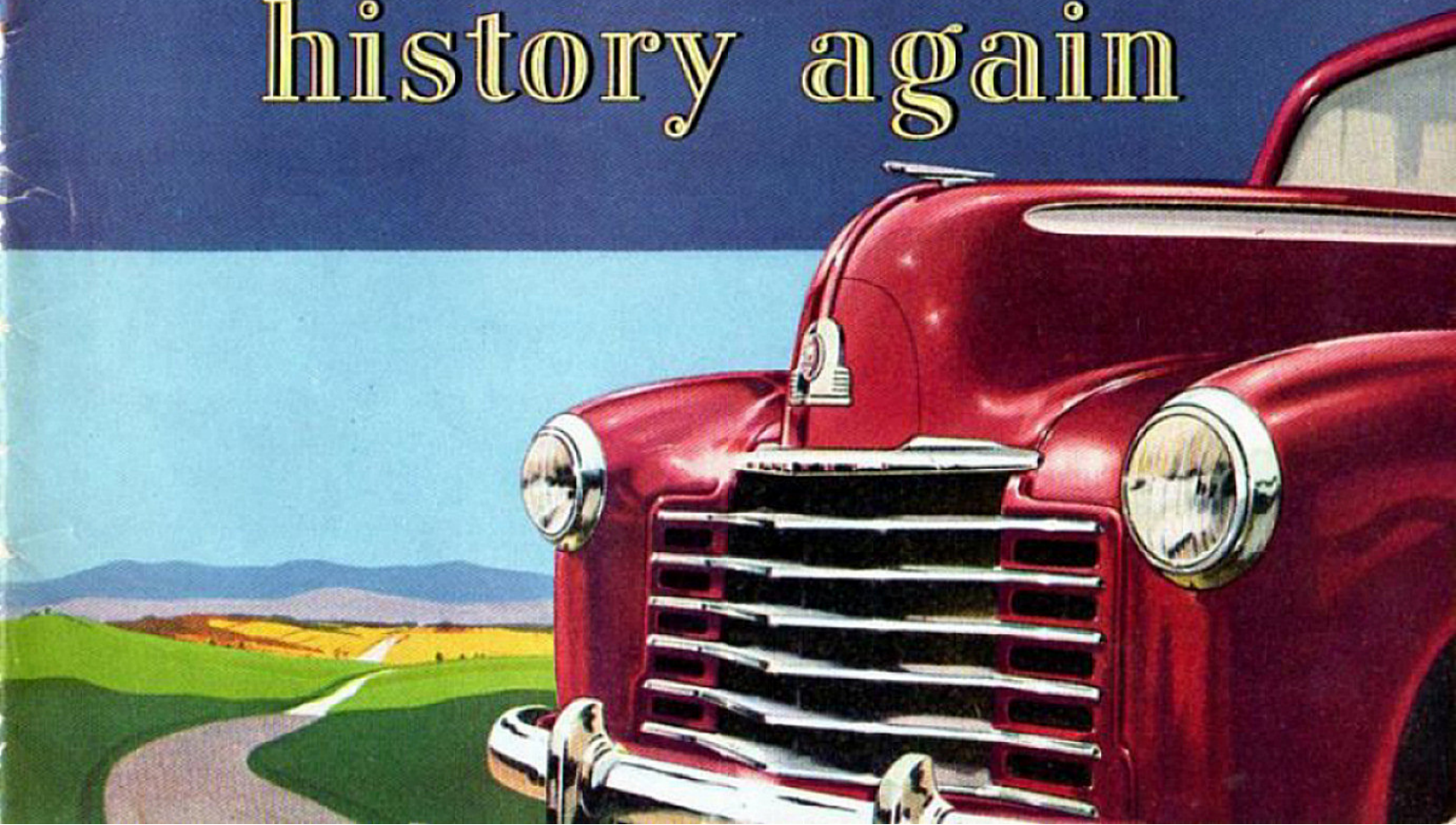


Vauxhall makes
history again



Australia's favourite British Car

presents two brilliant newcomers

THE magic flutes, famous on Vauxhall's bonnet since 1903, pipe on to the Australian stage two new Vauxhalls of modern and distinctive styling — sparkling performance.

For many years Vauxhall has been top favourite of all British cars in Australia. Every year, from 1934 to 1940 inclusive, and again in 1947, Vauxhall sales throughout Australia easily topped those of all other British cars. Vauxhall's consistent sales leadership has shown a recognition by Australian motorists of Vauxhall's equally pronounced engineering leadership. Year after year, Vauxhall's engineering superiority has been pronounced. Such outstanding features



as highly efficient overhead valve engines, 6-phase carburation, superior synchro-mesh gears, torsion bar independent front wheel springing and all-steel turret-top Bodies by Holden, have placed Vauxhall far above its competitors.

Vauxhall's ascendancy has now risen still higher, for the entirely new Vauxhall Velox, a real top-gear car, with its 60-miles-an-hour cruising speed and wonderful suspension, is an amazing economy car for those who travel far, fast and often.

while even finer than ever before is the proved Vauxhall Wyvern—the gem of all medium-powered models, which rides and handles like a big car yet gives, with normal driving, 35 miles to the gallon.

Vauxhall **VELOX** *a true top-gear car — powered for 60 m.p.h.
cruising*

— giving up to 28 miles per gallon with normal driving at an average speed of about 30 miles an hour and over 20 miles per gallon when driven hard . . . and with a maximum speed of a genuine 75 miles per hour.

Vauxhall **WYVERN** *powered for a little less speed—a little
more economy*

— a maximum of 60-65 miles per hour and, driven normally at an average of 30 miles per hour, a petrol consumption of 35 miles per gallon.

Never before has any maker so fully blanketed the range of what most Australian users want.

Planned and built in England for export, Vauxhall Velox and Vauxhall Wyvern, each with saloon or tourer body, are designed to scoop the pool in grace, comfort, speed, economy, price.

