideal—big car comfort and performance with small car economy. Before you make any final decision on any car between £300 and £400 see the Vauxhall '14' first. Get behind the wheel and drive it for half an hour. We believe that you will find, like many others have, that it offers you more in actual value (and immensely more in pride of ownership) than any other low-priced car.

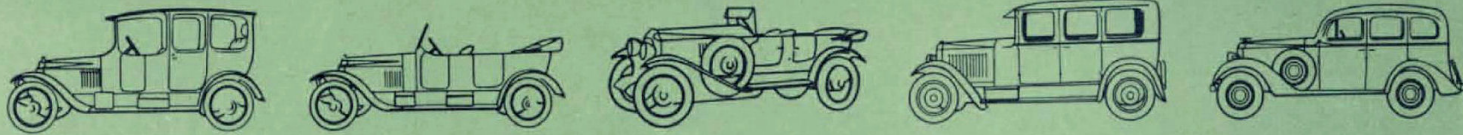
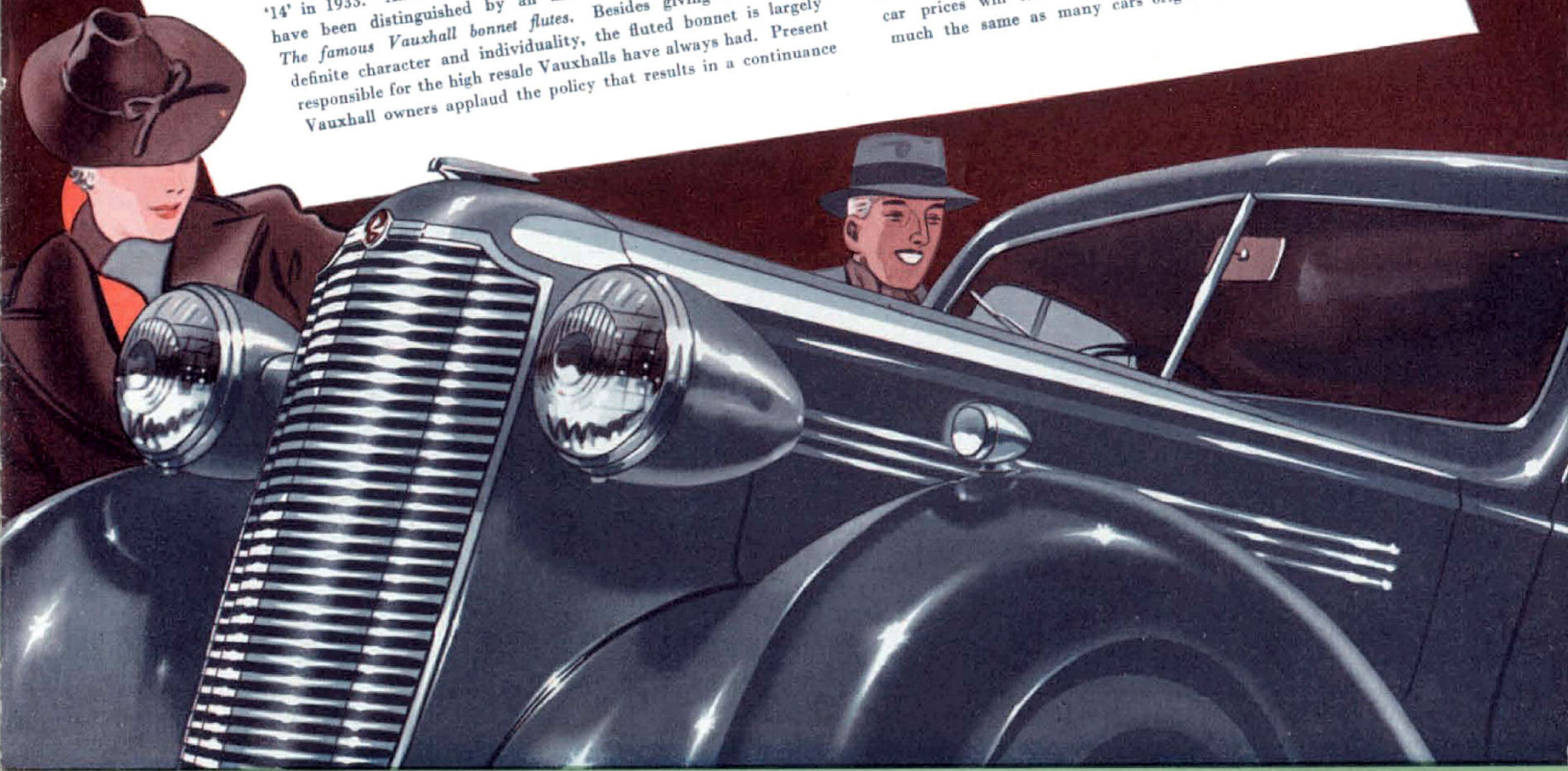


THE "PRINCE HENRY" . . . . THE 14/40 . . . . THE 30/98 . . . . THE CADET . . . . THESE AND OTHER WELL KNOWN

# SEE THOSE FLUTES

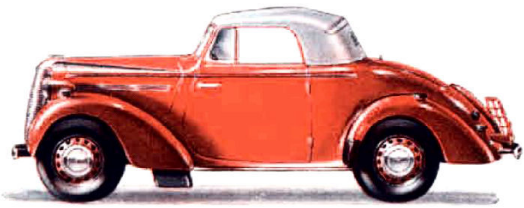
Along the bottom of these pages are illustrated outstanding Vauxhall models from 1903 to the first Happy Medium Vauxhall '14' in 1933. Almost from the first "one-lunger," Vauxhall cars have been distinguished by an unalterable feature in design: The famous Vauxhall bonnet flutes. Besides giving the '14' a definite character and individuality, the fluted bonnet is largely responsible for the high resale Vauxhalls have always had. Present Vauxhall owners applaud the policy that results in a continuance

of established features of design like the fluted bonnet . . . and new Vauxhall owners, whilst thrilling to the modern lines of this new model, know that when trading-in time comes they will be many pounds to the good. In fact the Vauxhall '14' has probably the best resale value of any car in Australia in proportion to original cost. As a check of used car prices will show, a 2-year old Vauxhall '14' sells for much the same as many cars originally costing £100 more.



