



Monaro

Holden's Command Performers
GTS 350/GTS/Monaro

The High Command...
Monaro GTS 350

Look great. Feel good. Go to the top.
For everyone who loves cars, here's the magnificently-endowed performer that sets you apart, even before it says Varoom! Varoom!
A big V8, fed by a 4-barrel Rochester Quadrijet carburettor. A push in the back that changes your ideas about acceleration. It comes from 350 cubic inches. You can choose your own version. For hard drivers: 300-hp and a 4-on-floor manual with rally-tuned suspension. For city cruisers: 275-hp, with a floor shift, Powerglide automatic and a softer ride. The tuned suspension and limited slip differential deliver a sure-footed flat ride, predictable handling, clean, safe cornering. Better than anything in its class.
Monaro's windcheating body has a new, long, lean look. Sidewinder stripes. Brilliant new metallic body colours. Big black paint-outs and a minimum of fuss and flash.
The cabin is all luxury and purpose. Big reclining bucket seats. New eye-catching colours to choose from. Optional Hounds-tooth fabric inserts (including a wild black-and-orange). Carpets. Gauges that read out speed, revs, fuel, amps, oil pressure and water temperature. Excellent heating and demisting system. And all the space in the world for five.
Slide behind the wheel and turn the key. You'll find you're really starting something.



Wild and Wonderful...
Monaro GTS



Watch out. It could make a new man of you. Whether you're letting your Monaro GTS smooth you around town. Or take you on a rapid overrigger up the bush. Your driving life is going to change. The GTS looks strikingly similar to the higher-powered 350. It gets the same admiring looks wherever you park. But it's designed specifically for general-purpose driving. Powered by Holden's top-of-the-line six-cylinder engine, the free-running 145-hp '180S'. Dual-barrel carburetor with auto-choke, twin exhaust manifolds, free-flow exhaust system, performance valve springs, special crankshaft and bi-metal main and crank pin bearings to handle the extra power. That's sporty enough to outperform most opposition. Want something even more mile-hungry? Choose a V8. Either the 185-horse '253', or the 240-horse '320'. They're the lowest-cost V8's in Australia and they give a smooth new brand of performance.

Our crisp all-synchro 4-on-floor gearbox goes with whichever engine you choose. GTS suspension is rally-tuned. A masterly blend of ride and handling that makes the competition look as though it's driving on hot bricks. Fast ratio steering and improved geometry give you easy control in corners; straight, true tracking on the open road. You get front power-assisted disc brakes. They're thicker this year, to cool faster under hard driving. And driving's superbly easy with new Tri-matic 3-speed automatic. The fastest-thinking gear change in the world. It's more responsive and more flexible than other automatics. And more economical. This year's new metallic paint colours come excitingly warm or smoothly cool. You choose. New broad bands of black emphasise the long, lean look of the fuselage. The looks say driver's car. Up front in the comfortable cabin are two big, reclining, body-hugging bucket seats. Plenty of space for three more passengers in the back. Interior colours are totally

harmonised. Houndstooth fabric inserts are available as an option. Carpets run from door to door. In front of you, four circular clusters of instruments, all deeply hooded and fully recessed for safety's sake. One contains a tachometer. Efficient heating/demisting is in-built. The GTS, like every other Monaro, has all the famous GMH safety features. And a lot of other hidden Holden virtues, too. Unequaled reliability. Minimum maintenance. Unequaled resale value. Lots of parts and dealers.

Monaro GTS. A Command Performer. Drive one today.



Great style, modest price...

Monaro



There's nothing regular about this regular Monaro. No modest-budget sports machine really has the right to offer so much. Power-loaded looks. Smooth handling. A tremendous range of get up and go. At a surprisingly low starting price.

