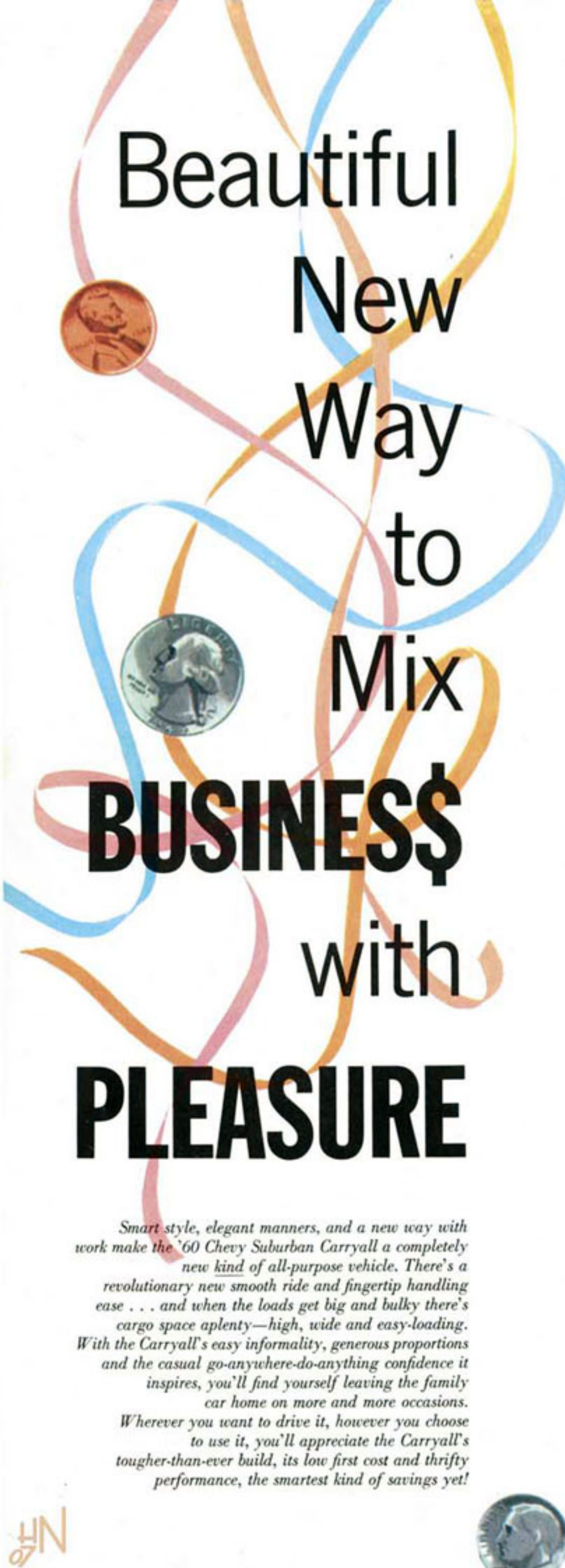


CHEVROLET SUBURBAN CARRYALLS FOR 1960



Versatility unlimited



Beautiful New Way to Mix **BUSINESS\$** with **PLEASURE**

Smart style, elegant manners, and a new way with work make the '60 Chevy Suburban Carryall a completely new kind of all-purpose vehicle. There's a revolutionary new smooth ride and fingertip handling ease . . . and when the loads get big and bulky there's cargo space aplenty—high, wide and easy-loading. With the Carryall's easy informality, generous proportions and the casual go-anywhere-do-anything confidence it inspires, you'll find yourself leaving the family car home on more and more occasions. Wherever you want to drive it, however you choose to use it, you'll appreciate the Carryall's tougher-than-ever build, its low first cost and thrifty performance, the smartest kind of savings yet!



Chevy's totally new Torsion-Spring Ride brings new smoothness to every kind of road, and makes the Suburban Carryall a natural for vacation trips, family outings, picnicking or picking up the gang. Free-flexing torsion springs up front, and frictionless coils at the rear, smooth out bumps like old-style suspensions never could, yet carry a big reserve of resilience to cushion even the heaviest loads. On the road or off, you'll benefit from the same brand of tight-fisted, no-nonsense thrift that's convinced the most hard-to-please buyers in the business.