VAUXHALL MODELS HELPED TO LAY A FOUNDATION FOR THE SUCCESS OF TODAY'S FAMOUS "HAPPY MEDIUM 14"

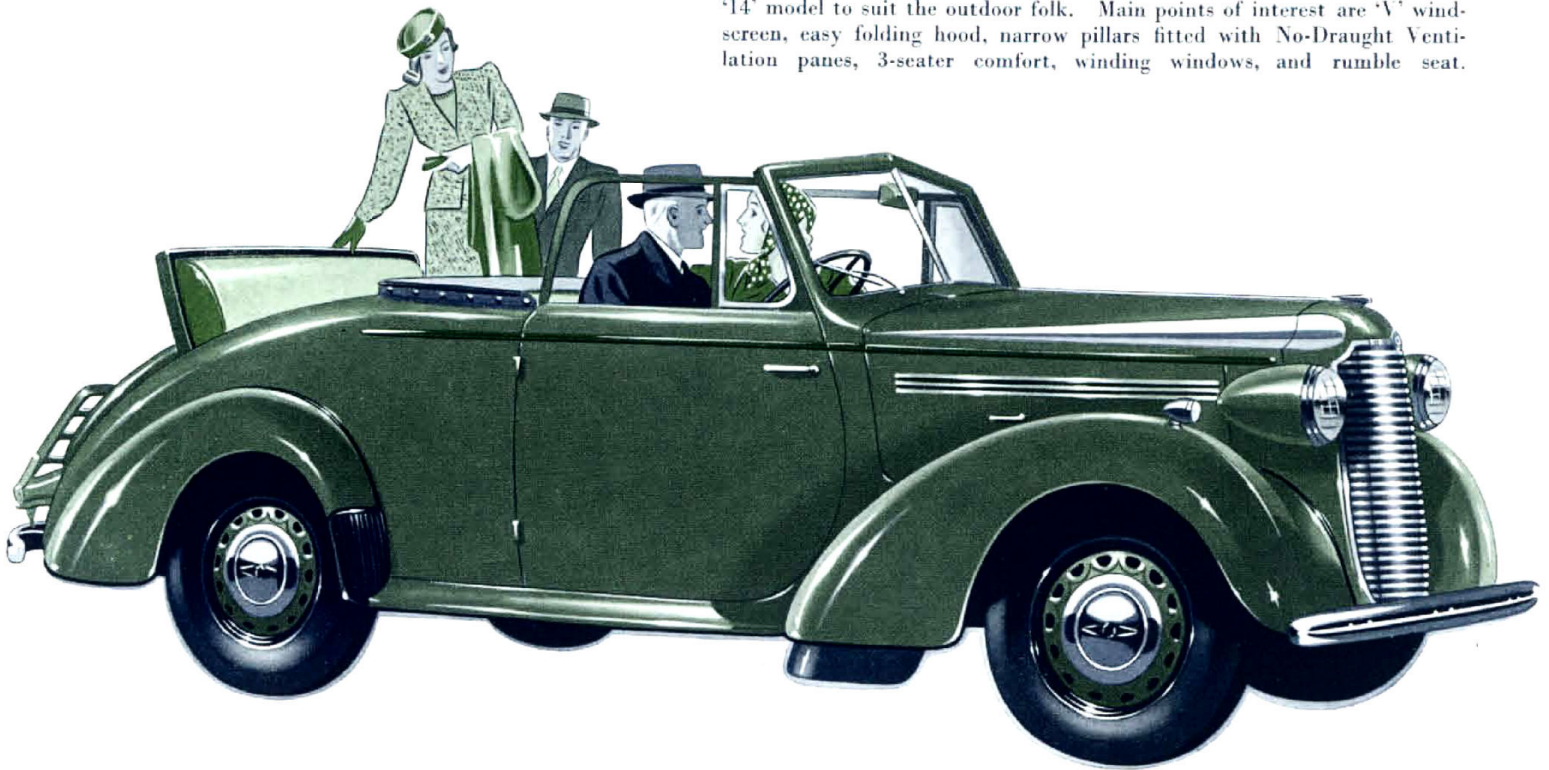
# FOR OUTDOOR FOLK . . . .



EXCITING SPORTS MODEL! THIS CONVERTIBLE SPORTS COUPE COMBINES OPEN CAR FREEDOM WITH ALL THE SNUG COMFORT OF A SALOON.