Light on petrol, fast off the mark, capable of sustained high cruising speeds and an ideal top-gear performer, Vauxhall Velox is built for the man who likes the feel of a high-powered car with a slow-revving engine.

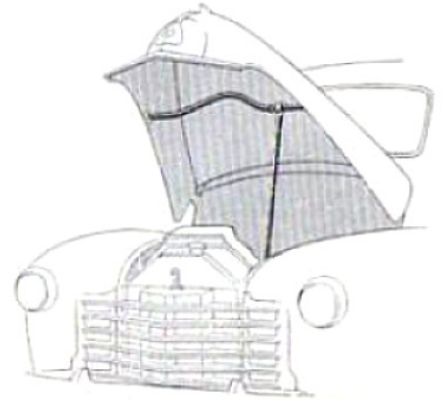
Lighter still on petrol, Vauxhall Wyvern has a smart turn of speed—ahead of all other cars in its price class. It is the car for the motorist who appreciates economy yet likes to show a clean pair of heels at traffic lights.

The difference in price between the two models is small. Your decision will be based, probably, on the performance you require, but whether you choose Vauxhall Velox or Vauxhall Wyvern, you will be getting a car with power and personality, a car which will put you and keep you in the forefront of Australian drivers.



AN attractive feature of the 18 h.p. Velox Saloon is the upholstery—vertically fluted leather or unfluted Bedford cloth. The front seat adjusts 5 in. for leg-length. All-wool pile carpet covers the rear floor, and rubber the front. Windows wind up and down, and "no-draught" ventilation is fitted in front. The "one-glance" instrument panel is smart to look at—easy to read. The T-shaped, shock-proof spring spokes of the steering wheel allow a clear view of speedometer, petrol gauge, ammeter, ignition switch, and warning lights for oil and headlamp beam. Below the attractive radio grille are starter and choke controls. Note the gear shift lever below the wheel (see page 10, too).

THE ALLIGATOR BONNET of pressed sheet steel gives great accessibility to engine and battery. It holds open by a tubular stay and, when closed, is spring-locked from inside the car—a precaution against tampering or theft. Should the spring lock be accidentally released, a safety lock under the bonnet stops it being blown up by the wind.



Graceful, Fast and Economical

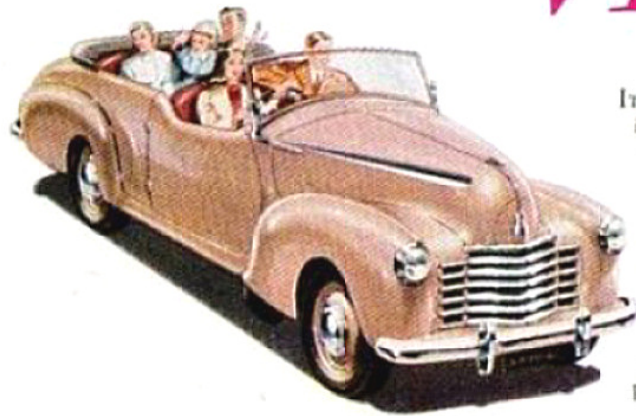
18 h.p. VELOX SALOON

Deep, broad mudguards, a distinctive and stylish radiator grille and wide, "full-vision" windows give the Vauxhall Velox Saloon an air of elegance and sophistication. It cruises comfortably at 60 miles per hour with splendid top-gear performance. Top speed is 75 miles per hour.



Powerful—"punchy"—new!

THE VAUXHALL *VELOX*



IT GOES FASTER.—In a fraction over 15 seconds it flashes, from stationary, to a gliding cruising speed of fifty miles per hour. But there's tons of top gear power left—tons of it! It's an outstanding top-gear performer. Call on it in an emergency, and watch the speedometer sweep purposefully round to 75 m.p.h. That's what the 18 h.p. overhead valve Vauxhall Velox engine will do—an honest-to-goodness and astonishingly economical 75 miles per hour—faster than many cars of greater horsepower and higher price.

IT GIVES MORE.—Just what extra Vauxhall Velox gives would be hard to describe fully in this booklet. However, we'll try. More style of line—more speed—more economy—those points have been briefly explained. But there are many, many more. Front and rear seats are luxuriously body-conforming. Front wheels are independently sprung, rear wheels are fitted with double-acting shock absorbers. The gear shift lever is mounted below the steering wheel. The steering wheel has resilient spring spokes. The alligator-type bonnet is locked from within the car. Unusually large luggage space is provided in the rear trunks. These are but a few of the features Vauxhall Velox gives, which all amount to the one thing—it is a really good car in the best Vauxhall tradition.

Proud addition to a long line of famous models is the new Vauxhall Velox.

IT LOOKS BETTER.—Sleek, sophisticated lines, symbolical of easy speed, are enhanced by the new treatment of the famous fluted bonnet.

IT USES LESS.—In the normal car, if you "sit" on 60 m.p.h. for long, you do so with the knowledge that your engine is using a good deal more petrol than your ration can afford. Not so with Vauxhall Velox. Vauxhall's six-phase carburettor and ignition control see to the petrol saving. They adjust themselves automatically, one to feed just the correct amount of petrol into the cylinders at any speed, and the other to give just the right spark timing to the plugs.

