



THE *English Body* VAUXHALLS

Vauxhall... Australia's Favourite British car presents two brilliant all imported newcomers

ONE, the 6-cylinder Vauxhall Velox, a true top-gear car, is powered for 60-mile-an-hour cruising and a maximum top speed of 75 miles an hour — and gives up to 28 miles to the gallon with normal driving at about 30 miles an hour, and well over 20 miles to the gallon when driven hard.

THE OTHER, the 4-cylinder Vauxhall Wyvern, is powered for a little less speed, a little greater economy — a maximum speed of 60-65 miles an hour — and, when driven normally at about 30 miles an hour, a petrol consumption of 33-35 miles per gallon.

Vauxhall, for so many years the top selling British car in Australia, again scores with the new 18 h.p. Velox and the new 12 h.p. Wyvern. Because the present demand for Vauxhalls is so overwhelming that the output of Australian bodies is not enough to cope with it, large supplies of the new Velox and Wyvern are being imported with English bodies. These bodies are beautiful. They are described and illustrated in this booklet, but even the finest art work cannot do full justice to the exquisite touches of luxury, the thoughtful provisions for comfort, the expert contributions to performance and safety. The English-built Velox and Wyvern Saloons provide motoring at its best in every sense of the word. Alike in distinctive appearance and over-all body dimensions, they have a new look from every angle . . . elegantly styled, harmoniously balanced proportions — as traditionally well-

bred as they are modern in line and finish. Each has been designed with the head, leg, elbow and *stretching* room that makes for genuine passenger comfort, and each will carry a generous amount of luggage.

The main differences between the new models are in character of performance and degree of luxury, both of which important points are illustrated and fully explained.

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 and torsion bar independent front-wheel springing, have placed Vauxhall far above its competitors. Never before has any maker so fully blanketed the range of what most Australian users want as Vauxhall has with the Velox, a real top-gear car, and the Wyvern. Your decision on one or the other will be based, probably, on the performance you require, but whether you choose Velox or 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.

Vauxhall VELOX 6 Cylinder Saloon

For the motorist who covers big mileages and to whom time is precious, the Velox is ideal — a real top-gear car and one of the fastest on the road in terms of average speed, or journey time from door to door. This is based

not only on sheer speed (it cruises at 60 miles an hour, with a genuine top speed of 75 m.p.h.), but also on fine acceleration, smooth riding, excellent road holding and safe, sure braking.

The high axle ratio of 4.1 to 1 permits effortless mile-a-minute cruising at comfortably low engine "revs."

The Velox has a larger clutch than the Wyvern, a larger radiator with a special pressure cooling system (described on page 14), and 5.25 x 16 tyres.

The same system of independent front wheel springing is used on both models, but the Velox, only, has double-acting shock absorbers on the rear springs.

Seats in the Velox are upholstered in hide, with a disappearing central arm rest in the rear seat and arm slings in the rear quarters.

Vauxhall WYVERN 4 Cylinder Saloon

For the pleasure motorist, for every motorist to whom fuel is precious, this is the car. The Wyvern gives outstanding economy — from 33 to 35 m.p.g., with normal driving at an

average speed of 30 m.p.h., and still more for the motorist who chooses to drive for economy. Withal, it has a lively performance, with excellent acceleration, and a fine turn of speed on the open road.

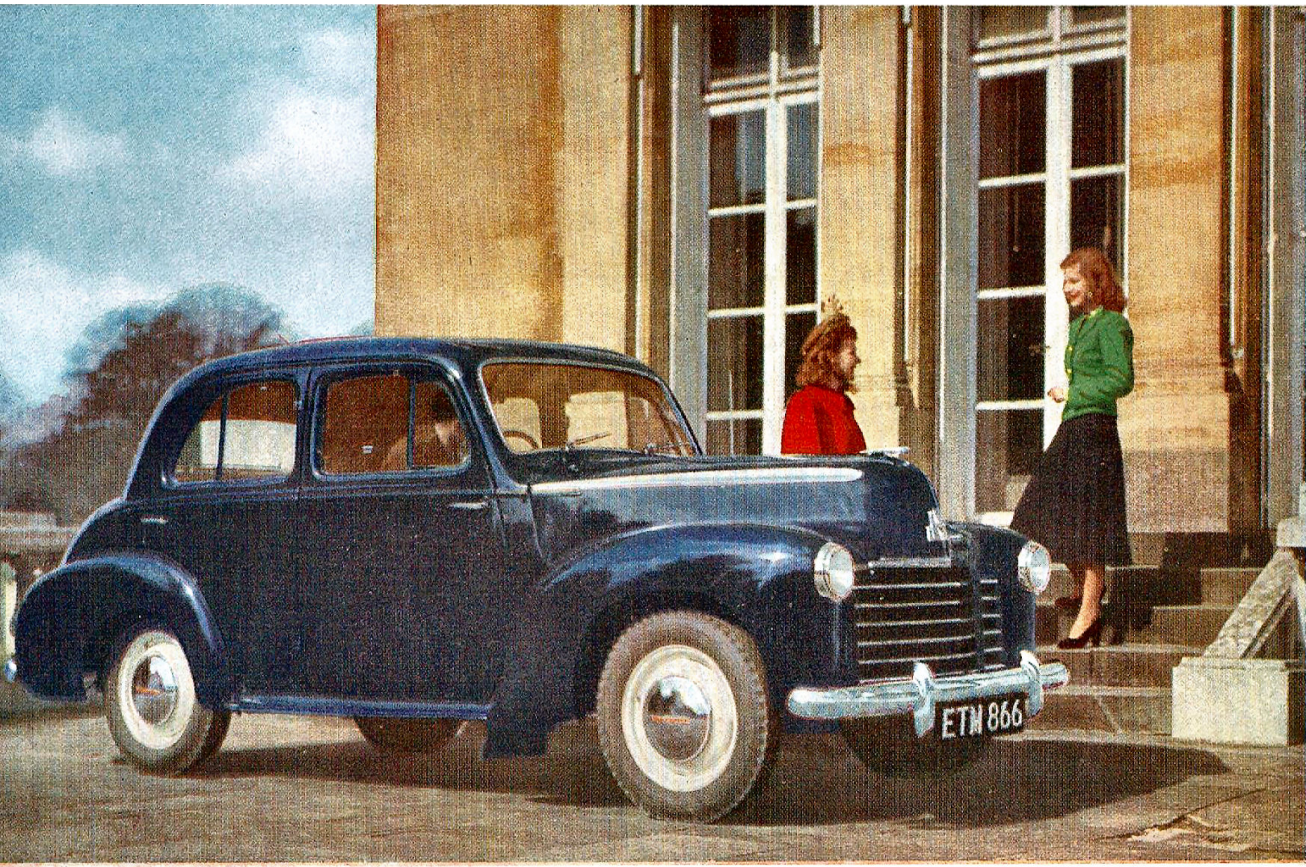
Judged by ordinary standards, the Wyvern has a high axle ratio — 4.6 to 1 — so that, even at comparatively high speeds, the engine is always taking things easily.

