

**TASK-
FORCE
59**

CHEVROLET

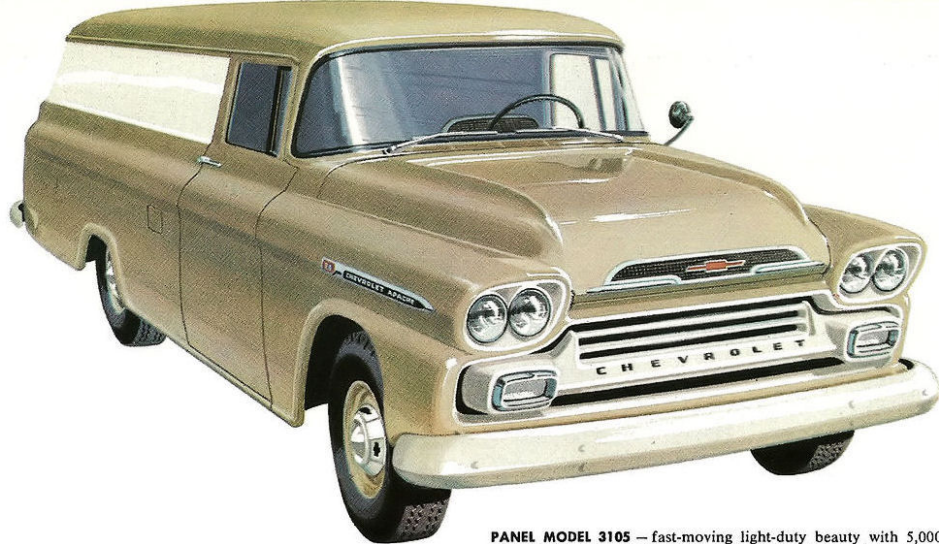
**PANELS AND
SEDAN DELIVERY**



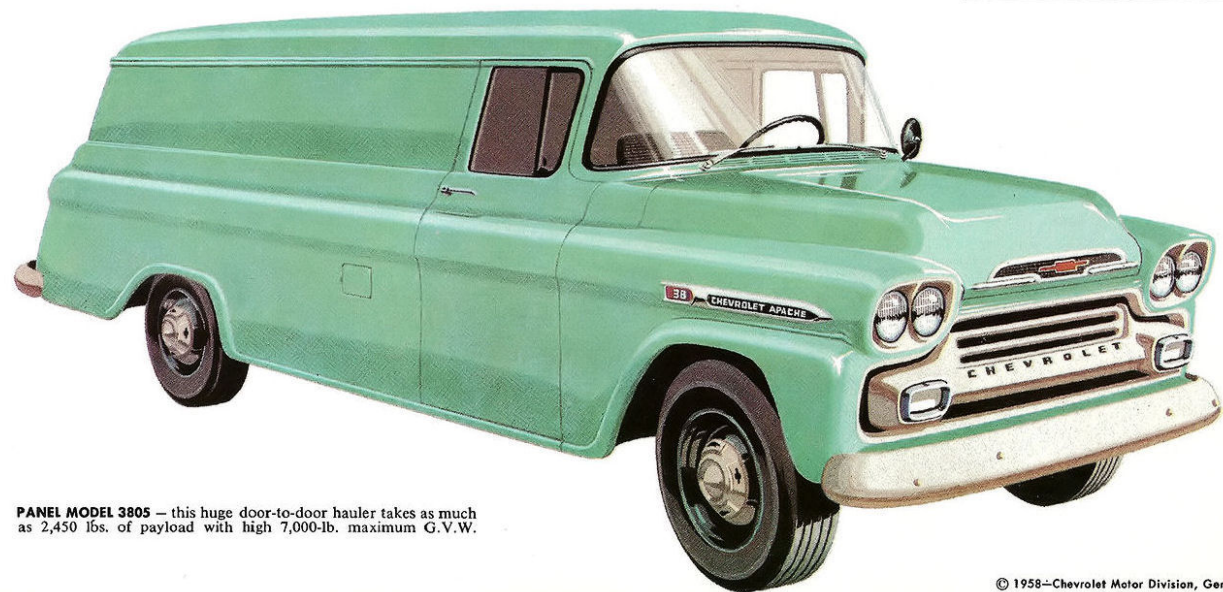
**THE
"BIG WHEEL"
IN TRUCKS**



First in sales since '37!