Styling is virtually the same as the great GTS. It says power. Big and lean and two door. Monaro regular has its own range of colours. A little quieter, perhaps — but they still get the enviable looks. Comfort? Two big body-hugging buckets up front; long leg roominess in the back. Interior colours are co-ordinated, too — right from headlining to floor mats. Holden's tried and true '161' engine is standard. And if you want even more Monaro under your command, go right ahead. The whole Holden range of custom features is yours to choose from. The 130-horse '186'. The 145-horse '186S'. The 185-horse but very economical new '253' V8. Right up to the big, boat-hauling 240-horse '308' V8. Plus some other touches you can add without going for broke. Like sports wheel discs, slick-shifting 4-on-floor, and a black or light saddle vinyl roof.

Options

Transmissions New Tri-matic 3-speed automatic can be ordered on GTS or Monaro. Makes city driving so much easier; increases engine response, smoothness and economy. Tri-matic gives you over-riding control, part-throttle downshifts. Four-on-the-floor is standard on GTS. Optional for Monaro.

Disc Brakes Big, self-adjusting drum brakes are plenty for most purposes, including hard stops. But if you live in the mountains or maybe haul a boat,



Holden's big discs are at your service. Real stoppers, thicker than last year to cool faster under hard driving. With power assist, and a special low slung pedal so you hardly have to lift a foot. Standard on GTS 350 and GTS. Optional for Monaro. **Australia's lowest cost V8's** Holden has the only V8 engines designed in Australia for Australia. And they are now priced to fit your budget. The 185-horse '253' gives you practically the economy of a 'six' — but with all a V8's smoothness, fast pick-up, reliability and long life. Not quite so economical, but still low-cost, is the powerful big 240-horse '308' V8. It's your choice. And great choosing. For GTS and Monaro.

Performance and Pleasure Limited slip differential will take you anywhere. Superlift shock absorbers — for the man who tows. Power steering. Air conditioning. Dual exhaust system. Rally wheels. Make your choice.

Instant Music Reach out. Push a button. Or turn a knob. Whichever suits best. Our radios are all-transistor and built for long distance listening.

Vinyl Roof It gives a distinctive look to your car. A roof covered with our soft, but extremely hard-wearing vinyl. Your choice of Black, or the new Light Saddle. Available for all models.

Black Air Scoops and Sidewinder Stripes Optional on GTS, they give your car extra distinction, 350-style.

Additional Instruments Monaro's regular instrument panel is for family driving. If you drive harder, here's what you need: A tachometer. Oil pressure gauge. Ammeter. And a water temperature gauge. (Standard on GTS 350 and GTS.) **Sport Wheel Discs** The final touch. Dress up the car with sport wheel discs. Easy to clean — they look great. Standard on GTS 350 and GTS. Optional on Monaro.

Specifications

ENGINES: '161' Engine. Standard on Monaro, 6 cylinders. Bore & stroke 3.375 x 3.00 ins. Capacity 161 cu. ins. Max. h.p. 114 @ 4,400 r.p.m. Max. torque 157 lbs. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. (Optional comp. ratio 8.2:1 giving 108 h.p. @ 4,400 r.p.m.) SAE (or RAC) rating 27.34 h.p.

'186' Engine: Available on Monaro, 6 cylinders. Bore & stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. h.p. 130 @ 4,400 r.p.m. Max. torque 181 lbs. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 31.5 h.p.

'186S' Engine: Standard on Monaro GTS. Available on Monaro. 6 cylinders. Bore & stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. h.p. 145 @ 4,600 r.p.m. Max. torque 184 lbs. ft. @ 2,200 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 31.5 h.p.

'253' V8 Engine: Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 3.625 x 3.062 ins. Capacity 253 cu. ins. Max. h.p. 185 @ 4,400 r.p.m. Max. torque 262 lbs. ft. @ 2,400 r.p.m. Compression ratio 9.0:1. SAE (or RAC) rating 42.05 h.p.

'308' V8 Engine: Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 4.000 x 3.062 ins. Capacity 308 cu. ins. Max. h.p. 240 @ 4,800 r.p.m. Max. torque 315 lbs. ft. @ 3,000 r.p.m. Compression ratio 9.0:1. SAE (or RAC) rating 51.2 h.p.