## *The Convertible Sports Coupe*

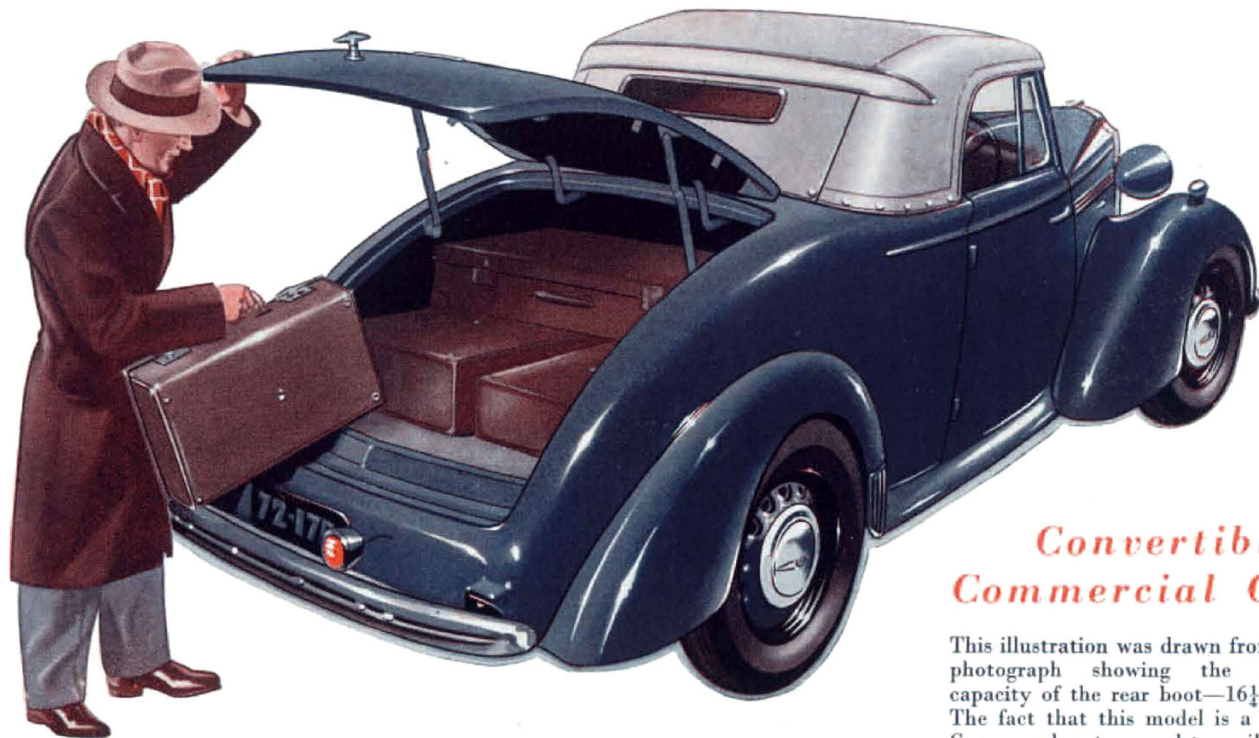
A closed car when it's wet—an open car when it's fine! Here's a Vauxhall '14' model to suit the outdoor folk. Main points of interest are 'V' windscreen, easy folding hood, narrow pillars fitted with No-Draught Ventilation panes, 3-seater comfort, winding windows, and rumble seat.



# BUSINESS HOUSES • • TRAVELLERS

## HERE IS THE IDEAL COMMERCIAL CAR

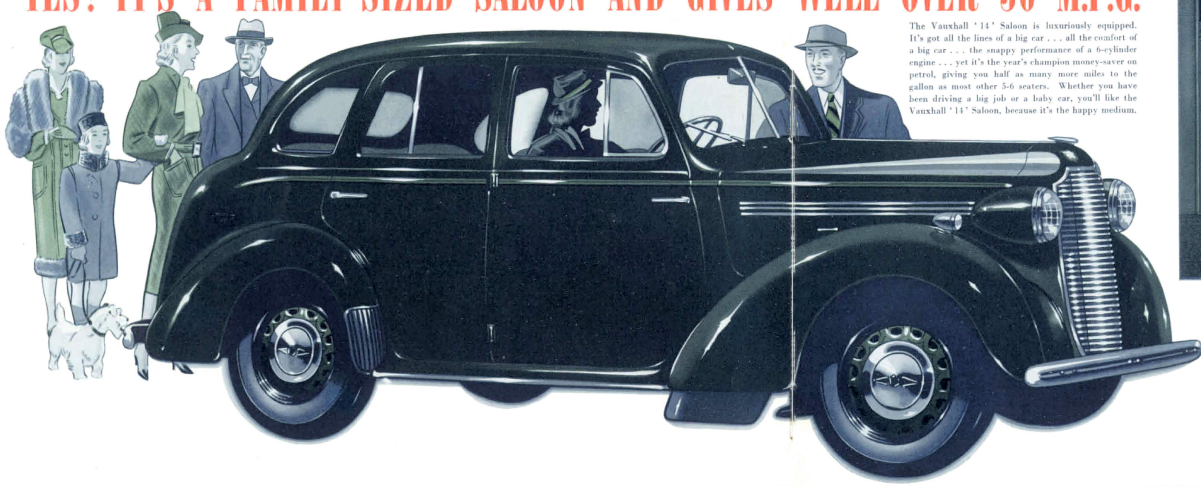
6-CYLINDER ENGINE FOR SPEEDY PERFORMANCE . . . 6-PHASE CARBURETTOR GIVING OVER 30 M.P.G. . . . 16½ CUBIC FEET BOOT WITH PLENTY OF ROOM FOR SAMPLES, ETC. . . . INDEPENDENT FRONT SPRINGING FOR COMFORT . . . LONG LIFE ENGINEERING . . . HIGH RESALE VALUE.



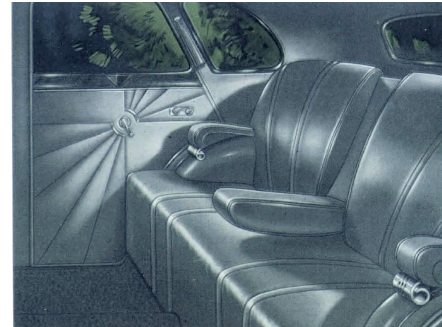
### *Convertible Commercial Coupe*

This illustration was drawn from an actual photograph showing the tremendous capacity of the rear boot—16½ cubic feet. The fact that this model is a Convertible Coupe and not a roadster will appeal to many travellers and business houses, for it gives all-weather protection, yet offers a big saving in cost over a closed model.

# YES! IT'S A FAMILY-SIZED SALOON AND GIVES WELL OVER 30 M.P.G.



The Vauxhall '14' Saloon is luxuriously equipped. It's got all the lines of a big car . . . all the comfort of a big car . . . the snappy performance of a 6-cylinder engine . . . yet it's the year's champion miler-saver on petrol, giving you half as many more miles to the gallon as most other 5-6 seaters. Whether you have been driving a big job or a baby car, you'll like the Vauxhall '14' Saloon, because it's the happy medium.



## Armchairs for Two!

*Yet room for three with the Armrest folded up.*  
Here's all the comfort of a favourite Chesterfield lounge in your car! A seat you can sit up or lie back in and really relax . . . for with its relax-o-form seat springing the upholstery hugs the body, rests your muscles and gives you the most comfortable ride in motordom. There's roominess too . . . lots of legroom, headroom and shoulder-room . . . a rear compartment in which you can stretch your legs to their full length. The camping seat is another feature of the Saloon. The back of the front seat folds down and meets the rear seat to make a cosy, well-sprung bed.