NEW ROOMINESS, REVOLUTIONARY NEW RIDE, NEW PASSENGER COMFORT AND CARGO CONVENIENCE...



EASY ENTRY

Easy No-Stoop Entry and Exit through the Carryall's tall, wide doorways is a feature passengers of every size are sure to appreciate. With nearly ten inches of extra entrance height, it's easy to keep hat and head intact when entering or leaving. Suburban Carryall front seats are specially built for the ultimate in convenience, with a double-acting one-third section for maximum clear access to the rear compartment.



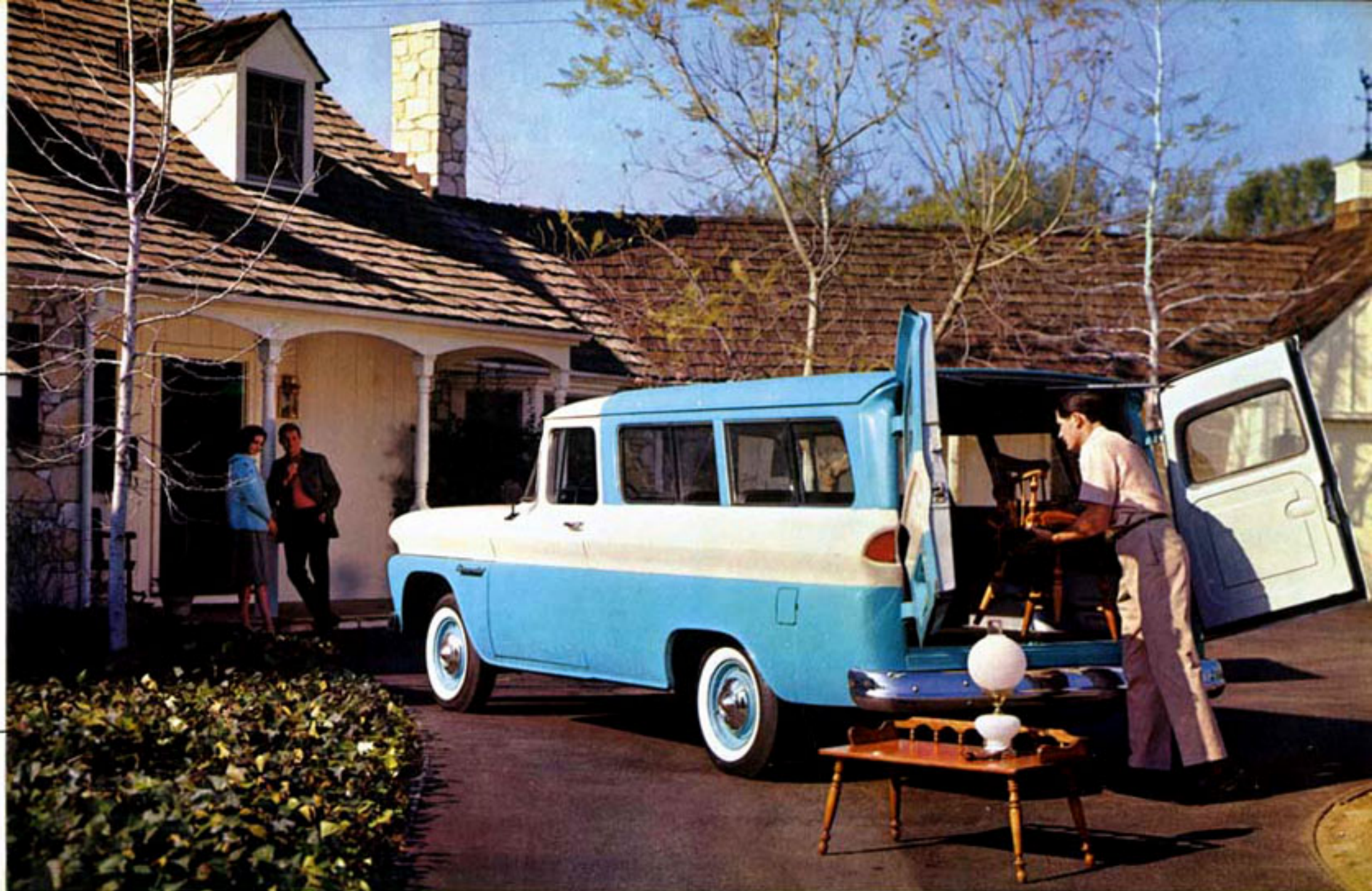
SEATS

Big Comfort for Eight Big People on the Carryall's wide, deep foam-cushioned seats—with none of the cramping you'd expect with such a crowd. With the forward floor section lowered by several inches, there's generous stretch-out leg room and comfortable, natural seating height in all three seats, plus a big bonus in cargo-carrying capacity. Head room is exceptional by even the most critical standards.



REAR DOORS

Choice of Rear Door Styles gives you cargo convenience tailored to your needs. Suburban Carryalls come standard-equipped with either panel doors or station-wagon-type lift-and-tailgates, and with the same low, easy-loading floor height in either case. Both panel doors and liftgate are held in the open position by automatic door checks.



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Hunters, fishermen, campers, boating enthusiasts—sportsmen of all kinds benefit big from Suburban Carryall roominess, plus superior back-road and cross-country mobility.

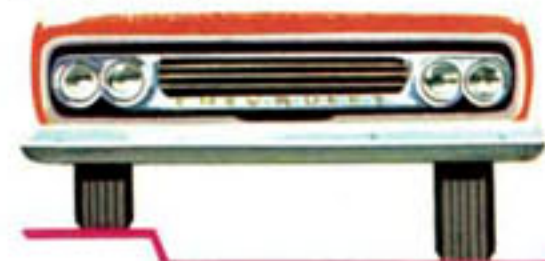


Ideal for off-hours transportation of little leaguers, scout packs, church or school picnic groups, with tough-styled interiors to take the worst a carload of rampaging small fry can dish out.

ALL ADD UP TO TODAY'S EASIEST GOING **ALL-PURPOSE** VEHICLE!

**Revolutionary new ride and roadability, plus new
money-saving toughness, result from Chevy's totally new chassis design**