Looks better

Goes faster

Uses less

Gives more

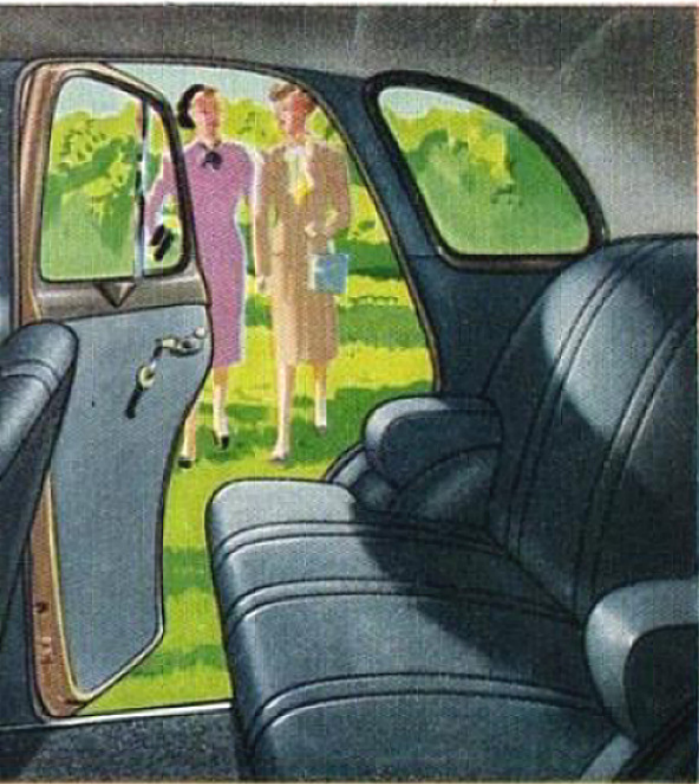
*than any other
car in its class*



THE 18 h.p. VELOX CALECHE

Outstandingly smart, exceptionally serviceable, and offering even greater petrol economy than the Velox Saloon because of its lighter weight, the Vauxhall Velox Caleche will find a host of admirers. Detachable safety-glass side windows are a great improvement over the old-style celluloid side curtains. They offer greater cosiness in cold weather, better protection from flying stones and gravel, give infinitely greater vision and last a lifetime. Luggage space is provided at the back of the rear seat.





THE VAUXHALL WYVERN 12 H.P. SALOON is a

The Vauxhall Wyvern Saloon couples happily the handling ease of a light car. Its flexible and lively 12 h.p. engine carries 55 miles an hour, with a top speed of 60/65 miles an hour. Drives 35 miles per gallon—a point to appeal to all motorists.

COMFORT IS A FEATURE.—The interior of the Wyvern Saloon, spacious and restful as a fireside couch, is upholstered in smart grey-blue leather or grey-blue striped Bedford cloth, the latter having new-type French seaming—elegant “tailored trimming” which does away with beaded joints and welts. Leather is bark-tanned. The rear floor is carpeted. Front floor has a rubber mat. Windows operate by winding handles and rear doors lock from inside by small “snib” locks. Leg space is ample, even when the adjustable front seat is well back. Fittings include side arm rests in rear compartment, ash-tray and rug-rail.

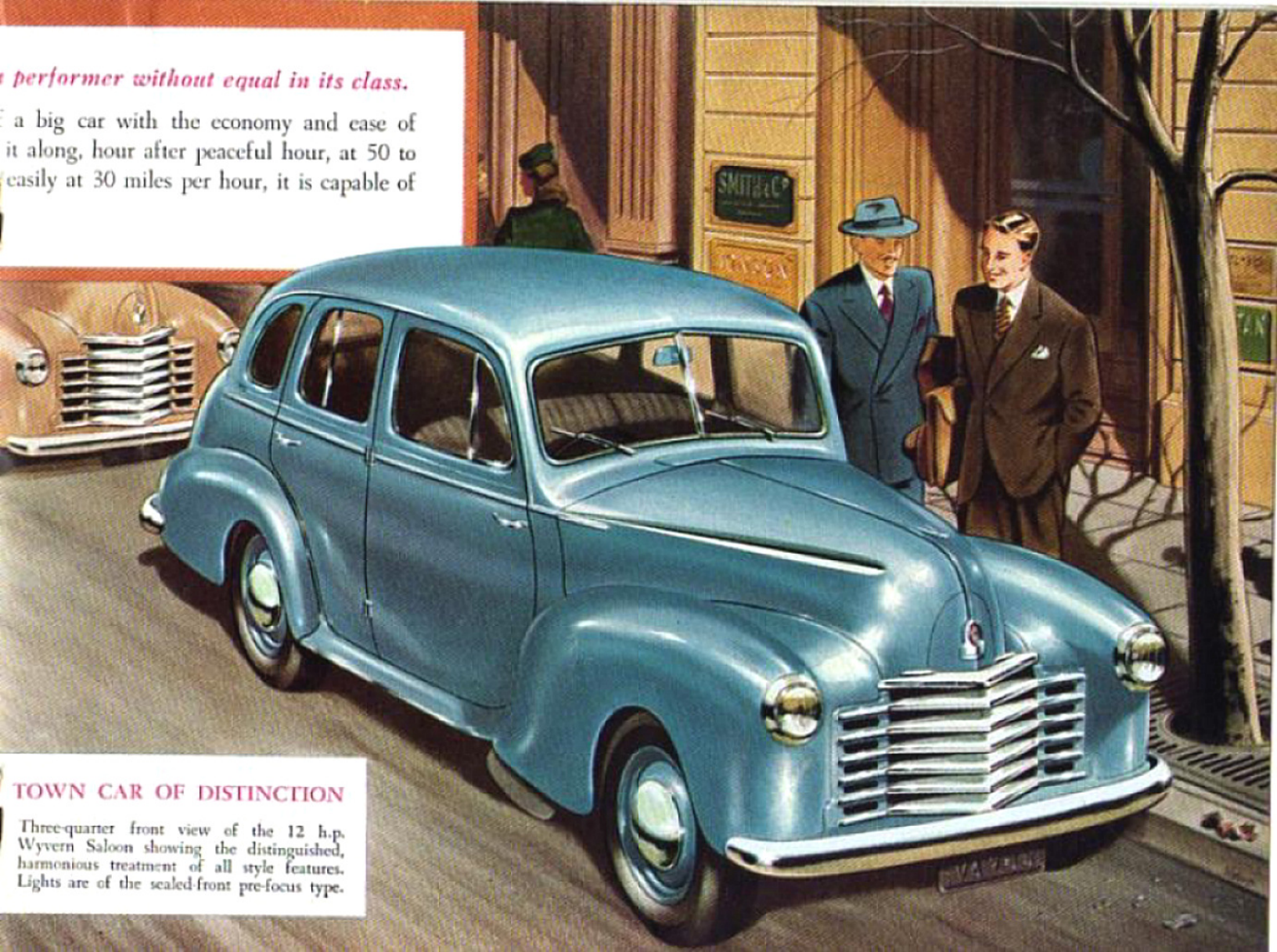
THE FRONT SEAT is adjustable over a distance of five inches by releasing a button catch below the seat on the driver's side.