- 

**TURRET TOP**—  
All-steel turret top body by Halden is safer, more comfortable and luxurious.
- 

**NO - DRAUGHTS** —  
With a touch you control the ventilator admitting fresh air without any draughts.
- 

**BOX SECTION** body girders are four-sided giving added strength, permitting narrower yet stronger pillars.
- 

**'SAFETY VISION'**—  
The greater glass area in the new Vauxhall adds to driving ease and sense of control.
- 

**ROOMY TRUNK** —  
With separate storage of the spare which is available without disturbing the luggage.
- 

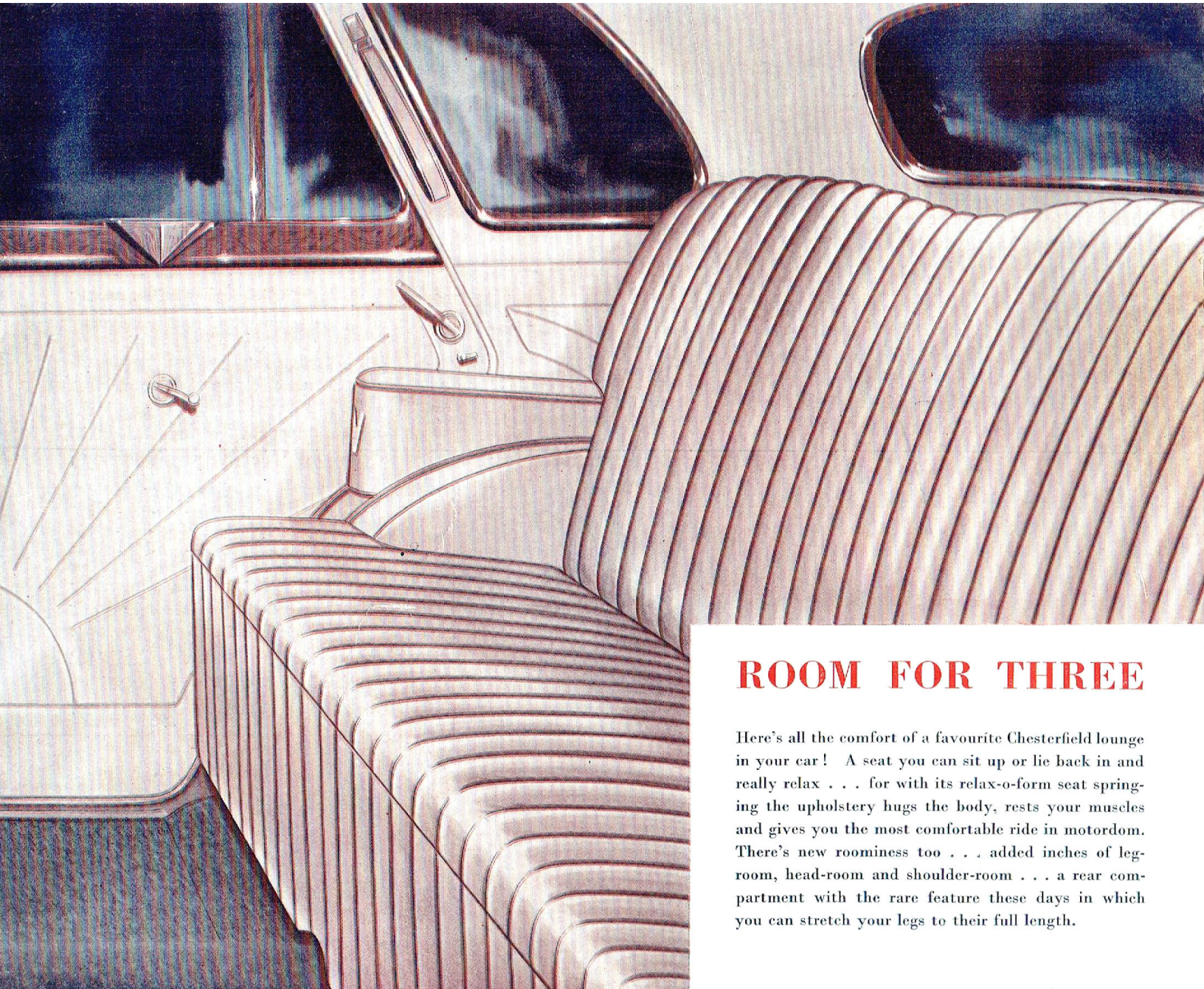
**RELAX - O - FORM SEATING** — Cradling spring seats hug the body and make even the longest trip restful.
- 

**MULTI-ADJUSTABLE FRONT SEAT**— Moves up & down as well as forward & backward to suit all drivers.
- 

**INSULATION** —  
Scientific insulation protects you from temperature variations and shields outside noise.
- 

**ARMOURPLATE SAFETY GLASS** — If it did break the glass would fall in small, harmless round pebbles.
- 

**"NO-SLAM" DOORS**—  
Handle does not turn—door opens and closes easily and quietly by operating thumb slide.



## ROOM FOR THREE

Here's all the comfort of a favourite Chesterfield lounge in your car! A seat you can sit up or lie back in and really relax . . . for with its relax-o-form seat springing the upholstery hugs the body, rests your muscles and gives you the most comfortable ride in motordom. There's new roominess too . . . added inches of leg-room, head-room and shoulder-room . . . a rear compartment with the rare feature these days in which you can stretch your legs to their full length.

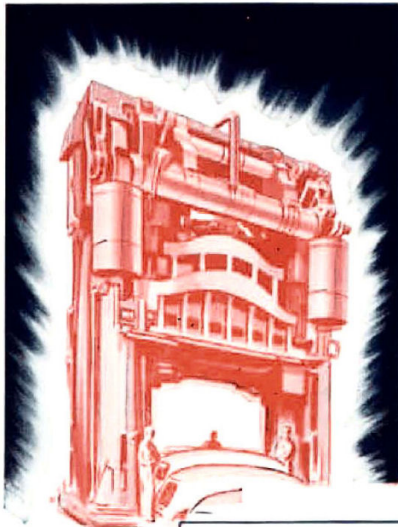


*Vauxhall "14"*  
SALON

Here is the ideal 'Happy Medium' closed car. Big car performance, big car looks, big car comfort, yet a money saver on petrol giving you half as many more miles to the gallon as most other 5-6 seaters. If you've owned a big car this fourteen will appeal to you because of its roominess. If on the other hand your preference has been for smaller saloons you'll be mighty glad of the Vauxhall's more powerful engine which has registered over 30 m.p.g. in recent Automobile Club tests.



