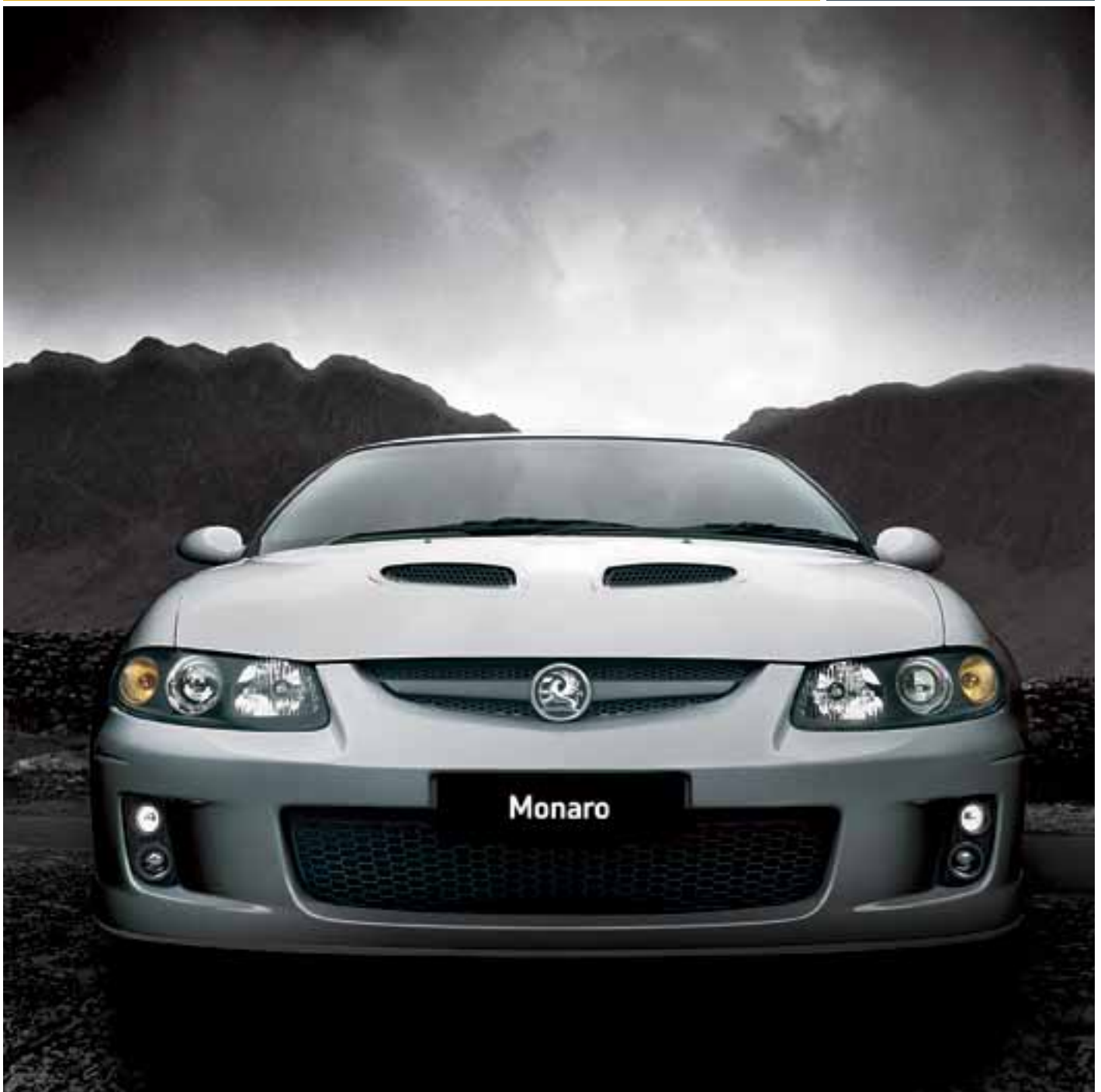




Monaro

Game over.



MONARO

No toys. No boys.