Although similar in size, it is lighter than the Velox by some 200 lb., and is fitted with 5.00 x 16 tyres.

It has the same well-proved independent front wheel springing, but is fitted with single-acting hydraulic rear shock absorbers. The Wyvern has also the same well-finished appearance, and the same distinctive, fluted hide upholstery. As the economy model, it costs less to buy and less to run.

Comparing the two Models

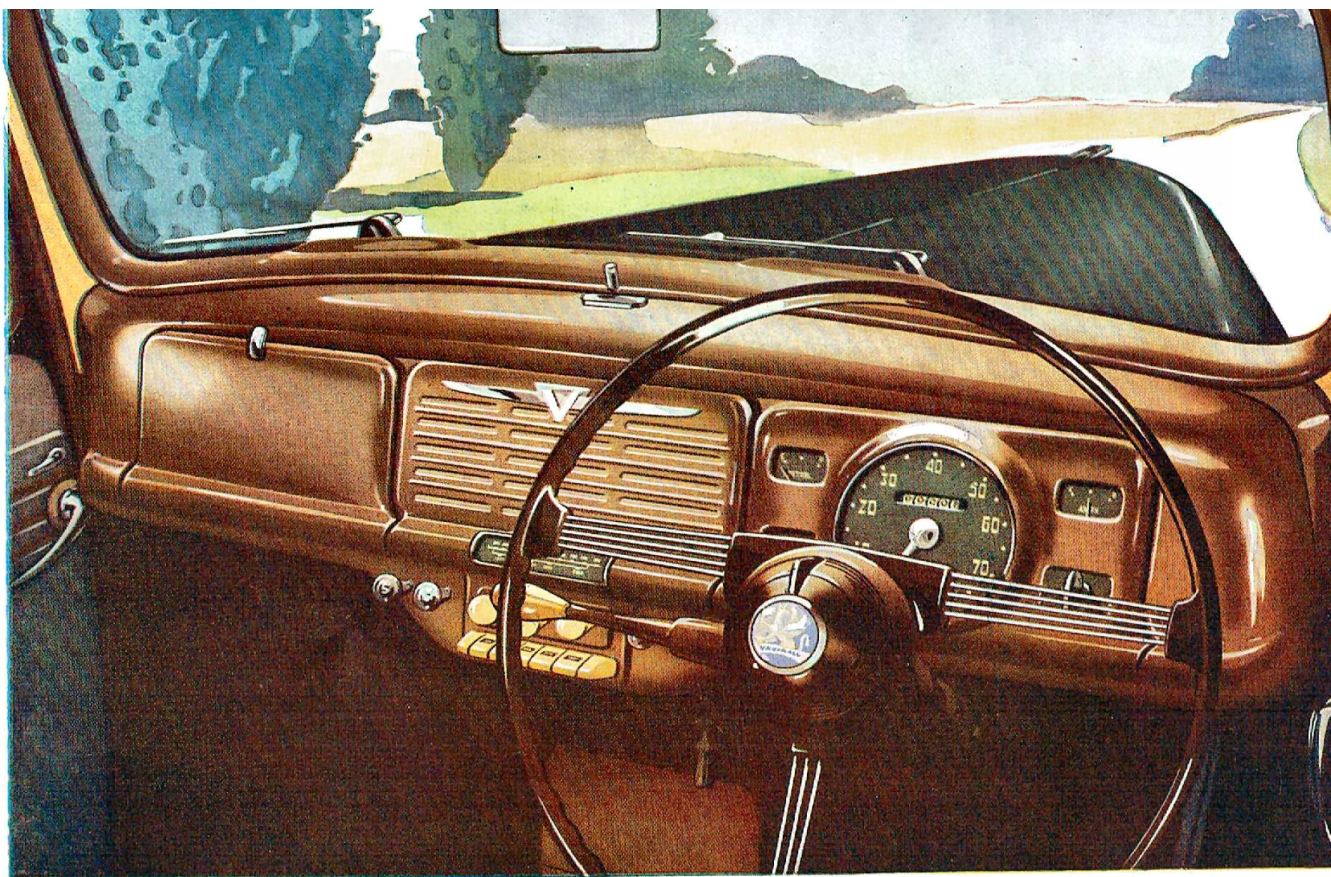
The colour photographs in this booklet are of the Velox 6-cylinder saloon. The Wyvern 4-cylinder model differs externally only in the size of tyres, finish of the wheels, hub-caps and bumpers. The fundamental differences are under the bonnet and in the character of the performance, as the following comparison shows



*The VELOX
6-Cylinder Saloon.*

The Wyvern 4-cylinder Saloon is similar in appearance except that it has different tyres, badges and hub caps, the wheels are painted to match the body colour, and bumper over-riders are not fitted.