# VAUXHALL'S BODY BY HOLDEN

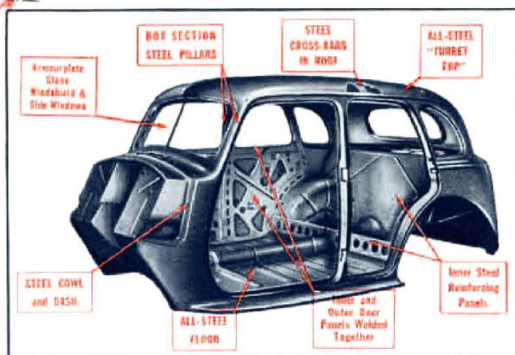


Top: An Impression of the huge 1,000 ton Hamilton Press (the only one of its kind in the British Empire) used in the manufacture of the Vauxhall '14' Body by Holden

At Right: The Vauxhall '14' All Steel, Turret Top Body—the safest and most beautiful body put on any car today.

When you buy a Vauxhall you only see the outside. Let's take you behind the scenes and tell you something about how this modern body came to be built. First sit in the front seat and observe how the engineers have built a body that is easy to see out of! We call it 'Safety Vision' because with the narrow pillars (made possible with box section engineering of the all steel body) the driver has a clear all-round vision. 'Safety Vision' with its elimination of blind spots gives a sense of greater control—it means easier handling, more confident parking, and simplified manoeuvring on every occasion, especially noticeable when you drive over a rough track and steer to miss the deepest ruts and biggest bumps.

Then this All Steel Turret Top Body has not one screw or rivet in its entire construction. Top, sides and floor are stamped out in large sections in the most modern presses and electrically welded together to make a solid, one-piece body of immense strength, giving a new measure of safety.



'This body, too, must withstand every extreme of heat and cold' . . . insisted the Holden Body engineers. So with scientific insulation of the entire interior the Vauxhall '14' is more comfortable in all weathers and in all climates, whilst it is draught and dust sealed around all doors and window openings.

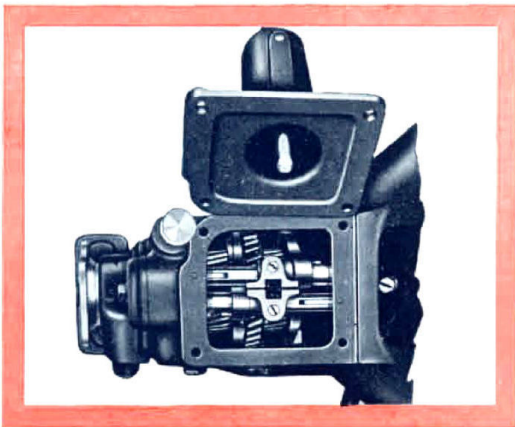
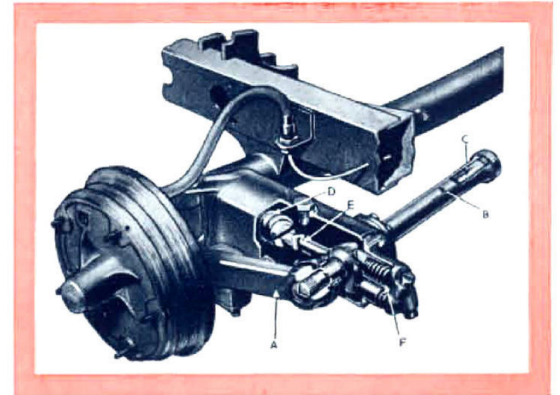
And, in keeping with Holden's policy to provide every comfort of even the most expensive cars, these features are included: Folding Front-Camping Seat, No-Draught Ventilation, Multi-adjustable front seat, Armourplate Safety Glass Windscreen and Side Windows Relax-o-form Seat Springing, a roomy luggage trunk and the new Vauxhall "no slam" door handles of safety design on the Sedan, which allow you to close or open the door with just a touch of the fingers. This exclusive new handle equipment does not have to be moved up or down like the conventional type of handle to open or shut the door, but is operated easily and silently in its own plane.

Finally, there is an assurance of ample roominess in this modern family-sized Vauxhall '14' Body—a roominess which ensures a restful trip for a full load of passengers even on the longest journey.

## New Interior Furnishings of the 5-6 Seater Vauxhall "14" Body Make it the Finest Value Among All Low-priced Cars

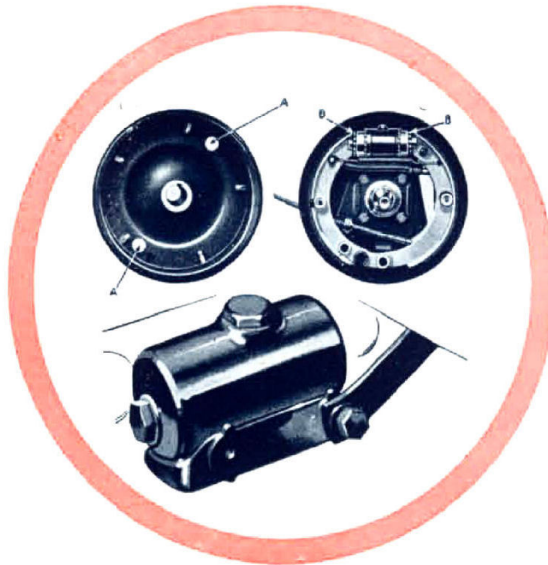
## THE '14' IS ENGINEERED FOR COMFORT AND SAFETY

**'T.T.' INDEPENDENT SPRINGING**—No other car but Vauxhall has the patented Vauxhall 'T.T.' Independent Front Wheel Springing. It is the most modern type of springing yet evolved, for it automatically regulates itself to give 'soft' or 'hard' springing to suit every type of road. The cut-away diagram illustrated at right shows how the infinitely variable suspension works. The wheel is fixed on the wheel carrier arm (A). When this arm rises or falls with the movements of the wheels, it twists the torsion bar and tube (C and B)—and takes the maximum shocks. On good roads, the coil spring (D) bearing upon the toggle (E) helps the wheel to twist the bar and tube. It will be realised that the full effect of this spring is felt while the wheel movements are relatively slight. When bad surfaces have to be negotiated, the toggle moves further away from dead centre, and the power exerted by the spring (and therefore the assistance it can render) becomes progressively less, thus stiffening the suspension. The springing is damped under all conditions by the double-acting shock absorber (F).