Just when you thought the pure pleasure of driving had been stolen for ever by electronic gizmos, along comes a car that gives total control back to the driver. That car is Monaro.

Monaro adrenalin? The legendary 5.7-litre Chevrolet V8, heartbeat of a nation brought up on the muscle-car phenomenon. Monaro DNA? The renowned Holden enthusiasm for the muscle car breed. A wide, low stance, aggressive front end, the body language of a genuine performance car you just can't fake or disguise. The combination? A true sports coupé that simply pulses emotion, a new muscle car for a new generation.

It's built to stir your emotions, to let you be at one with your car and the road ahead, the longer and more winding the better. Communicate with both. Feel it... unparalleled enjoyment born from the fulfilment of a truly untrammelled driving experience.

Quite simply, Monaro comes to you pure. So leave the games consoles to the boys and come back to the real world.

Monaro is here... Game Over.



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1964. General Motors plants its biggest V8 into the smallest Pontiac and the muscle car is born... and long may it reign!

POWER

No ifs. No buts.



No matter how fast you're going, the loudest sound inside the Monaro is the rumbling thunder of Chevy's smallblock V8.

Built from lightweight aluminium, it's a 5.7-litre marvel that shares the DNA of the racing engines that scored countless victories on racetracks all around the world and continues to do so, while roadgoing versions won the hearts of millions of enthusiastic drivers.

There are 50 years of racing heritage beneath every touch of the gas pedal, a constant quest for improvement that now puts 354PS behind every burst of acceleration. But it's not one of those highly tuned and temperamental performance engines. A massive torque output of 500Nm make it an understressed and relaxed unit with extreme capabilities.

Whatever you ask from it – it delivers. No ifs, no buts.

*Astounding acceleration and tremendous top speed...
the hallmark of a true muscle car.*



STYLE

No fuss. No bother.



It looks good. Too good to be a four-seater. It sits low, with a firm grip on the road – and on your senses. Mean, greedy intakes, a pair of big-bore exhausts. One look tells you it means business and one drive tells you it *is* the business.

With all-independent sports suspension, it's got the kind of chassis balance that tells you at once that the engineers who made it weren't just car guys, they were car guys on a mission – but there's no mission control electronics here. Traction control is there if you want it, but there will be days when you want to switch it off. So when you drive, Monaro gives you the satisfaction of knowing that it's all your own work.

With 320mm ventilated front discs and 286mm solid on the rear, four-channel ABS and a limited-slip diff, Monaro keeps you in control, hauling it to a standstill as quickly as it takes off again.

Power, handling, braking – the package is complete. Monaro lets you take on your favourite roads with no fuss and eat the motorway miles with no bother.

Fashion and style played no part in shaping the muscle car, but its looks said everything anyone needed to know.



INTERIOR

No frills. Just thrills.



Sit in it, and you know what it's built for. Everything about it tells you, from the firm grip of the leather sports seats to the thick leather wheel. Ignore the buttons – they only work the radio. Concentrate on the wheel: it controls the car, and the road ahead.

Big, round instruments dead ahead. Vital gauges in the sight-line on top of the dash. One glance, and you know all there is to know, all you need to know. Leave the computers where they belong, while you get on with the fun of driving, snicking ratios, flowing through the curves.

Even the rear seats are made for this, so you'll hear no protest from the back. In fact, sitting in climate-controlled comfort, winding up the sounds from the 260-watt music system, your passengers will probably want to ride with you again and again, enjoying the thrills of the Monaro.



The muscle car was part of the sixties American dream, and like so much else from that decade, it lives on in the hearts of its fans.

SPECIFICATIONS

No compromise. No apologies.