'350' V8 Engine: Standard on manual and auto model GTS '350's. 8 cylinders. Bore & stroke 4.000 x 3.480 ins. Capacity 350 cu. ins. Max. h.p. 300 @ 4,800 r.p.m. (manual), 275 @ 4,800 (auto). Max. torque 380 lbs. ft. @ 3,200 r.p.m. (manual), 365 @ 3,200 r.p.m. (auto). Compression ratio manual 10.25:1. Auto 9.0:1. SAE (or RAC) rating 51.2 h.p.

SIX CYLINDER ENGINE FEATURES: OHV in line engine. Oversquare design. Modified wedge design combustion chambers. Seven bearing crankshaft. Hydraulic valve lifters. Special water-heated inlet manifold. '186S' has tri-metal main and crank pin bearings, twin exhaust manifolds.

EIGHT CYLINDER ENGINE FEATURES: OHV-vee engine. Hydraulic valve lifters. Full-pressure lubrication system. '253' V8 of compact design, weight reduced by extensive use of aluminium, features high thermal efficiency, rapid warm-up and excel-

lent economy. The '350' V8 also includes dual exhaust system with two dual branch tail pipes.

MANUAL TRANSMISSIONS: Monaro: 3-speed column shift with synchromesh on all forward speeds in standard. Monaro GTS: All-synchromesh 4-speed floor shift in floor console standard with '186S' engine. Also available (teamed with V8 engines) is an all-synchromesh 4-speed high performance floor shift in floor console.

AUTOMATIC TRANSMISSION: Tri-matic. Available on Monaro with either column or floorshift, on GTS with T-bar floor console shift only. High efficiency hydraulic torque converter with 3-ratio planetary gear system. Powerglide only on GTS '350' has two-ratio planetary gear system.

BRAKES: Monaro: Four wheel hydraulic, with dual master cylinder feeding separate hydraulic systems for front and rear brakes. GTS and GTS '350': Power-assisted front disc brakes are standard. Drum type rear brakes.

FRONT SUSPENSION: Independent, short and long arm type with rubber bushed inner pivot, coil springs with increased rate on GTS with V8 engines.

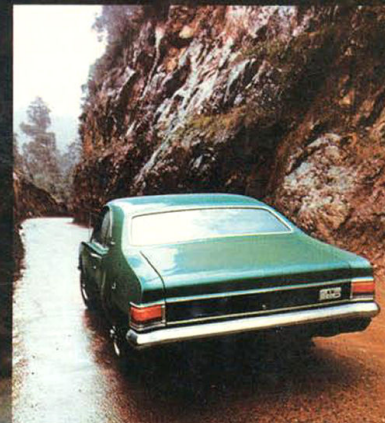
REAR SUSPENSION: Semi-elliptical rear springs. Monaro and Monaro GTS: 3 leaves. Monaro GTS '350': 4 leaves. Direct-acting shock absorbers. GTS V8 models with 4 speed transmission feature special radius rods. Heavy-duty rear springs are available on Monaro.

STEERING: Energy-absorbing steering column and shaft. Recirculating ball steering gears, life lubricated. Gear ratio on Monaro: 20.0:1. Gear ratio on Monaro GTS and GTS '350' is 16.7:1.

WHEELS AND TYRES: Wheels are short spoke disc type, size 5.00JJ x 14 on Monaro and Monaro GTS. 6.00JJ x 14 on V8 GTS models. Double sided safety rims. Tubeless 6.95L — 14 — 4 P/R Blackwall standard on Monaro. Tubeless 6.95L — 14 — 4 P/R Nylon Premium-S tyres with red band are standard on GTS. D70H x 14 P/R Nylon High-Speed tyres with red band standard on V8 GTS and GTS '350'.

THE GMH WARRANTY protects your Holden for the first 12 months or 12,000 miles, whichever arrives first. The GMH Guardian Maintenance Plan also provides for free inspection and adjustment by your Holden Dealer at the first 2,000 miles, and provides details of recommended maintenance and labour times to 50,000 miles.

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of Command-now!