### 3-SPEED SYNCHRO-MESH GEAR BOX

The 3-speed gear box is one of this car's most attractive features, particularly for women drivers, making it easier to handle and giving greater control. All gears are helically cut for silent operation, and changing from top to second or from second to top can be achieved *at any speed* without clashing. Don't make the mistake in thinking that all synchro-mesh gear boxes are equally good. Vauxhall's synchro-mesh is immeasurably superior and makes faultless gear changing easy.



### LOCKHEED HYDRAULIC BRAKES

The brake pedal of the Vauxhall '14' operates on the master cylinder shown at left, and immediately you have a tremendous braking pressure transmitted to all four wheels. Braking is automatically equalised on all drums, and pedal pressure has been considerably reduced. Each brake drum is furnished with two screws, and to 'take up' the brakes all you need to do is to adjust the screws. The circular photographs at left show the extreme simplicity

of adjustment. The two openings (A) in the brake drum give access to the notched adjusters (B), which merely have to be turned with a screwdriver or similar tool until the wheel binds, and then slackened back four notches. The hand brake lever is conveniently placed underneath the instrument panel and operates rear brake shoes only.

## SUMMARY OF ALL MAIN FEATURES OF THE VAUXHALL FOURTEEN

### ENGINE

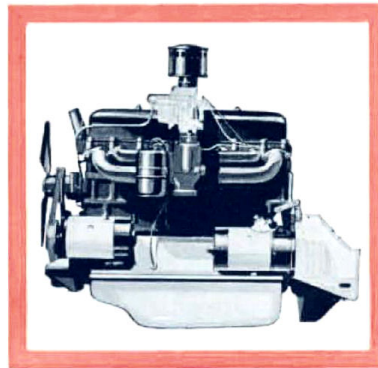
Six-cylinders overhead valves . . . . B.H.P. 48 at 3,800 . . . . 6-Phase carburettor . . . . Controlled Flame Combustion . . . . 3-Speed controlled synchro-mesh gear box . . . . Z-slot rubber engine mountings . . . . Full pressure lubrication . . . . 100 per cent. counter-weighted crankshaft . . . . Diagonally divided big end bearings . . . . Oval ground pistons . . . . Full length water jackets . . . . Trap door thermostat . . . . Thermostatic cooling control . . . . Two oil cleaners . . . . Compensated voltage dynamo . . . . Automatic advance and retard of ignition . . . . Octane Selector . . . . Individual fuse system.

### CHASSIS

Long wheelbase—105" . . . . Sturdy rear axle . . . . T.T. Independent Springing . . . . Lockheed Hydraulic Brakes . . . . Screw brake adjusters in drums . . . . Cushioned clutch . . . . Shockless Burman-Douglas steering . . . . Smart, easy-to-clean wheels . . . . Easy maintenance—only 13 grease nipples . . . . Battery under bonnet . . . . Double-acting hydraulic run shock absorbers.

### BODY

All Steel Turret Top . . . . 'Safety Vision' . . . . Narrow pillars . . . . Big glass area . . . . Box section body construction . . . . Increased roominess . . . . V windshield . . . . Adjustable Steering Wheel . . . . Roomy luggage trunk . . . . No-Draught Ventilation . . . . Attractive Tenite Interior Hardware . . . . Multi-adjustable Front Seat . . . . Relax-o-form Seat Springing . . . . Armourplate Safety Glass . . . . Genuine leather upholstery . . . . Easy jacking system . . . . Sound insulation . . . . Draught and Dust Seals . . . . New 'No-slam' door handles . . . . New fold-down front seat, making a comfortable bed for camping.



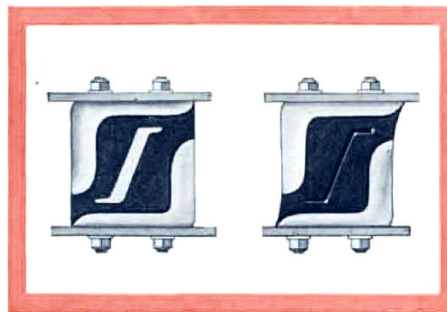
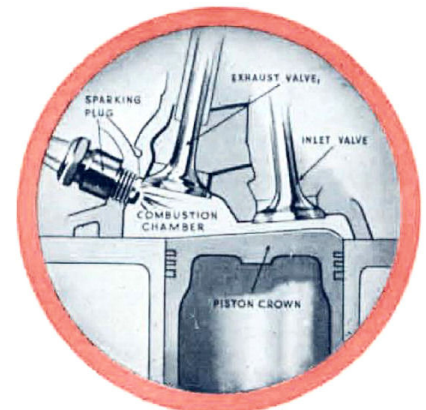
### CONTROLLED FLAME COMBUSTION

See the new shape of the piston? Not flat on top as it is in most cars—but slightly curved. And see, too, where the valves are—the exhaust valve being located at a higher level than the inlet valve. This placing of the valves helps to make the combustion chamber more compact and, combined with the new piston design, controls the spread of the flame from the spark plug. The pressure increases gradually and 'pushes' the piston down on its power stroke, thus giving smooth running and obviating the 'hammer blows' which are the main cause of rough running. The Vauxhall 14's 'controlled flame' design is one of the reasons for the car's amazing economy.