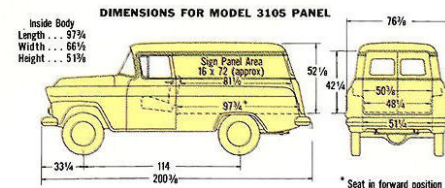


PANEL MODEL 3105 — fast-moving light-duty beauty with 5,000-lb. maximum G.V.W. Carries up to 1,250 lbs. of payload easily and economically.

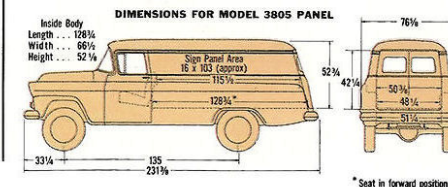


PANEL MODEL 3805 — this huge door-to-door hauler takes as much as 2,450 lbs. of payload with high 7,000-lb. maximum G.V.W.

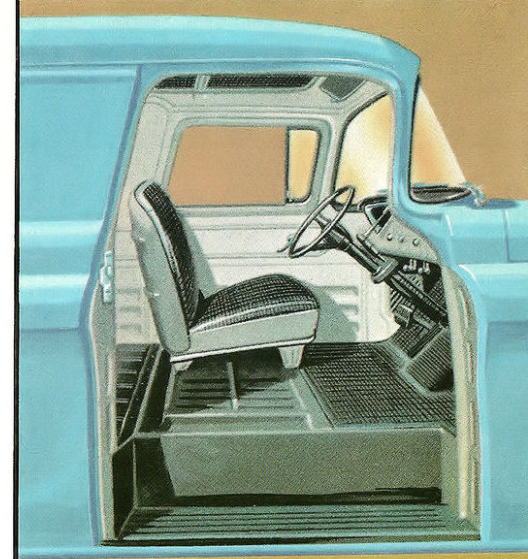
Bright new '59 Chevrolet Panel Models —built for big loads, good looks, low costs!



Here's the very latest in panel truck space, grace and power! Outsized cargoes are no problem with Chevy — there's as much as 213 cubic feet of loadspace in big, well-built panel bodies that offer tough double-walled construction and thorough insulation. The smooth-lined exterior appearance with '59 refinements, including 5 sparkling new colors, is designed to boost both your pride and business prestige. And there's new might where it counts, new money-saving power under the hood! Bigger, safer brakes are provided in Series 31 and the famous Chevrolet truck Thrift-



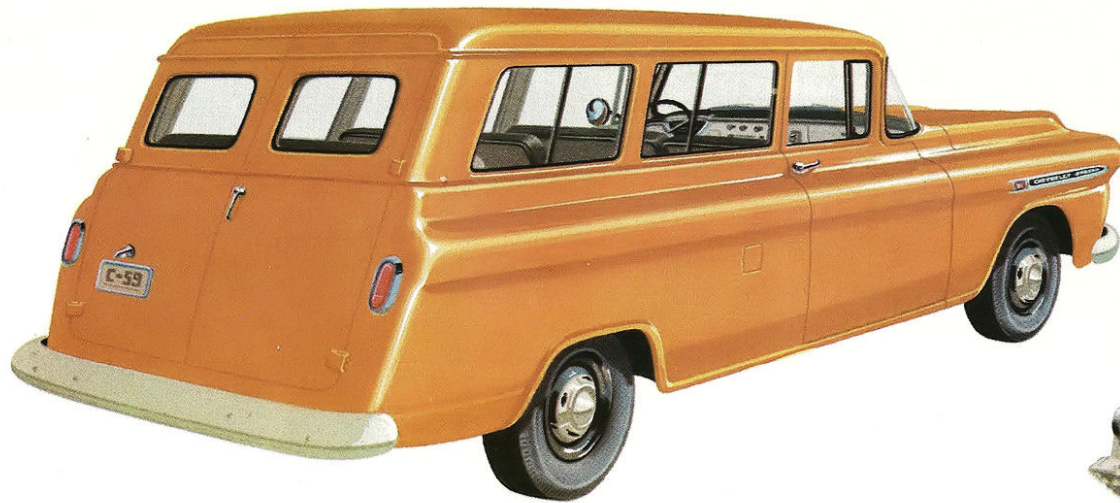
master 6 is thrifter than ever with new camshaft design that gives extra efficiency and torque output in the normal operating range. Optional at extra cost is the toughest V8 yet developed for light-duty trucks — the Trademaster, with 160 h.p., 283 cubic inches of displacement and short-stroke design. *Everything* is up to the minute and ready for work: bright, comfortable driver compartment, husky parallel-design frame, high-capacity axles, tubeless tires, dual headlamps, high-level interior ventilation, and options and accessories that meet virtually any need.