THE LUGGAGE TRUNK, lined with heavy-quality sound-proof felt, is spacious. Spare tyre and wheel are in a recess below the luggage floor. Twin tail-and-stop lamps mounted on the luggage trunk door feature safety lenses—specially shaped glass allowing the lights to be seen by approaching traffic when the trunk door is up. Gravel deflectors are fitted between the body and front and rear bumpers.



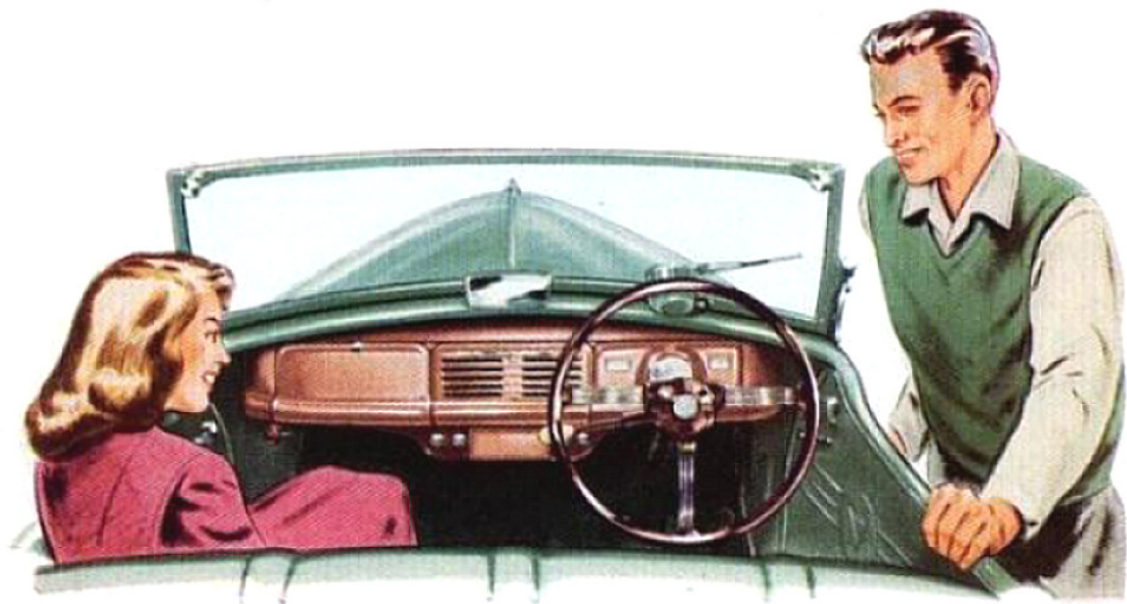
performer without equal in its class.

A big car with the economy and ease of
it along, hour after peaceful hour, at 50 to
easily at 30 miles per hour, it is capable of



TOWN CAR OF DISTINCTION

Three-quarter front view of the 12 h.p.
Wyvern Saloon showing the distinguished,
harmonious treatment of all style features.
Lights are of the sealed front pre-focus type.



The Happy Handsome Front Seat of the Wyvern Caleche

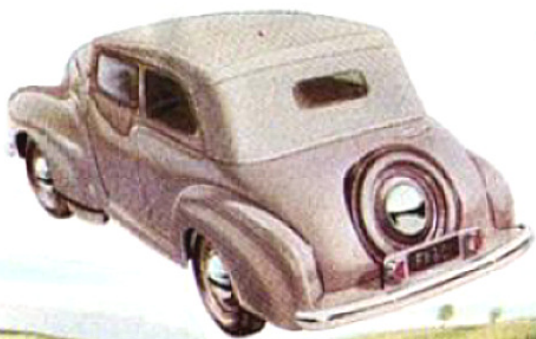
When the sun shines and the highway calls, there's a thrill in tucking behind the wheel of the Wyvern Caleche and gliding over the miles. Amply proportioned for two, the front seat will take three at a pinch, particularly since the gear change lever is now mounted on the steering column. Both back and front seats are specially sprung for greatest comfort on long journeys. Easy access to the rear seat is provided by a wide front door on either side and a front seat squab which folds forward. Upholstery throughout is high quality leather. As with the Wyvern Saloon (and both Velox models), the front seat is adjustable over a distance of 5 in. For driving in the sun and out of the breeze, four large, specially constructed safety-glass side windows are attachable in a

few seconds. Dashboard, steering wheel and gear change are the same as the Vauxhall Wyvern Saloon.