Chevy's new road manners stem from a totally new chassis design; biggest news in the automotive industry in decades. There's sure, crisp handling and smooth riding comfort combined in virtually ideal proportions, coupled with driving ease you'll find almost unbelievable. More than just good looks, Chevy's new low lines spell new stability, with a lower center of gravity for a more level, sway-free ride on any road. Under it all, there's new total toughness built into every component to make your Chevy last longer and cost less from delivery to trade-in.



Independent front wheel action lets each wheel step nimbly over bumps with practically no effect on the other. Shimmy and wheel "fight" just can't get started, and wrenching road shocks are rarely noticeable at the steering wheel.



Tip-Toe Torque-Action brakes deliver safe, sure stopping power with low, easy pedal effort—and bonded linings wear more evenly, keep reline jobs few and far between. Built-in anti-dive action minimizes front-end dip even under severe braking conditions.



Standard power for all Carryall models is the tight-fisted Thriftmaster 6, 235 cubic inches of lean, hard-muscled hustle. It's backed by an enviable reputation of many years' standing for delivering the goods dependably at lowest cost. 135 horsepower plus 217 ft.-lbs. of torque add up to performance more than adequate.



Free-flexing front torsion springs cushion bumps, from the biggest to the smallest, with no built-in friction to transmit harshness to the frame. With rigid links controlling front wheel travel, the springs need only carry and cushion the load, and they're designed to do it in the best way possible.



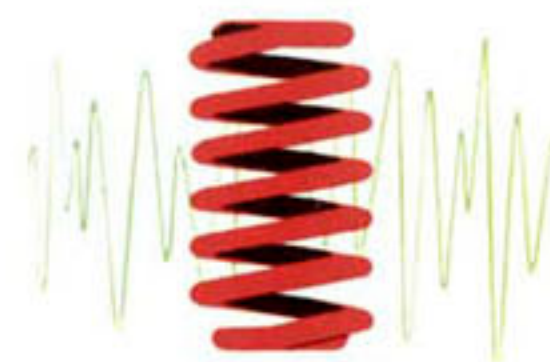
Smooth, easy Ball-Gear steering cuts lost motion and wasted work, transmitting steering action to the front wheels through a continuous train of polished, free-rolling steel balls. With friction cut 'way down here, and throughout the new front wheel linkage, a minimum of effort at the steering wheel goes a long, long way.