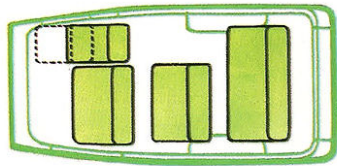
DRIVER COMPARTMENT — where you ride in comfort, safety and style! Good-looking interior offers plenty of leg room, soft yet firm seating comfort and durable upholstery materials. Instrument panel is handsome and designed for convenience with glare-proof finish and standard ashtray and locking dispatch box. Custom panels (at extra cost) provide dual sun shades, driver's armrest, cigarette lighter, chrome-plated control knobs, plus chromed grille, hub caps and bumpers. Maximum safety stems from extra-sturdy roof designed with flanged channel cross bows and deep roof jointer rails. Bucket-type seat is available for passenger or helper; it folds neatly out of the way for easy front entrance to the load compartment.



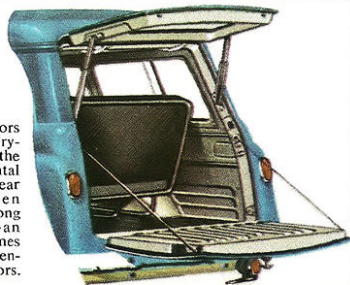
A GREAT PLACE TO PUT BIG, PROFITABLE CARGOES! Double-walled steel doors, with stops to hold them open at either 90° or 180° angles, are hung on rigid pillar posts. Rubber weather stripping provides year-round insulation against weather; panel roofs, also, are completely insulated. Wheelhousings are of heavy-gauge steel construction. Rugged floor is of one-piece, five-ply wood construction with steel skid strips to protect the floor surface and to enable you to slide cargo in or out with ease. Panel rear doors can be opened or closed with minimum effort, thanks to push button door locks and a handy stationary handle mounted vertically.



1959 CHEVROLET SUBURBAN CARRYALLS—MOST VERSATILE OF TRUCKS!

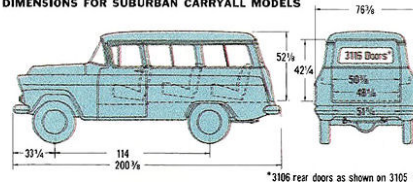


Plenty of room for eight passengers. Even with a full complement of riders, there's no crowding in the Suburban Carryall. And when cargo space is needed, the center and rear seats can be removed quickly. The wide rear seat, shown in the drawing above, can be installed in the center position.



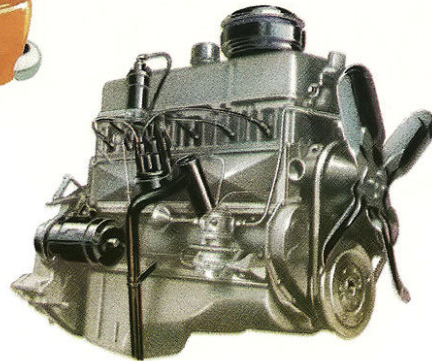
Two types of rear doors are available. Suburban Carryall model 3116 provides the added utility of horizontal tailgate and lift-gate rear doors. Tailgate, when lowered, supports extra-long loads solidly. Suburban Carryall model 3106 comes equipped with wide-opening panel-type rear doors.

DIMENSIONS FOR SUBURBAN CARRYALL MODELS



Here's the handiest of vehicles—a hauler that can be converted in moments from a roomy panel-type truck to an 8-passenger carrier! Center and rear seats can be removed or replaced easily, and there's room for up to 1,150 lbs. of payload with the seats out! Comfortable driver compartment is tastefully appointed, yet durably made for hard work. The 3-passenger front seat provides resilient coil springs to ease your hours at the wheel; seat is divided so that the right section can be folded and moved well forward to give easy access to center and rear seats. Standard power comes from improved 135 h.p. Thriftmaster 6; extra-cost options include 160 h.p. Trademaster V8, Hydra-Matic transmission, and power steering.

'59 CHEVROLET PANELS AND SUBURBAN CARRYALLS ARE POWERED FOR LOW COST GET UP AND GO!