"FINGER-FLICK" GEAR CHANGING

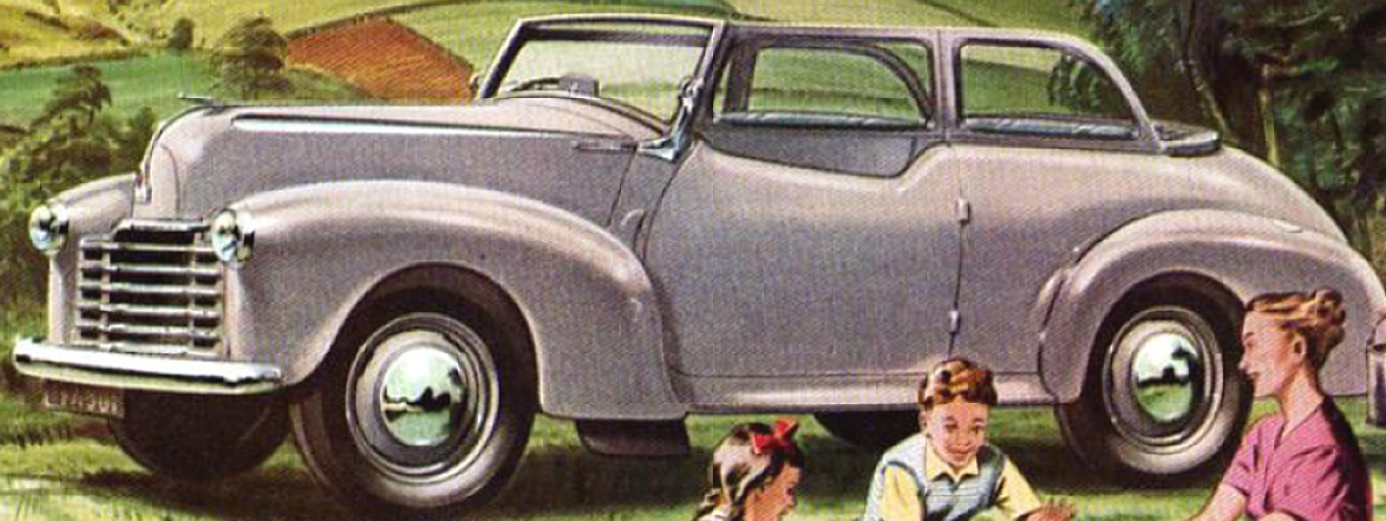
The gear change lever, now mounted below the steering wheel, has many advantages. Gears may be changed with the fingertips, the hands remaining on the wheel—an important safety factor. The change is a little faster, more restful and handier than the old-type. The centre of the wheel houses the horn button.





HOOD UP—HOOD DOWN

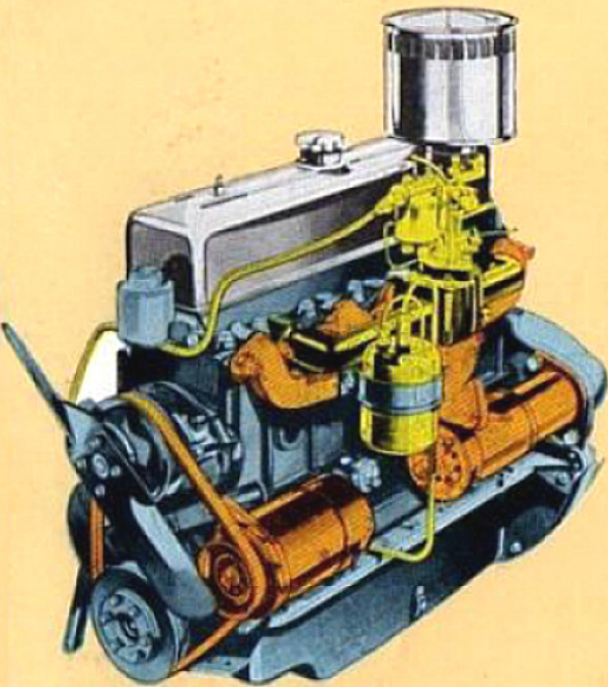
The Vauxhall Wyvern Caleche is the ideal "outdoors" car for the city family with country thoughts. The rigid safety-glass side windows give as great weather protection as a Saloon, and are instantly removable for open-car freedom or can remain in position, if desired, with hood down. The windscreen can be folded forward. Because of the lighter weight, the Wyvern Caleche is an even more economical performer than the Wyvern Saloon.



VAUXHALL FEATURES THAT COUNT

Every component of Vauxhall Velox and Wyvern is a masterpiece in its own field—each contributes, in a vital way, to the correct and fault-free functioning of these fine British products.

Illustrated and described here are some of Vauxhall's outstanding features. With the natural exception of the engines, and of the pressure cooling system, these apply to both Velox and Wyvern.



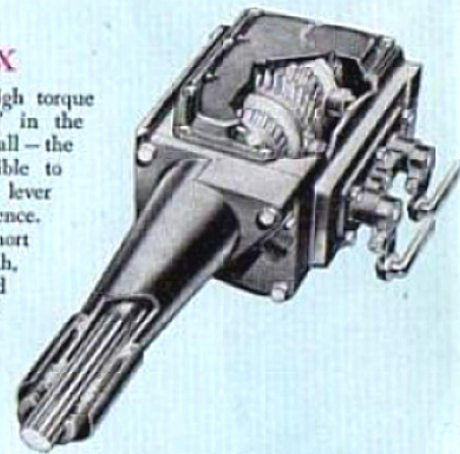
6-CYLINDER VELOX ENGINE

*An entirely new power unit of 2,275 c.c.
(just over 2½ litres)*

The dimensions, power and performance are new, but the highly successful characteristics of the modern line of Vauxhall passenger engines have been retained—push-rod-operated overhead valves; aluminium alloy pistons; high-pressure rings; steel shell bearings for main and big ends; high-pressure lubrication with positive oil supply to cylinder bores; thermostatically controlled cooling and exhaust-heated fuel vaporising; 6-phase carburation. Of interest is the pressure cooling of the radiator water by means of a newly designed pressure-cooling cap (illustrated on opposite page). A special feature of the Velox engine is that its maximum torque is developed at the low engine speed of 1200 r.p.m. It is this characteristic that gives the excellent pick-up in top gear and makes the Velox a true top-gear car in traffic.