There's true distinction in the handsome frontal appearance of the new Vauxhalls with the graceful, rounded bonnet flanked by deeply valanced wings. The proportions are excellent, with front and rear overhangs exactly right in relation to wheel base so that the cars look long, lithe and sleek. And on the bonnet are the famous chromium flutes as a mark that they are true Vauxhalls with all that that implies.



The Instrument Panel, pleasant and colourful, is divided into three sections. At the left is the glove box. In the centre is the loud speaker grille of the car radio, which is available at extra charge. At the right is the instrument panel cluster. The attractive, spring-spoke steering wheel adds a special note of elegance.

The Controls and Instruments.—Below the central grille are, at the left, the starter and choke controls and, at the right, the scuttle ventilator control and the lighting switch. When car radio is fitted, the controls are attached below the lower edge of the Instrument Panel. The Instrument Panel carries the speedometer in the centre, flanked on the left by the fuel gauge, oil warning light and headlamp beam indicator, and on the right by the ammeter and ignition switch. To the left and within finger span of the steering wheel is the new gear change lever. The direction indicator switch is just above the horn button in the centre of the wheel. The switch which controls the twin self-parking wipers is above the centre panel, and directly above the switch, in the top centre of the wide-vision windscreen, is the rear-vision mirror. Headlamps are dipped by a convenient foot button.

POINTS ON THE ENGLISH -

Double-Locking Bonnet

Locked from inside the car with additional safety lock. Both sides and front of the engine are readily accessible when the single-piece, alligator type bonnet is raised. It is then held securely in the up-position by a tubular stay rod. A special feature is the double bonnet lock. As a safeguard against theft and tampering with components, the bonnet is locked from inside the car. A pull knob under the left-hand side of the panel operates a cable which releases a spring lock at the front of the bonnet. This allows the bonnet to be raised an inch or so — the extent permitted by the second "safety lock." The safety lock is then released by hand from the front of the car; it can only be reached when the spring lock has been released. This "safety lock" prevents the bonnet flying open when the car is in motion, a safeguard should the spring lock be released accidentally.



Performance

The 6-cylinder Velox is a high-performance car in acceleration, top gear performance, maximum speed.

These characteristics come from a combination of three factors—

1. **High Power-to-Weight Ratio.** The capacity of the engine, 2,275 c.c., gives almost exactly 1 c.c. for each pound of car weight, a power-to-weight formula which many engineers consider to be the ideal.
2. **High Rear Axle Ratio.** The axle ratio is 4.125 to 1, so that at 50 m.p.h. the Velox engine is turning over at fewer than 3,000 r.p.m. At mile-a-minute speeds, the engine, scarcely audible inside the car, operates comfortably within its capacity and is capable of sustaining such speeds as long as desired.
3. **High Torque at Low Engine Speeds.** Maximum torque or twisting power is developed at the low engine speed of 1,200 r.p.m. to give excellent pick-up in top gear and make the Velox a true top-gear car in traffic driving.

And, of course, the Velox has the excellent braking, steering and suspension necessary to sustain high speeds easily, comfortably and safely.

The 4-cylinder Wyvern has many of these special Velox characteristics, yet, obviously, to a lesser degree. It has lively acceleration and a comfortable cruising speed of from 50 to 55 m.p.h., with a maximum speed some 10 miles an hour faster, comparing favourably with other 1½ litre cars. Like the Velox, it has beautifully balanced braking, steering and suspension systems.

Economy

The Wyvern is outstanding for economy. With normal driving (at an average speed of 30 m.p.h.) it will give from 33 to 35 m.p.g.

The more powerful Velox offers comparable economy in its class — up to 28 m.p.g. with normal driving; well over 20 m.p.g. when driven hard.

And both cars offer scope for even lower fuel consumption to the owner who is prepared to take things leisurely and drive for economy.

No single factor accounts for the economy of these modern Vauxhalls. It is the result of many engineering features, each contributing to the handsome total saving — controlled flame combustion; the double thermostatic control of the cooling system and inlet manifold, which ensures that the engine quickly reaches and holds the most efficient working temperature; and the automatic ignition system, with separate centrifugal and vacuum governors, which ensures that the spark is just right to fire lean, economy mixtures.

An economy device in the special Vauxhall system of six-phase carburation allows extra air to bleed in on part throttle when the engine can profitably use a leaner mixture. The accelerator pump, by enriching the mixture when extra power is required, permits a leaner and hence more economical mixture ratio to be used for general running conditions.