Standard features

Safety

- > Driver's and front passenger's airbags
- > Front seat side-impact airbags
- > Four-channel Anti-lock Braking System (ABS)
- > Electronic Brakeforce Distribution (EBD)
- > Switchable traction control
- > Active-safety front seat head restraints
- > Height-adjustable front seatbelts with force limiters
- > Pyrotechnic front body-lock seatbelt pretensioner system
- > Two lap and diagonal inertia-reel seatbelts for rear seats

Security

- > Remote control security alarm system
- > Remote control two-stage central deadlocking (doors, boot lid, fuel flap)
- > Visible Vehicle Identification Number (VIN) plate
- > Electronic engine deadlock immobiliser
- > Locking wheel nuts for alloy wheels

Mechanical

- > Rear-wheel drive
- > Sports suspension
- > Limited-slip differential
- > Six-speed manual gearbox
- > Speed-sensitive power-assisted steering
- > MacPherson strut front suspension with progressive-rate coil springs, gas-pressure dampers and anti-roll bar
- > Control-link independent rear suspension with progressive-rate miniblock coil springs, gas-pressure dampers and anti-roll bar

Wheels and tyres

- > 18-inch five-spoke alloy wheels (steel space-saver spare) with 235/40 R 18 Bridgestone Potenza RE040 ultra-low profile tyres

Exterior styling and protection

- > Body-colour rear bumper, sill mouldings and front air dam
- > Bonnet scoops
- > Body-colour door mirrors and door handles
- > Dark-style headlights
- > Stainless steel door sill covers
- > High-performance twin visible exhausts
- > Brake calipers finished in red with Monaro logo
- > Two-coat metallic paint (no cost)

Exterior lighting

- > Dual Ellipsoidal (DE) projector-style headlights
- > Projector-style front fog lights
- > Automatic headlight activation with manual override
- > LED centre brake light
- > Rear fog light mounted in bumper

Exterior and convenience features

- > Electrically operated front windows
- > Twin electrically adjustable door mirrors
- > Rear parking distance sensors
- > Variable speed intermittent windscreen wipers

Seating and upholstery

- > Anthracite leather seat and upper door trim
- > Suede lower door, lower facia and centre console trim
- > Sports seats for driver and all passengers
- > Driver's and front passenger's seats with manual lumbar adjustment
- > Front seats electrically adjustable for reach, rake, height and tilt
- > Driver's seat with three-position memory setting
- > Leather-covered front centre armrest with storage facility and 12-volt accessory socket
- > Map pockets on front seat backs

Facia, instruments and controls

- > Rev counter
- > Oil pressure and voltage gauges
- > Steering column adjustable for reach and rake
- > Cruise control
- > Leather-covered four-spoke sports steering wheel with satin chrome-effect spokes
- > Multi-function display panel
- > Trip computer featuring: instantaneous and average fuel consumption, fuel consumed, average speed, audible and visual speed warning, stop watch, distance travelled, journey time, time remaining to destination, distance remaining, fuel remaining and range based on fuel remaining
- > Service-reminder indicator

Audio and communications equipment

- > Blaupunkt stereo radio/six-disc CD autochanger and 10 speakers
- > Steering wheel mounted audio controls
- > Speed-dependent volume control

Heating and ventilation

- > Electronic climate control incorporating air-conditioning with variable side-to-side temperature settings
- > Rear passenger compartment heating ducts

Interior lighting

- > Time delay courtesy lights operated by door switches on entry, ignition key removal on exit
- > Map reading lights integral with courtesy light

Additional interior features

- > Front and rear carpet mats
- > Satin chrome-effect interior door handles
- > Piano black inserts on facia
- > Anthracite headlining
- > Aluminium pedals
- > Leather-covered gear knob and handbrake lever with satin chrome-effect inserts
- > Concealed mobile phone storage compartment
- > Fully carpeted luggage area and spare wheel cover
- > Twin fold-out cup holders in facia

Vauxhall Assistance and warranties

- > Three years/60,000 miles manufacturer's warranty (from first registration)
- > Vauxhall Assistance for 12 months from first registration
- > Roadside breakdown cover in years two and three (subject to vehicle being serviced at a Vauxhall retailer)
- > Six-year body panel anti-perforation warranty

Accessories

- > Rear wing spoiler
- > Sports exhaust
- > Front and rear cigar lighters and ashtrays
- > Front and rear mudflaps
- > Console for mobile phone

Service interval

- > 10,000 miles or one year (whichever occurs sooner)

Insurance group

- > 20 (provisional). As recommended by the Association of British Insurers.