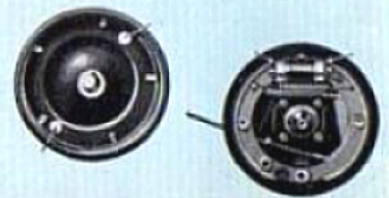
THE NEW GEAR BOX

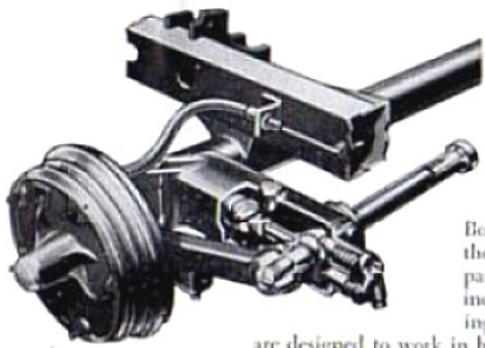
The new gearbox, designed to transmit the high torque of the Velox engine, has plenty "in hand" in the Wyvern. Second and top gears have Vauxhall—the better type—synchro-mesh, making it impossible to clash gears no matter how quickly or slowly the lever is moved. All gears are helically cut for silence. The extended rear cover allows the fitting of a short and stiff propeller shaft and thus ensures smooth, vibration-less transference of power. The splined sliding joint is fully enclosed and adequately lubricated.



100 SQ. INCHES OF BRAKING SURFACE

The new Vauxhalls have a total braking area of over 100 sq. ins., with the right servo action to suit the high performance of the Velox. Foot brakes are Lockheed hydraulic. The handbrake, under the dash by the driver, operates by cable on the rear wheels.



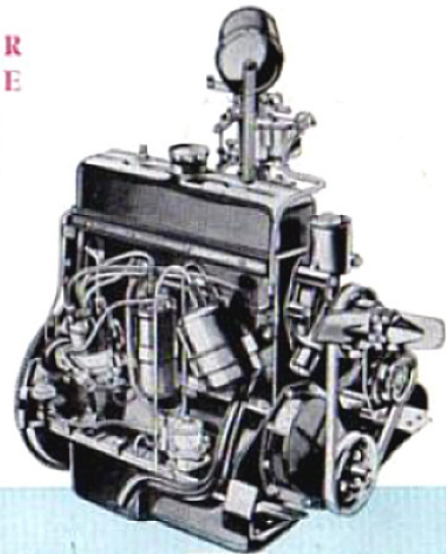


INDEPENDENT FRONT WHEEL SPRINGING

Both Velox and Wyvern feature the now famous Vauxhall patented "torsion bar and tube" independent front wheel springing. The torsion bar and tube are designed to work in harmony with a pre-compressed coil spring. Explained more simply, it regulates itself automatically to give "soft" or "hard" springing to suit all road surfaces. The mechanism incorporates sturdy twoway shock absorbers.

THE 4 CYLINDER WYVERN ENGINE

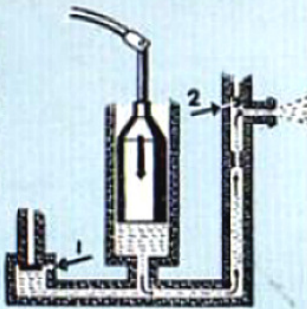
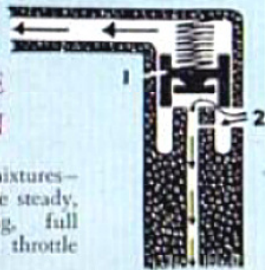
The Wyvern engine, with a displacement of 1,442 c.c. (just under 1½ litres) is, basically, the already well-known 12 h.p. engine. New features include a 12-volt ignition system and a new air-intake silencer. Maximum torque of 68 lb. ft. is developed at 2,000 r.p.m. Outstanding for economy, the Wyvern gives 35 miles per gallon with normal driving at an average speed of 30 miles per hour.



SIX-PHASE CARBURATION

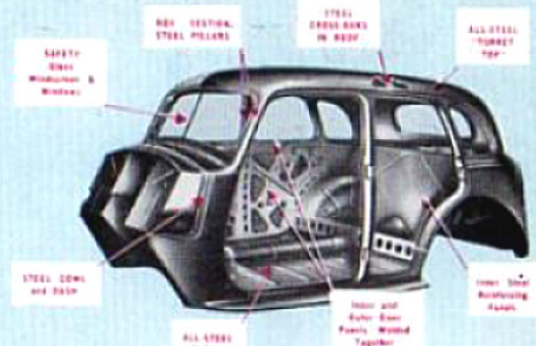
provides six different mixtures—starting, idling, part throttle steady, part throttle accelerating, full throttle steady and full throttle accelerating.

At right is the part throttle economy device. Suction in the horizontal tube lifts the spring valve (1) and admits extra air through the orifices at (2). When the throttle is suddenly depressed, the accelerator pump (below) delivers extra fuel through the orifice (2) and automatically recharges through the valve (1).



VELOX PRESSURE COOLING

A spring-loaded relief valve in the Velox radiator cap maintains a pressure of 3½ lbs. per sq. in. in the cooling system. This raises the boiling point 11° to 223° F, thus reducing loss of water by evaporation—meaning that in hot weather one can travel farther without topping up the radiator. A second spring-loaded valve automatically releases any vacuum as the engine cools down.



BODY-BY-HOLDEN

Vauxhall Velox and Wyvern bodies are designed and built by Holden. They feature all-steel turret-top construction; integral bracing of all panels; wide vision right around body; no-draught ventilation; adjustable and camping-type front seat with excellent springing; improved heat and sound insulation; patented "touch-close" door handles and spacious, insulated luggage trunks.

The Fine Traditions of Vauxhall

1903



"Smart horseless carriage, one-cylinder engine, improved tiller steering." The first Vauxhall ever made—1903.