BODY VAUXHALLS

Integral construction

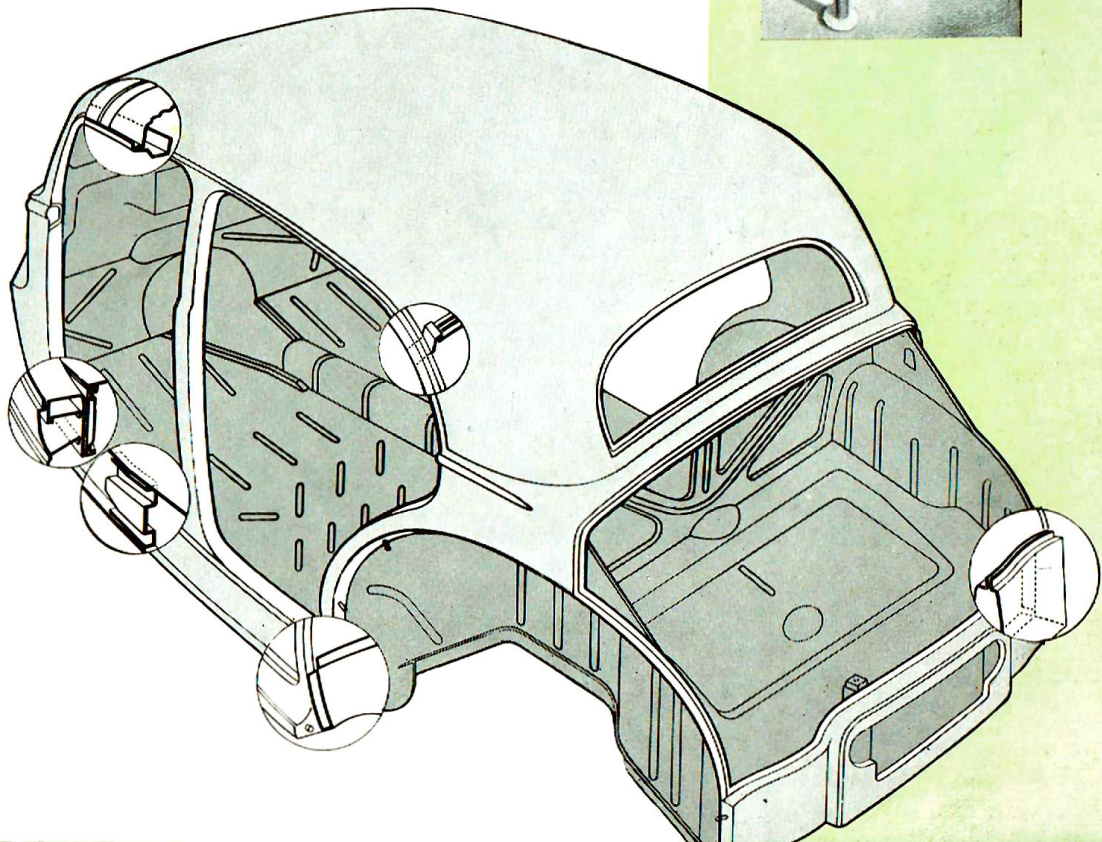
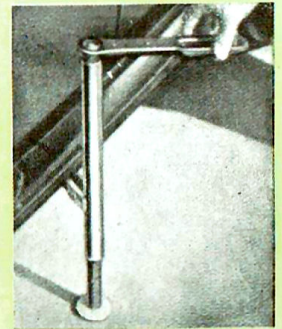
A special feature of Vauxhall functional design in both Velox and Wyvern is the integral system of body construction. Body and chassis are designed as one unit so that each strengthens the other. The illustration at the right shows the principle of integral design. This all-steel welded construction provides greater strength with less weight, as one structure does the work of two. There are no nuts or bolts to loosen, so it is squeak-proof and rattle-free. Repairs are easier, too. Accidental damage can quickly be repaired by cutting away damaged portions and welding in new sections.

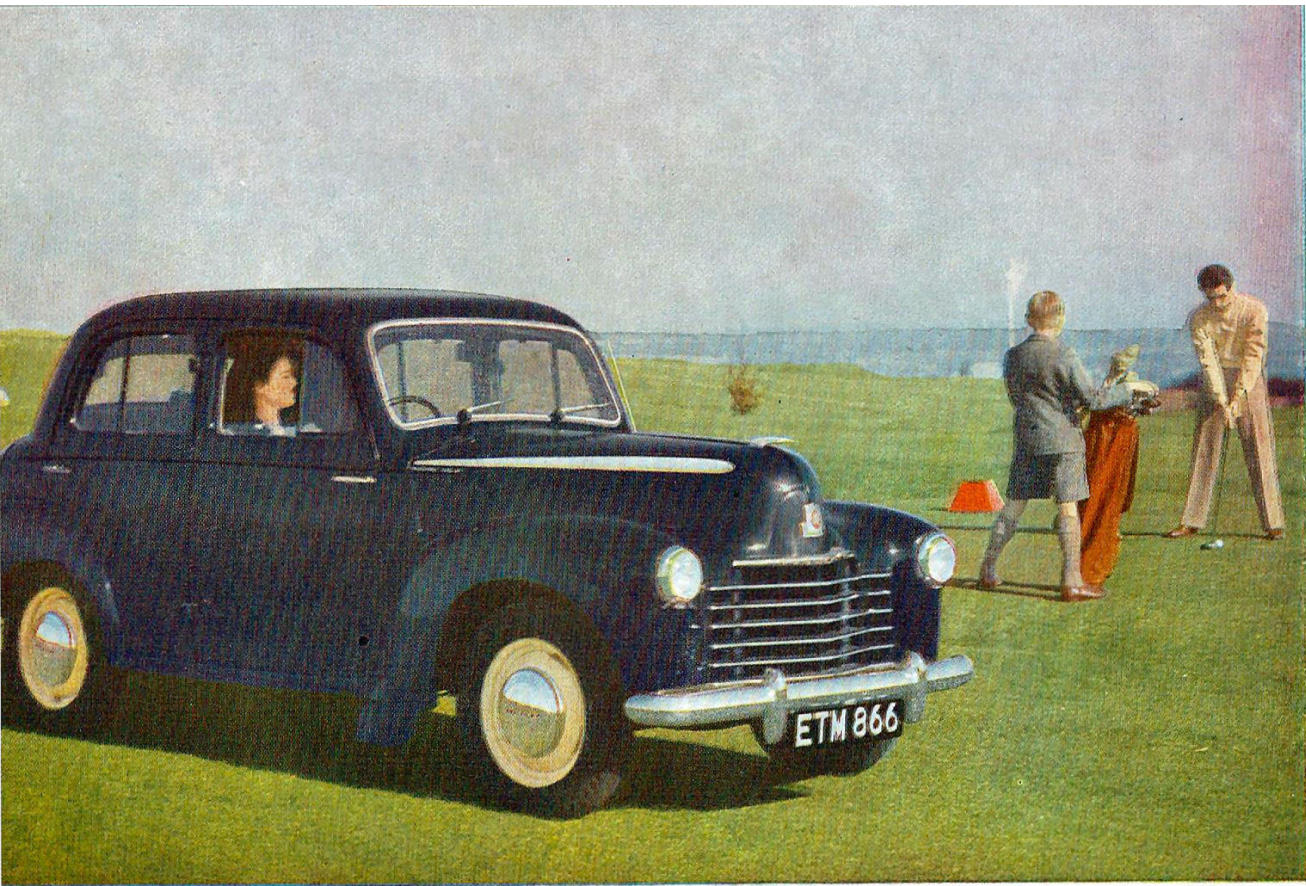
Two important developments of the integral principle are introduced in the new models. A steel bulkhead between body and luggage trunk stiffens the rear of the structure and this, with special extension members along the rear wings, strengthens the sturdy platform for luggage.