Fuel tank capacity

- > 70 litres (15.4 gallons)

Brakes

- > Four-channel Anti-lock Braking System (ABS)
- > 320mm ventilated front disc brakes
- > 286mm rear disc brakes

Devil Yellow (solid)



Redhot (solid)



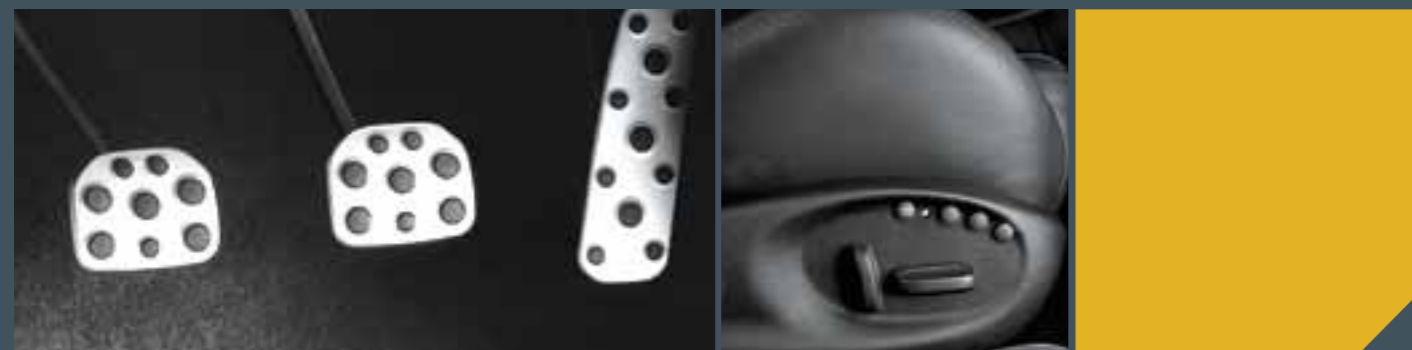
Odyssey (two-coat metallic)



Quicksilver (two-coat metallic)



Phantom Black (two-coat metallic)



Engine

5.7 V8 petrol (5665cc).
Max. power: 354PS (260kW) @ 5600rpm.
Max. torque: 500Nm (369 lb.ft.) @ 4000rpm.
Compression ratio: 10.1:1.

Aluminium alloy cylinder block and cylinder heads. Sequential fuel injection with coil-per-cylinder distributorless ignition and twin knock control sensors.

Performance, fuel economy and emissions (manufacturer's figures)

Model	Performance (estimated)		Fuel economy mpg (litres/100km)			CO ₂ emissions (g/km)
	Max. speed (mph)	Accel. 0-60mph (secs)	Urban driving	Extra-urban driving	Combined figure	
5.7 V8	160+	sub-6.0	12.4 (22.8)	25.7 (11.0)	18.5 (15.3)	365

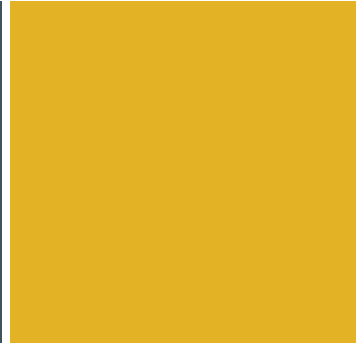
Gear ratios

	1st	2nd	3rd	4th	5th	6th	Final drive
Manual	2.97:1	2.07:1	1.43:1	1.00:1	0.84:1	0.57:1	3.46:1

Dimensions mm (inches)

Overall length	Wheelbase	Overall height	Overall width (excl. mirrors)
4798 (188.9)	2788 (109.8)	1397 (55.0)	1841 (72.5)

And so the muscle car is once again a realistic proposition – Monaro is here. Game over.



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