## 50% MORE MILES MOST OTHER

### THE 14 H.P. ENGINE

The overhead valve design (which is 10 per cent. more efficient than other types) has been retained in the improved Vauxhall '14' engine, but power has been boosted to 48 brake horsepower. Result: swifter acceleration, better top gear performance, never a suggestion of labouring even with a full load on board. There's no 'fussiness' either, for the engine is smoother and 'sweeter' at all speeds.



### Z-SLOT ENGINE MOUNTINGS

These two illustrations show how the special Vauxhall Z-slot engine mountings operate. Normally the slots are open when the engine is idling or vibrating slightly, giving a fairly flexible mounting. But as soon as the vibration is increased, the slots close, making what is virtually a solid rubber cushion which smothers engine movement and vibration.



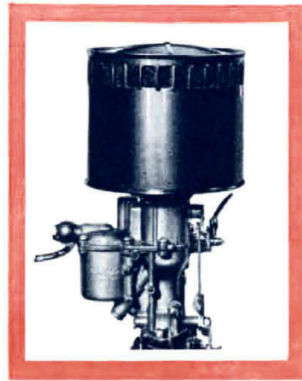
### ADJUSTABLE STEERING WHEEL

No car manufacturer can build a fixed steering column and be sure it will suit everybody. Vauxhall have incorporated an adjustable steering column—the wheel can be raised or lowered to suit every driver.

## PER GALLON THAN 5-6 SEATERS

### SIX-PHASE CARBURETTOR

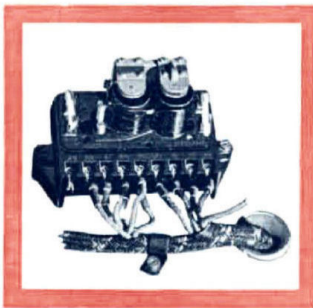
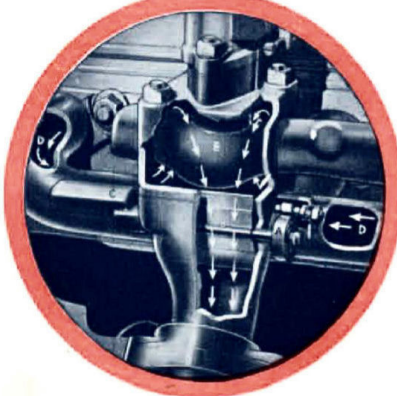
One reason for Vauxhall's better performance and greater economy is the Six-phase carburettor. Ordinarily a carburettor has only three mixtures: One for starting, one for idling and one for general running. Vauxhall has 6 mixtures instead of 3. It has the first two (for starting and idling) but has *four* for general running. The carburettor switches automatically from one mixture to the other just as the engine requires it. If you accelerate suddenly on part or full throttle—more petrol is pumped in. If you are running easily on part or full throttle—more air is admitted, thereby weakening the mixture.



### TRAPDOOR THERMOSTAT

Vauxhall is one car which makes sure that the engine is ready for anything within half a mile of starting (even on the coldest days) by specially preheating the mixture before it enters the combustion chamber. Upon starting from 'cold' the flap 'B' is in such a position that hot exhaust gases 'DD' are deflected behind and over the inlet manifold 'E,' thus preheating the mixture. As the engine warms up, the spring 'A' automatically allows the weight 'C' to alter the position of the flap so that the exhaust gases escape direct without surrounding the inlet manifold.

As soon as the engine cools down during a stop, the spring contracts and returns the flap to the 'cold' position.



### FUSE BOX

You never have a complete 'black-out' of lights in a Vauxhall. A voltage control ensures that the battery is never overcharged even when the car is used only for daylight running.



### FRAME

What a husky frame! Look at the deep side members, the X-shaped girders and the stout cross member. No chance here for 'weaving' or straining even on daily runs over the roughest of country roads. This 'big car' chassis is one of the outstanding reasons for the long, trouble-free life of the Vauxhall '14.'

## ACCESSORIES

add pleasure to your driving and contribute to higher resale value.

Air Chief makes available this specially designed 'Mascot' model which does away with all installation difficulties and brings the comfort and entertainment of car radio to all Vauxhall '14' owners.



Notice how small the chassis and tuning unit is—lower illustration at left. It measures only  $7\frac{3}{4}'' \times 4'' \times 3\frac{1}{2}''$  . . . small enough to be mounted on the steering column, under the instrument panel or in the glove box . . . and it's an unobtrusive installation in any of these positions. The speaker unit (which incorporates the 6" speaker and audio frequency stage) is larger but can be handily tucked away under the dash safely above foot level.



The 5-Valve 'Mascot' is a perfect piece of radio engineering, matching bigger (and more expensive) sets in tone, volume, selectivity and long distance reception.

If you are buying your Vauxhall '14' on terms, you may include the cost of the 'Mascot' in your monthly payments.

## All these are specially developed for your Vauxhall '14'

Left Hand Arm Rest  
Left Hand Windshield Wiper  
Electric Cigarette Lighter  
Bumper Guards  
Twin Cushion and Seat Pads  
Luggage Compartment Light  
Auto Compass

Rubber Bladed Fan (12 Volt.)  
Dual Matched Horns (12 Volt.)  
Cool Cushions  
Fog Lamp (12 Volt.)  
Inspection Lamp (12 Volt.)  
Visor Vanity Mirror

## And these for the Garage . . . .

NASCO Chamois  
NASCO Leather Cleaner and Preservative  
NASCO Duco Cleaner and Polish (8 and 16 oz.)  
GM Chrome Cleaner and Polish  
GM Sponge Cleaner . . . Pre-Wax Cleaner  
GM Cellofoil (Transparent Coating for Chromium)  
White Rubber Tyre Coating . . . Door Ease

# Condensed Specifications of the 'Happy Medium' VAUXHALL '14'

**ENGINE:** Six cylinder with overhead valves, cylinders are cast integrally with upper half of crankcase. Detachable cylinder head of high compression, non-detonating type. Power unit mounted in the frame with special Z-slot rubber insulators.

Bore 2.42"—Stroke 3.94"—R.A.C. rating 14.07 horsepower. Brake horsepower 48 at 3,800 r.p.m.