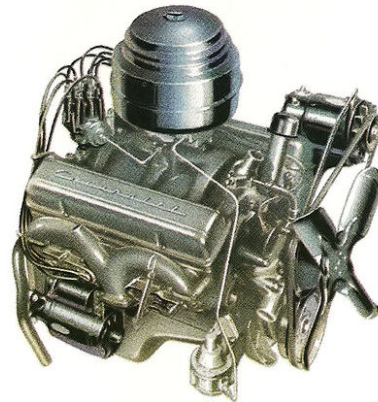


1959 THRIFTMASTER 6
—standard in Panels and Suburban Carryalls.

Dependable power that keeps fuel and maintenance expense way down is one big reason Chevrolet has remained America's best-selling truck line since 1937! And 1959 Chevy power is even thriftier, even tougher! The famous Thriftmaster 6 is set for bigger savings than ever with a new camshaft design that boosts efficiency and torque in the normal operating range, and gives up to 10% greater fuel mileage! High 8.25 to 1 compression ratio, precision bearings and valve-in-head design are other economy features of the 135-hp. Thriftmaster 6.

NEW FOR SERIES 31 AND 32! MAXIMUM-ECONOMY OPTION

Here's a special option for haulers who are looking for lower operating costs than they've ever known before! It's a unique economy team consisting of special economy carburetor for the Thriftmaster 6, and rear axle with 3.38 to 1 ratio. This option, available only with standard transmission, is designed to give more miles per gallon of gasoline. In combination with new camshaft design, it can give fuel savings up to 20%!



1959 TRADEMASTER V8—optional at extra cost in Panels and Suburban Carryalls.

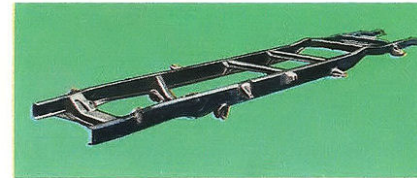
The Trademaster V8 is better than ever. It features thermostatic by-pass cooling for uniform, fuel-saving warm-up, 160-hp., 283 cubic inches of displacement, 8.5 to 1 compression ratio, hydraulic valve lifters and the most modern and efficient kind of short-stroke design. Like the Thriftmaster 6, the Trademaster V8 is designed for low operating and maintenance costs; you'll save with premium components such as long-lasting Aldipped exhaust valves, oil-bath air cleaner and fuel-rationing precision distributor adjustment!

Crankshafts in Chevrolet's thriftier 6's and V8's are drop-forged steel with overlapping journals for maximum strength. They're dynamically balanced for smoothness and long bearing life.

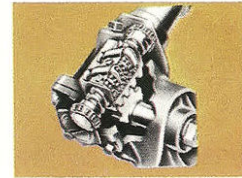
Valve-in-head design of both Thriftmaster 6 and Trademaster V8 is *tops* for efficiency. Maintenance is simpler and less costly, too; it's one more reason you'll like Chevrolet truck power!



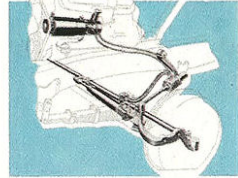
TOUGH TRUCK CHASSIS



STRONGEST OF FRAMES. Chevrolet truck parallel-design frames can take it on or off the road. Deep-channel parallel side member construction makes these frames extra husky . . . helps provide long, trouble-free truck life . . . adds to the safety of the driver and cargo.

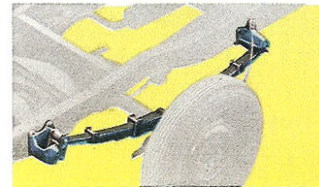


STEERING'S EASY. Ball-Gear steering gives quick and easy response. Scores of polished steel balls minimize friction — keep steering light. Low-friction joints give a surer feel, safer control.



OPTIONAL* POWER STEERING. Linkage-type power unit gives new ease and fingertip steering; up to 80% of the work is done by hydraulic power! Maneuvering is exceptionally easy.

*extra cost.

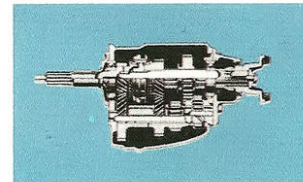


SPRINGS THAT CUSHION THE LOAD, SOFTEN THE RIDE. Resilient long-leaf springs are matched to your tough job. Two-stage rear springs are provided; first stage functions when truck is unloaded or lightly loaded. Second stage goes into action when extra capacity is required for heavy to maximum loads.

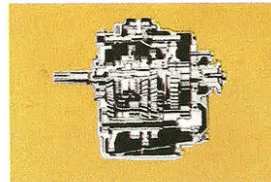


BIGGER, SAFER BRAKES. 1959 Chevrolet truck Torque-Action brakes provide large lining areas for extra braking ability. They're designed to give safe, straight-line stops with minimum pedal pressure. *Hydrovac power brakes*, available as extra-cost equipment, provide over one-third of the braking effort.