The one-piece, all-steel roof, made from a single pressing, stiffens up the top of the structure, just as a lid gives strength to a box.

Easy jacking

The new Vauxhalls have the simplest of easy jacking systems. Special fittings to take the head of the jack are located under the centre of the body sill at each side of the car. The head of the jack can easily be inserted in position — no need to grope or kneel — and, once inserted, the car cannot slip off the jack. The simple ratchet lever is easy to use — a woman can raise the car without strain. There are no complicated fittings — nothing whatever to go wrong.





The Velox 6-cylinder saloon is ideal for golf, fishing or any week-end activity which takes you any distance away. Its speed saves time — makes days longer.

There's a fresh, clean feeling to the lines of the new models — an impression of graceful, rounded curves which sweep elegantly from the new horizontal radiator grille to the large luggage trunk. The deep-section, chromium-plated front bumper forms an integral part of the design, and the headlamps are neatly recessed in the front wings, out of the way, yet arranged so that the angle of the beam can be easily adjusted.



Luxurious and Spacious Interior of the Velox Saloon. The Velox saloon reveals the distinctive new trim on the seats and squabs. The seat cushions and squabs are upholstered in bronze hide. The back of the front seat is finished in bronze leather cloth and the door panels in mottled grey leather cloth. The bottoms of the door panels, and the floor, have brown carpeting. There is a disappearing central armrest to the rear seat. In the rear quarters are spring-loaded arm slings, which pull down for use—spring back when released. Map pockets are fitted to the front doors and a large ashtray is recessed in the back of the front seat. The interior of the Wyvern is equally smart in appearance. Upholstered in bronze hide, it has the same distinctive fluting. The back of the front seat is finished in bronze leather cloth. The door panels are finished in mottled grey leather cloth. There are map pockets in the front doors and an ashtray is recessed in the back of the front seat, but no central armrest or arm slings.

DRIVING EASE AND RIDING COMFORT

Steering Wheel Gear Change (Right). Gear changing simply means a flick of the fingers. Careful engineering helps to give expertly slick and silent changes. Convenient location means driver can enter or leave by either front door.