It was a 10 h.p. Vauxhall Wyvern, driven by an elderly retired business man, accompanied only by his wife, which in 1940 travelled right around Australia—nearly 11,000 miles over good and bad roads and mere outback tracks—with only one mishap, a broken rear spring.

In those episodes, both so typical, two great phases of Vauxhall's history are summarised. First, the superfine car, priced for men of means, built by a British company whose tradition for fine engineering goes back to the 1850's. And then—the broadening out, the widening of purpose, the making of cars not for the exclusive few but for that great body on whom the development of motoring depends—the motorists of middle income.

Vauxhall has always excelled. In the 1914-18 war, Vauxhall was the only car which required

no war-time modification, and the entire output was taken over by the British Government.

A few years earlier, a Vauxhall had been the first car in the world to run 2,000 miles without stopping. The famous "Prince Henry" model, produced in 1910, was the first 20 h.p. car to achieve 100 m.p.h.

Right from the days of the "Prince Henry" Vauxhall has had an established name in Australia. (There are still a few "Prince Henrys" on the road, and though all are at least 35 years old, they're still fast). The famous "30/98" maintained Vauxhall's proud tradition of speed, stamina and style. The fastest standard car of its time, it is still popular with sports enthusiasts.

From 1933 onwards, Vauxhall has out-sold, by a tremendous margin, every other British car in Australia—because, of course, it gives what Australian motoring needs. The Vauxhall Light Six was the first low-priced British car to incorporate individual front wheel suspension. When Vauxhall first marketed an overhead valve engine, it did so only after ex-



His Majesty, King George V, in a Vauxhall reviewing troops during the 1914-18 war.

haustive tests which proved the many advantages of this type.

The same planning and testing went into the adoption of the 6-phase carburettor, one of the greatest economy factors in modern cars; into the patented T.T. independent front wheel suspension, praised by owners as the world's

finest; into the all-silent gearbox with controlled synchro-mesh for top and second; into the vacuum-operated automatic ignition control; and into a host of other details which mean greater endurance, power, control, economy and satisfaction.

You, the Australian motorist, showed how much you favoured past Vauxhalls. With the presentation of the new 18 h.p. Velox and the 12 h.p. Wyvern, we think you will agree that Vauxhall, already a predominant performer, will surpass in every way its magnificent record.



Bolmer and Scott, in their Vauxhall "30/98" during one of their record-breaking trans-Australia runs.

SPECIFICATIONS

VELOX 6-CYLINDER SALOON AND CALECHE

ENGINE: Six cylinders. Overhead valves in detachable head. Gearbox built as unit with engine; complete assembly mounted in frame at three points on rubber insulators. Cylinder block cast integrally with crankcase. Four bearing crankshaft with steel shell white metal lined main bearings. Shaped crown aluminium alloy B.H.B. pistons with split, oval-ground, tin-plated skirts. Big-ends split diagonally with serrated joint faces; steel shell, white metal lined bearings. Hole in big-end allows jet of oil to emerge which lubricates cylinder walls. High pressure lubrication system with submerged gear type pump. Gauze strainer protects oil pump intake. Crankcase ventilation.

COOLING SYSTEM: Pressurized system. Boiling point of water in system raised to 223° F. Special radiator cap incorporating pressure and vacuum spring release valves. Centrifugal type pump. Two bladed fan. Capacity of cooling system 16½ pints.

FUEL SYSTEM: By A.C. mechanical pump driven by eccentric on camshaft. Zenith carburettor fitted with acceleration pump and part throttle economy valve. Air filter, silencer and flame arrester. Tank capacity 10 imperial gallons.

CLUTCH: 8" Single dry plate with spring-loaded centre.

GEARBOX: Three forward speeds and one reverse. Vauxhall controlled synchro-mesh on top and second speeds. Helical gears. Gear control lever mounted on bracket secured to steering column.

DRIVE LINE: Single open propeller shaft with Hardy Spicer needle roller bearing universal joint at each end.

REAR AXLE: Spiral bevel gears with bevel pinion straddle-mounted. Four pinion differential assembly. Axle ratio 4.125 to 1.

FRONT SUSPENSION: Independent front wheel springing of torsion bar and tube type which automatically adjusts itself for varying road surfaces. Built-in double acting hydraulic shock absorbers. This system eliminates lubrication of nipples.

REAR SUSPENSION: Long semi-elliptic underslung rear springs. Outer ends of the springs are protected by covers; spring eyes and shackles are fitted with rubber bushes. Springs shackled at rear end. Double-acting hydraulic shock absorbers.

BRAKES: Foot brake, Vauxhall designed brake shoes with Lockheed hydraulic operation. Hand brake lever, inverted under dash, operates rear brake shoes by separate system of cables.

STEERING: Screw nut type. Spring spoke steering wheel.

WHEELS AND TYRES: Detachable steel disc wheels with wellbase rims. Size 3.00 x 16. Tyres 5.25 x 16.

WHEELBASE: 97¼ inches.

ELECTRICAL SYSTEM: 12 volt positive earth return with single pole wiring. Dynamo output regulated by Compensated Voltage Control system. Distributor-Automatic timing controlled by centrifugal governor and a vacuum advance unit. Coil mounted adjacent to distributor. Twin wind-tone horns. Sealed front, pre-focus light units. Pilot lamps which act

as side lamps, fitted on backs of reflectors. Foot-operated dipper switch. Twin tail and stop lamps. Interior lamp in centre of roof (Saloon). Two instrument panel lamps. Battery 12 volt 53 amp. hr. at 20 hr. rate.

SALOON BODY FITTINGS AND FEATURES: Foot-operated head light dimmer switch on toe board. Centre dome lamp. Instrument panel designed for fitting radio. Glove box, with door, on left hand side of instrument panel. Two sun visors. Rear vision mirror. Safety glass in windscreen and all windows. Dual windscreen wipers. No-draught ventilation. Cowl ventilator. Multi-adjustable front seat. Driver's side arm rest. Arm rests both sides in rear. Ash tray. Assist straps. Robe strap. Built-in luggage trunk. Spare wheel, in locker beneath luggage compartment. Full bumper bars front and rear. Tool kit.