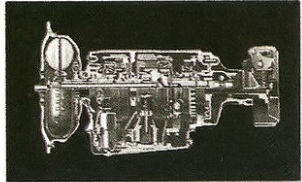
DURABLE DRIVE-LINE PARTS



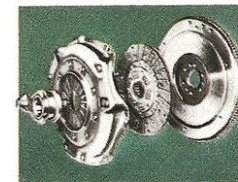
3-SPEED SYNCHRO-MESH TRANSMISSION. Carbureted gears provide extra strength. Wide-faced helical gears mesh smoothly, run quietly. Standard in Series 31 panels and Carryalls. Heavy-duty 3-speed is optional* on Series 31 and 38 models.



HEAVY-DUTY 4-SPEED SYNCHRO-MESH TRANSMISSION. Synchro-Mesh design eliminates the need for double clutching. It's rugged and dependable with a husky 7.06:1 low gear ratio. Standard in Series 38 panels, optional* on Series 31 panels and Carryalls.



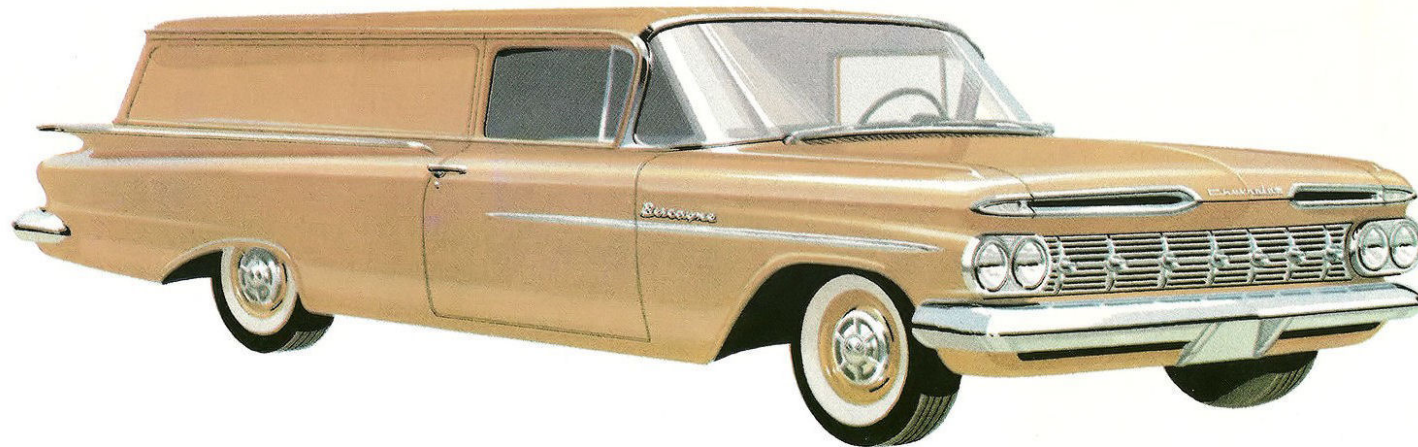
HYDRA-MATIC TRANSMISSION. It saves on maintenance with a fluid coupling that minimizes costly drive-line repairs; and it takes the hard work out of driving by virtually eliminating manual gearshifting. Optional* on Series 31 and 38 models.



SMOOTH-WORKING CLUTCH Diaphragm spring clutch is provided with 6-cylinder engine. Its positive gripping action smooths the engagement of engine and drive line through easy pedal action. Tough construction provides good power transmission and dependable operation.



RUGGED REAR AXLE. Precision hypoid gears are efficiently matched with Chevrolet engine power for top performance at low cost. Strong, quiet-running semi-floating axles have a 3,300-pound rating in Series 31. Full-floating axles are rated at 7,200 pounds in Series 38.