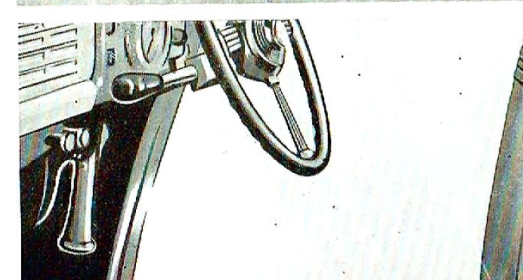
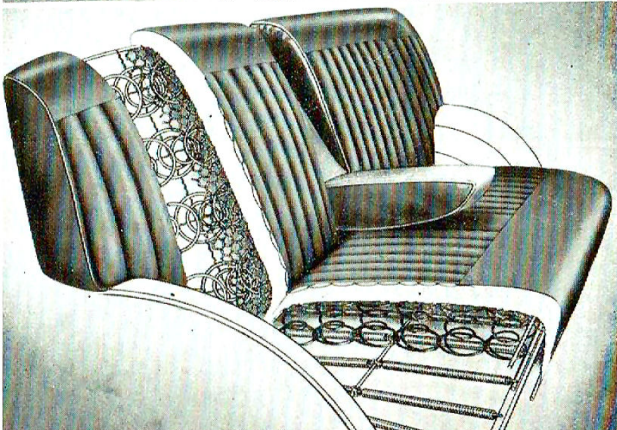
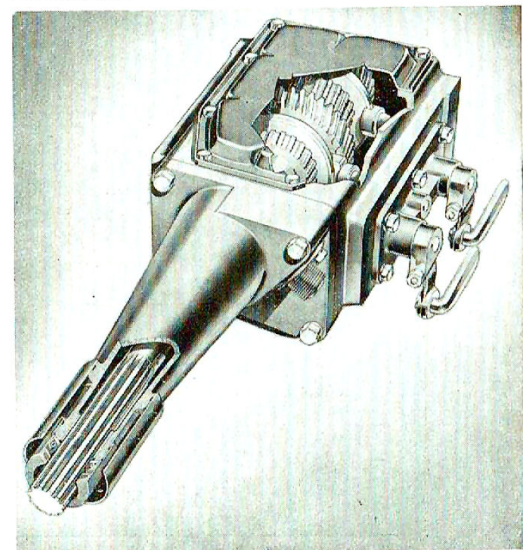
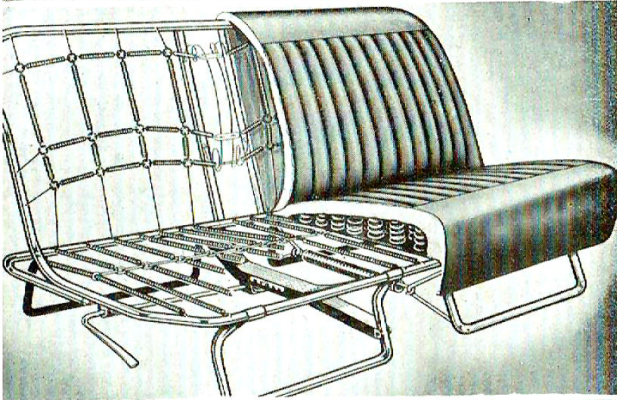
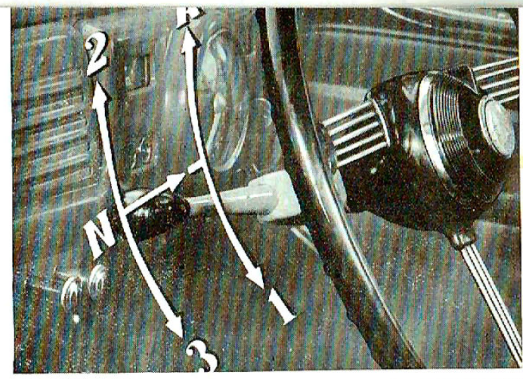
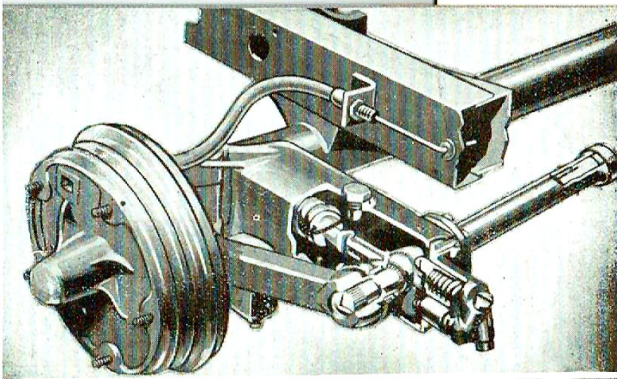
Controlled Synchro-mesh (Right). Controlled synchro-mesh on top and second speeds make it impossible to clash gears. All gears are helically cut for quiet operation. The gear box has an extended rear cover and a short, stiff propellor shaft, thus ensuring smooth, vibration-less transmission of power.

Hydraulic Brakes (Right). With over 100 sq. ins. of lining area, hydraulic brakes are powerful and smooth in action, and responsive to light pedal pressure. The handbrake lever for mechanical operation of rear wheel brakes, is under the dash at right—convenient yet not impeding entrance.

Independent Front Wheel Springing (Left). In this well-proved Vauxhall independent front wheel springing, the torsion bar and tube are designed to work in harmony with a pre-compressed coil spring. The infinitely variable characteristics of this type springing is such that the suspension progressively stiffens as wheel movement increases. The comfortable ride is known the world over wherever there are roads—or no roads.

Full-Width Front Seat (Left). The full-width front seat is constructed on the famous Vauxhall body-conformity lines—virtually, springs sprung on springs. Doctors praise Vauxhall body conformity seating for its adequate and scientific body support to driver and passengers, and its comfort on long journeys.

Body Conformity Rear Seat (Left). Body conformity characteristics of rear seat. The main springs are tension-sprung and surmounted by special soft coil springs and cushioning—giving greater comfort and extra headroom. The centre armrest is a feature of the Velox model.



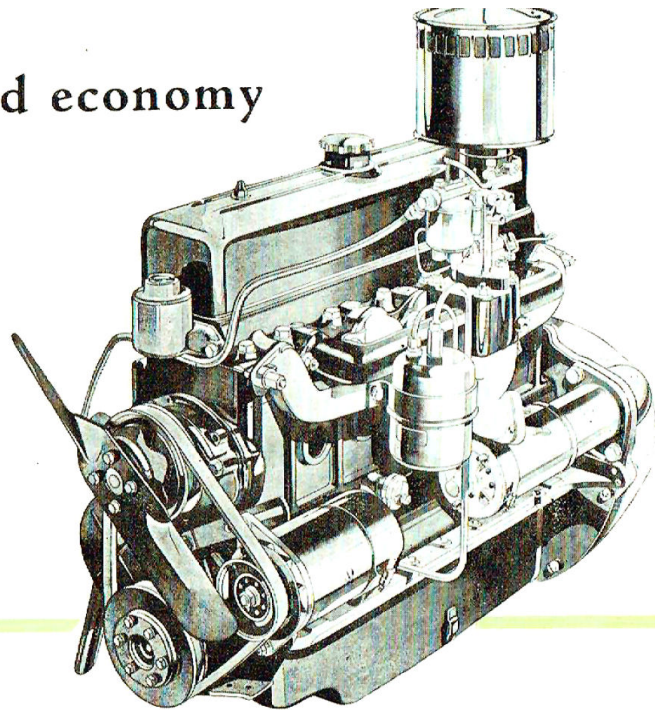
Outstanding performance with good economy