CALECHE BODY FITTINGS AND FEATURES: Foot-operated head light dimmer switch on toe board. Instrument panel designed for fitting radio. Glove box, with door, on left hand side of instrument panel. Rear vision mirror. Multi-adjustable front seat. Single windscreen wiper. Ventilation louvres in cowl sides. Safety glass in windscreen and side curtains. Luggage space behind rear seat. Spare wheel mounted on rear of body. Full bumpers front and rear. Tool kit.

AN "AIR CHIEF" FOR YOUR VAUXHALL: There's an "Air Chief" radio specially designed for Vauxhall. "Air Chief"—Australia's finest car radio—gives rich tone, ample volume and reception equal to your home set. Ask your Dealer for further particulars.

GENERAL MOTORS-HOLDENS' LTD.

Brisbane

Sydney

Melbourne

Adelaide

Perth

SPECIFICATIONS

WYVERN 4-CYLINDER SALOON AND CALECHE

ENGINE: Four cylinders. Overhead valves in detachable head. Gearbox built as unit with engine; complete assembly mounted in frame at three points on rubber insulators. Cylinder block cast integrally with crankcase. Three bearing crankshaft with steel shell white metal lined main bearings. Domed crown aluminium alloy B.H.B. pistons with split, oval-ground, tin-plated skirts. Big end split diagonally with serrated joint faces; steel shell, white metal lined bearings. Hole in big end allows jet of oil to emerge which lubricates cylinder walls. High pressure lubrication system with submerged gear type pump. Gauze strainer protects oil pump intake. Crankcase ventilation.

COOLING SYSTEM: Orthodox system designed to operate at atmospheric pressure. Centrifugal type pump. Two bladed fan. Capacity of cooling system 10 pints.

FUEL SYSTEM: By A.C. mechanical pump driven by eccentric on camshaft. Zenith carburettor fitted with acceleration pump and part throttle economy valve. Air filter, silencer and flame arrester. Tank capacity 10 imperial gallons.

CLUTCH: 7½" Single dry plate with spring-loaded centre.

GEARBOX: Three forward speeds and one reverse. Vauxhall controlled synchro-mesh on top and second speeds. Helical gears. Gear control lever mounted on bracket secured to steering column.

DRIVE LINE: Single open propeller shaft with Hardy Spicer needle roller bearing universal joint at each end.

REAR AXLE: Spiral bevel gears with bevel pinion straddle mounted. Four pinion differential assembly. Axle ratio 4.625 to 1.

FRONT SUSPENSION: Independent Front Wheel Springing of torsion bar and tube type

which automatically adjusts itself for varying road surfaces. Built-in double acting hydraulic shock absorbers.

REAR SUSPENSION: Long Semi-Elliptic under slung rear springs. Outer ends of the springs are protected by covers; spring eyes and shackles are fitted with rubber bushes. Springs shackled at rear end. Single acting hydraulic shock absorbers. This system eliminates lubrication of nipples.

BRAKES: Foot brake, Vauxhall designed brake shoes with Lockheed hydraulic operation. Hand brake lever, inverted under dash, operates rear brake shoes by separate system of cables.

STEERING: Screw and nut type. Spring spoke steering wheel.

WHEELS AND TYRES: Detachable steel disc wheels with wellbase rims. Size 3.00 x 16. Tyres, 5.00 x 16.

WHEELBASE: 97¼ inches.

ELECTRICAL SYSTEM: 12 Volt positive earth return with single pole wiring. Dynamo output regulated by Compensated Voltage Control system. Distributor-Automatic timing controlled by centrifugal governor and a vacuum advanced unit. Coil mounted adjacent to distributor. Single high-frequency horn. Sealed front pre-focus light units. Pilot lamps which act as side lamps, fitted on back of reflectors. Foot operated dipper switch. Twin tail and stop lamps. Interior lamp in centre of roof (Saloon). Two instrument panel lamps. Battery 12 volt 44 or 43 amp. hr. at 20 hr. rate.

SALOON BODY FITTINGS AND FEATURES: Foot-operated head light dimmer switch on toe board. Centre dome lamp. Instrument panel designed for fitting radio. Glove

box, with door, on left hand side of instrument panel. One sun visor. Rear vision mirror. Safety glass in windscreen and all windows. Dual windscreen wipers. No-draught ventilation. Cowl ventilator. Multi-adjustable front seat. Arm rests both sides in rear. Ash tray. Built-in luggage trunk. Spare wheel in locker beneath luggage compartment. Full bumpers front and rear. Tool kit.

CALECHE BODY FITTINGS AND FEATURES: Foot-operated head light dimmer switch on toe board. Instrument panel designed for fitting radio. Glove box, with door, on left hand side of instrument panel. Rear vision mirror. Multi-adjustable front seat. Single windscreen wiper. Ventilation louvres in cowl sides. Safety glass in windscreen and side curtains. Luggage space behind rear seat. Spare wheel mounted on rear of body. Full bumpers front and rear. Tool kit.

G.M.A.C. CONFIDENTIAL PAYMENT PLAN: Convenient Hire-Purchase Terms are available through General Motors' own finance company. General Motors Acceptance Corporation, the largest Hire-Purchase institution in the world, offers low rental charges, and arranges a convenient payment plan. Your dealer can explain the G.M.A.C. plan and arrange payments to suit you.

PROTECTIVE OWNER-SERVICE POLICY: General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. You are also entitled to 2 thorough inspections and adjustments of your Vauxhall without charge. Vauxhall spare parts and expert service available throughout Australia. Specifications and Equipment subject to change without notice.