Bravely new X-braced frames feature great strength and drop-center design, making possible Chevy's new low lines and road-hugging stability. All-welded construction of high-strength steel results in a structure built to stay solid through a long, hard-working life.



For the extra punch of V8 power, the 283-cubic-inch Trademaster is optional at extra cost, delivering a spirited 160-horsepower wallop to suit the most demanding driver. With it you get a big list of extra-duty features, headlined by a heavy-duty clutch, oil bath air cleaner, full-flow oil filter and hydraulic valve lifters.



Frictionless rear coil springs and rugged trailing-link control arms combine smooth ride, positive axle control and extra-big load capacity. The result is wide-range cushioning action tailored to match the torsion-spring front suspension under every loading condition, from driver alone to capacity crowd with camping gear.



Rugged, easy-flexing spherical joints connect the front wheels to their control arms, accommodate both ride and steering suspension action with the fewest possible wear points. Their controlled low friction contributes importantly to Chevrolet's easy steering, and they also make possible built-in anti-dive braking action.



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For impromptu school bus duty, den-mother pickup-and-delivery, or bridge party limousine service, the smart, smooth-riding Suburban is right at home on any occasion.



For the do-it-yourself carpenter, bricklayer, boat builder, horticulturist, dog fancier or you-name-it, the Carryall is just the ticket for those big, rough Saturday-morning loads.



SEATS

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Big farm families appreciate the roomy comfort of the Suburban Carryall's easy-to-keep-clean interior, plus the ability to pile in a bumper market load of produce or provisions.



Appliance service and repair men in every line of work find the Suburban Carryall tops for all-around duty, equally at home on off-hour emergency calls or doubling as a family car.



REAR DOORS

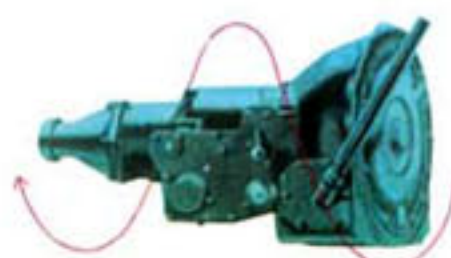
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SURE-FOOTED **4**-WHEEL-DRIVE MODELS GET YOU THERE—NO MATTER WHERE!

If you like to take your vacations, hunting or fishing trips where nobody, but nobody, ever goes—this is it! Chevy's rugged four-wheel-drive chassis is made for mountain-goat country; smartest way yet to "pack in." With a super-tough four-speed Synchro-Mesh transmission and two-speed transfer case, you get full four-speed flexibility in two-wheel drive for highway use, plus eight speeds in four-wheel drive to get you through wherever wheels can roll! Four-wheel-drive Suburban Carryalls are available in either rear door style with thrifty six-cylinder or optional V8 power.



Plus A Wide Choice Of Special Equipment* For Every Driving Need



Powerglide Automatic Transmission**—For easy going at its smoothest, Chevrolet's famed Powerglide transmission is available for Suburban Carryall models. You get fully automatic driving convenience plus the proved ruggedness of a tried-and-true design, backed by billions of miles of service on the roads of America.

*optional at extra cost



3- and 4-Speed Heavy-Duty Synchro-Mesh Transmissions—If the trails that beckon to you often take you cross-country heavily loaded, you'll welcome extra toughness to take the extra drive-line strain. You'll get it in either of Chevy's heavy-duty Synchro-Mesh transmissions, built to highest durability standards throughout.

**Not available on 4WD models



Positraction Rear Axle**—Let the going get pretty bad—in deep mud, heavy snow or loose sand—you'll hardly know it if you're equipped with a Chevrolet Positraction axle. When one wheel loses its "bite" under poor-traction conditions, Positraction delivers the bulk of the power to the other—and brings you through.



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