The Velox 6-Cylinder Engine

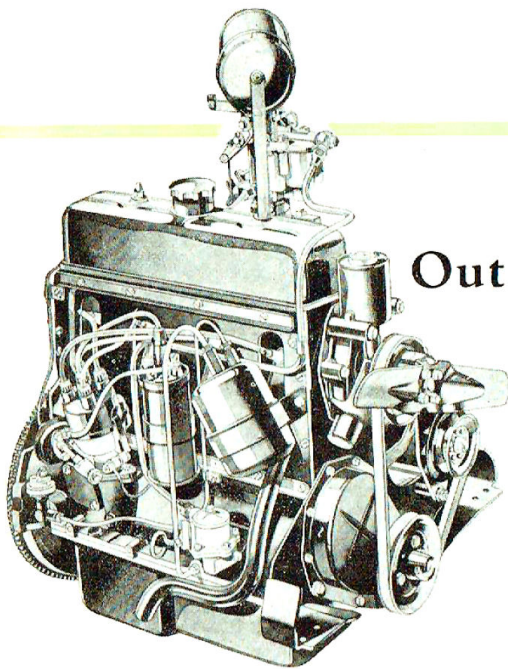
As the power unit for the high performance Velox model the new 18 h.p. engine has been designed to give extremely high efficiency in the lower speed range, and develops maximum torque of 106 lb. ft. at 1,200 r.p.m. This gives an outstanding top-gear performance and, by cutting down low gear work, makes an important contribution to economy and to reduced wear and tear.

The highly successful features of the modern line of Vauxhall engines result in high efficiency, economy in fuel consumption, and long engine life. These features include

push-rod-operated overhead valves, aluminium alloy pistons with high pressure rings, steel shell main and big-end bearings, high-pressure lubrication with positive feed to the cylinder bores, thermostatic control of cooling and exhaust-heated vaporiser, and six-phase carburation. An interesting new feature is the pressure cooling, which raises the boiling point of the water in the system to 223°F. (106.11°C.), and thus lessens loss of water from evaporation. S.A.E. rating 17.96 h.p. Bore 69.5 mm. Stroke 100 mm. Displacement 2,275 c.c. Compression ratio 6.75 to 1. Max. B.H.P. 54.75 at 3,300 r.p.m. Max. torque 106 ft. lb. at 1,200 r.p.m.



Outstanding economy with good performance



The Wyvern 4-Cylinder Engine.

Well proved in Australia for its remarkable economy and high performance, the four-cylinder 12 h.p. Vauxhall engine remains basically unchanged. In the new Wyvern it still gives the exceptionally low fuel consumption made possible by the combination of features which characterise Vauxhall design. The engine extracts maximum power from every drop of fuel it receives and six-phase carburation automatically adjusts the mixture of fuel and air to suit the needs of the engine under any running conditions.

Performance is much above average in the 1,442 c.c. class, and fuel consumption is 33.35 m.p.g. with normal driving at an average speed of 30 m.p.h. The Wyvern cruises comfortably, hour by hour, at 50.55 m.p.h., with a top speed some ten miles an hour faster. New features include a 12-volt electrical system, a new air filter and intake silencer, and repositioning of the ignition coil which is now accessibly placed on the right-hand side of the engine. S.A.E. rating 12 h.p. Bore 69.5. Stroke 95 mm. Displacement 1,442. Compression ratio 6.4 to 1. Max. B.H.P. 35 at 3,600 r.p.m. Max. torque 68 ft. lb. at 2,000 r.p.m.



The Velox 6-cylinder saloon in a setting to do full justice to its graceful yet strong lines.

The new Vauxhalls look impressive from any angle. The curves of the roof merge pleasingly into those of the luggage trunk. The large rear window itself is curved. And the rear wings have deep side valances. As with the lines at the front, the impression is one of modern, graceful curves. The attractive new emblem on the lid of the luggage trunk, the recessed central number plate and the twin tail and stop lights, are elegant finishing touches. To give protection at night time to driver or passenger who wants to obtain something from the luggage boot whilst the car is stationary, rear lights are visible to oncoming traffic when trunk lid is in raised position

The spacious trunk is ideal for family or commercial use. The ignition key locks the trunk.



Luggage accommodation in the Velox and Wyvern is unusually generous, everything the normal family needs for a holiday can be stowed away easily, protected from the weather, and under lock and key. There is no need to lean over mud-spattered wings to load or unload. The trunk is easy to get at and the opening big enough for the largest outside suitcase. The spare wheel and tool box are readily accessible.

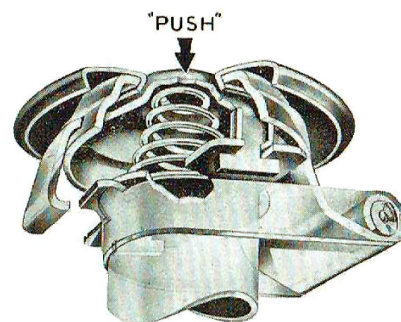
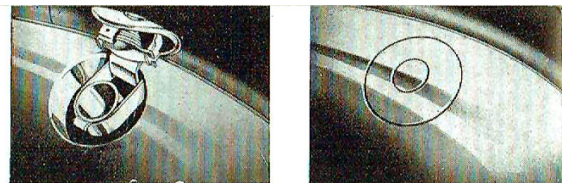


(Left) Direct Lift Windows.

Pull the chromium-plated "finger pull" down and window stays open in selected position; push upwards and it stays shut. With windows closed, the locking of doors also locks all windows, except right-hand front, which locks with a separate thumb-lever.

(Right) Press Button Tank Cap.