**COMPRESSION RATIO:** 6.75 to 1.

**CRANKSHAFT:** Four bearing, high tensile steel drop-forged crankshaft. Statically and dynamically balanced. Main bearings steel backed lined white metal.

**PISTONS:** Aluminium alloy oval ground split skirt type. Three rings all above gudgeon pin. Two compression rings. Lower ring oil regulating type, seated in groove designed for oil return.

**CAMSHAFT:** Drop-forged, heat-treated carbon steel with four bearings.

**OILING SYSTEM:** High-pressure system. Oil is fed through a short copper pipe to a main gallery drilled lengthwise through the crankcase. Crosswise passages carry oil from gallery to main bearings from which it passes through grooves and drilled holes to the camshaft bearings. Crank pins are lubricated through holes drilled in the crankshaft. Oil jets from big ends lubricate cylinder bores, piston pins, etc.

**CRANKCASE VENTILATOR:** Air is drawn in through breather on oil filler plug situated on top of the rocker gear cover and is ejected together with vapour and fumes through a ventilator pipe attached to the right-hand side of engine at front end of the crankcase. The pipe protrudes below the undershield, thereby preventing fumes from entering the interior of the body.

**CARBURETTOR:** Vauxhall Six Mixture incorporating acceleration pump, automatic part throttle economy device, inter-connected strangler and throttle control. Especially designed choke shutter ensures easy starting from cold without excessive richness. Combined AC air filter, silencer and flame arrester mounted on air intake.

**FUEL SUPPLY:** AC fuel pump; 10-gallon tank at rear. Electric type fuel indicator on instrument panel.

**IGNITION:** Separate unit type.

**TRANSMISSION:** Three-speed type with synchromesh easy change mechanism using helical gears for quiet operation. Three speeds forward, one reverse. Transmission ratios—

Top	-	-	Direct	First	-	-	3.43 to 1
Second	-	-	1.64 to 1	Reverse	-	-	3.56 to 1

**WHEELBASE:** 105 inches.

**CLUTCH:** Single dry plate, 8" diameter.

**COOLING:** Circulation is by centrifugal pump located at the front end of engine. Circulation between the cylinder block and cylinder head jackets is by means of cored slots and nozzles fitted to the base of the cylinder head. In this way jets of water are directed around exhaust valve seats and sparking plug bosses. The circulation is controlled by a thermostat valve mounted on water outlet casting at front end of cylinder head.

**REAR AXLE:** Semi-floating type with one piece pressed steel banjo type housing; insulated from rear springs by rubber pads. Gear ratios—

Top	Second	First	Reverse
4.71	7.72	16.15	16.77

**SERVICE BRAKES:** Lockheed hydraulic system, operated by pedal and acting upon all four wheels—9½" drum diameter. Front and rear brake shoes are interchangeable in sets.

**HAND BRAKE:** Pivoted in inverted position under scuttle on R.H. side. Hand lever operates rear brake shoes.

**WHEELS:** Ventilated steel disc wheels (14-spoke) with large hubs fitted with spring-retained covers.

**TYRES:** 5.50-in. x 16-in.

**STEERING GEAR:** Burman-Douglas screw and nut type with self-centring action, 17" steering wheel. Column adjustable for length.

**TURNING CIRCLE:** Left or Right—42-ft. diameter.

**REAR SPRINGS:** Semi-elliptic of special spring steel, underslung, fitted with Harris-type rear spring bushes. Centre distance: Spring eyes, 45"; width, 1½".

**INDEPENDENT FRONT WHEEL SPRINGING:** Vauxhall's patented 'T.T.' Independent Front Wheel Springing is infinitely variable to give springing tension suitable for every type of road. Shock absorbers are of double hydraulic acting type, being incorporated in the general construction. Rear shock absorbers, double-acting type.

**SPECIAL JACKING SYSTEM:** High-lift hydraulic screw jack operated by wheel-bolt brace and used by attaching to suitable brackets on rear springs and pads on front suspension units.

**FRAME:** Cruciform 'X' type having extreme torsional rigidity. The front quarter length is of box section formed by the channel section of each side member, and by the Cruciform member.

**EQUIPMENT:** All cars equipped with high pressure fittings for manual lubrication. Instrument panel (indirectly lighted) includes speedometer and eight-day clock; oil pressure and ignition warning lights; petrol gauge and ammeter; combined charging and lighting switch; ignition switch with two keys; mixture control for starting; starter control; panel light switch and cubby holes on right and left of dash. Foot-operated head-light dimmer switch on toe board; inside sun visor on Saloon. Rear vision mirror. Full bumpers at front and rear. Ashtray in instrument panel. Combination stop and tail lamp. Interior roof lamp on Saloon. Complete tool kit in spare wheel compartment. Multi-adjustable front seat on Saloon. Armourplate Safety Glass Windscreens and side windows and no-draught ventilation, cowl ventilator and 2-way wind-screen wiper are standard equipment. Luggage rack at rear on the Convertible Sports Coupe, built-in luggage trunk on Saloon. Spare wheel with metal cover on Convertible Sports Coupe, semi-flush mounted in lower back panel. On Saloon this is carried in locker beneath luggage compartment at rear, and in Commercial Convertible Coupe behind driver's seat. Map Pocket on left hand side of cowl.

*Prices, specifications and equipment subject to change without notice.*

## G.M.A. CONFIDENTIAL PURCHASE PLAN.

Under the flexible G.M.A.C. Plan you can buy your Vauxhall on terms to exactly suit your requirements. Because G.M.A.C. (General Motors' Acceptance Corporation) is a unit of General Motors and the largest terms financing institution in the world, you save money through low finance charges, and are assured of considerate treatment. Your dealer will tell you how easy a Vauxhall is to own.

## AN UNUSUAL OWNER SERVICE POLICY

For 90 days, or 3,000 miles of operation, you are protected against defective workmanship or material under the terms of General Motors-Holden's Ltd. unusual Owner Service Policy. In addition to this, you are entitled to two thorough inspections and adjustments without charge. There are throughout Australia hundreds of specialised Vauxhall dealers with properly trained and equipped mechanics . . . conversant with Vauxhall.

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