The press-button petrol tank cap is hinged to the filler pipe. The press-button in the centre of the cap actuates a spring which makes the cap open. After filling, the cap is pressed down and locks itself in position flush with the wing contour.

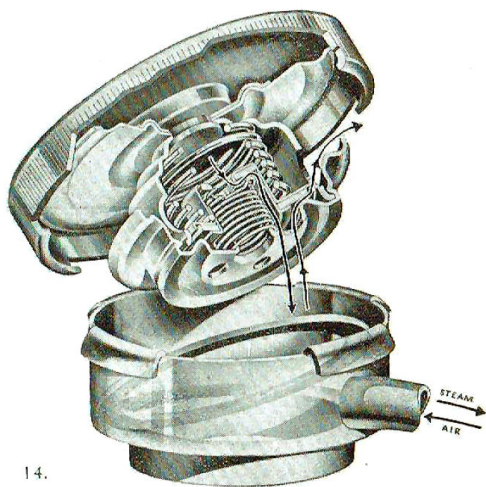


(Left) Pressure Cooling.

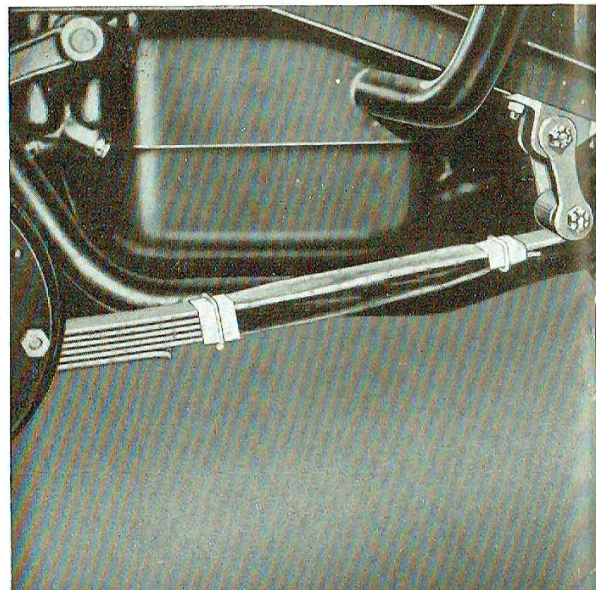
As a high performance car the Velox probably will be driven harder than the Wyvern, so the Velox has a special cooling system of greater capacity and a larger radiator and fan. In addition, it has **pressure cooling**. The system is designed to operate under a pressure of $3\frac{3}{4}$ lb. per sq. in., so raising the temperature at which the water boils to 223°F. The special radiator cap (bottom left) has two spring-loaded valves to the air vent; one opens when pressure reaches $3\frac{3}{4}$ lbs. per sq. in., the other opens to relieve vacuum as water cools.

(Right) Rear Spring Gaiters.

Both ends of the upper leaves of the rear springs are enclosed in gaiters and **lubricated**, giving smooth, shock-free and ever silent riding.



14.



SPECIFICATIONS

THE VELOX 6 CYLINDER SALOON

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 nipples.

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. 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 and 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.

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. Two instrument panel lamps, plus fitting, self-return direction indicators.

Battery, 12 volt 53 amp. hr. at 20 hr. rate.

Body. Four door, four window design with solid top, single-piece roof. All-steel welded integral construction extended by a light sub-frame which projects at front and extends rearwards under the body alongside the sills. All doors fitted with balanced, direct-lift windows. In addition, front doors have Vauxhall No-Draught ventilation. All doors and windows lockable. Fixed single-panel windscreen with twin self-parking wipers driven by flexible cable from camshaft. Large area curved rear window. Windscreen and all windows fitted with toughened safety glass. Large capacity luggage trunk. Lid locked by ignition key. Spare wheel carried in trunk.

Seating and Fittings. Full width, body conformity front seat, easily adjustable for leg room. Ashtray recessed in back of seat. Rear seat, with body conformity characteristics, has centre armrest. Foot rests for rear passengers under front seat, arm slings in rear quarters, map pockets in front doors. Upholstery in bronze hide on seat cushions and front of seat squabs; bronze leather cloth on back of front seat; mottled-grey leather cloth on door panels.

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 two 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.

GENERAL-MOTORS HOLDEN'S LIMITED
Brisbane — Sydney — Melbourne — Adelaide — Perth

SPECIFICATIONS

THE WYVERN 4 CYLINDER SALOON

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 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. 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. 7 $\frac{1}{4}$ " 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. This system eliminates lubrication nipples.

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.

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 well-base rims. Size, 3.00 x 16. Tyres, 5.00 x 16.

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. Single high-frequency horn. 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. Two instrument panel lamps, plus fitting, self-return direction indicators. Battery, 12 volt 44 or 43 amp. hr. at 20 hr. rate.

Body. Four door, four window design with solid top, single-piece roof. All-steel welded

integral construction extended by a light sub-frame which projects at front and extends rearwards under the body alongside the sills. All doors fitted with balanced, direct-lift windows; in addition, front doors have Vauxhall No-Draught ventilation. All doors and windows lockable. Fixed single-panel windscreen with twin self-parking wipers driven by flexible cable from camshaft. Large area curved rear window. Windscreen and all windows fitted with toughened safety glass. Large capacity luggage trunk. Lid locked by ignition key. Spare wheel carried in trunk.

Seating and Fittings. Full width, body conformity front seat, easily adjustable for leg room. Ashtray recessed in back of seat. Rear seat has body conformity characteristics. Foot rests for rear passengers under front seat. Map pockets in front doors. Upholstery in bronze hide on seat cushions and front of seat squabs; bronze leather cloth on back of front seat and mottled grey leather cloth on door panels.

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.

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 particulars.