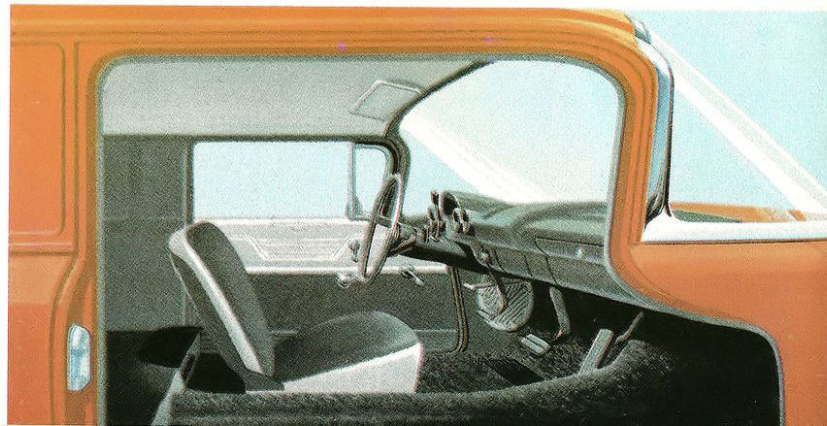


New '59 passenger-car styling!

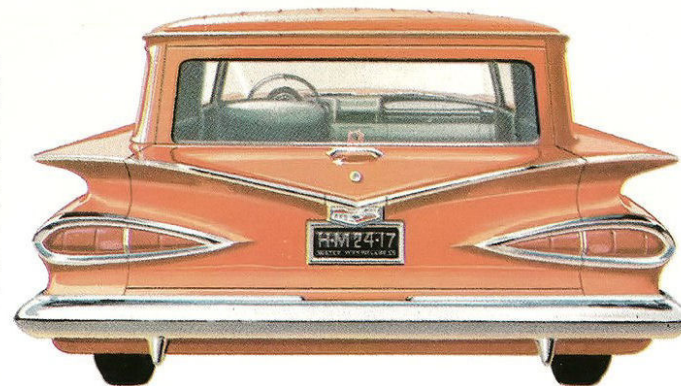
More load space than ever!

1959 CHEVROLET SEDAN DELIVERY

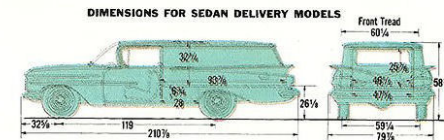
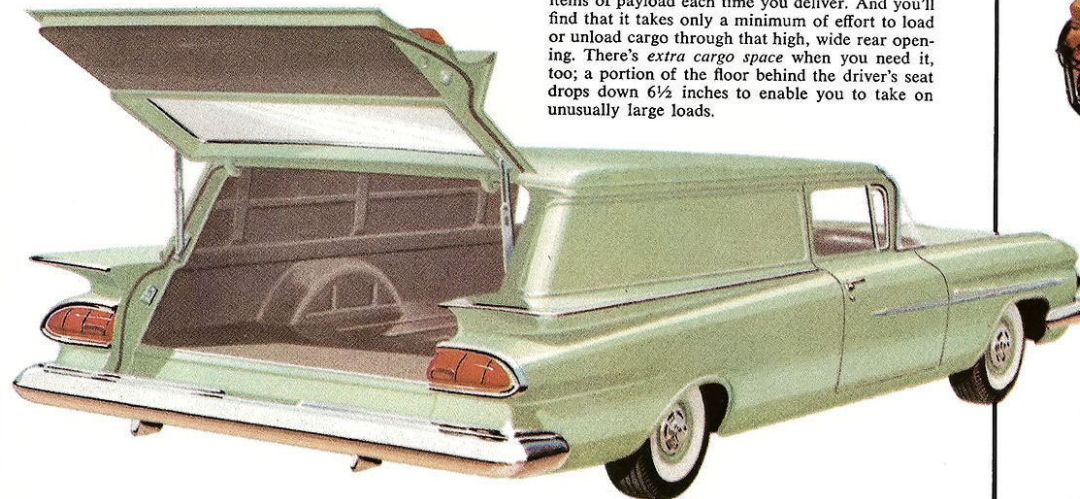
The new Sedan Delivery, decked out in the bright new styling of '59 Chevrolet passenger cars, is a beauty to behold — but that's only the beginning! This handsome hustler is longer and wider, with more load space inside than ever before. The driver compartment offers the luxury, convenience and safety of a gleaming '59 passenger car instrument panel, fashionable, easy-to-clean trim on doors, seats and headlining, an adjustable, deep-cushioned driver's seat, and sweeping Panoramic windshield with 1,740 square inches of glass area! And the 1959 Sedan Delivery *performs* with the swift agility of a fine car . . . comes equipped with a galaxy of advanced engineering features, including standard Full Coil suspension, efficient Hi-Thrift 6, or your choice of *two* modern V8's, the big Turbo-Fire and Super Turbo-Fire!



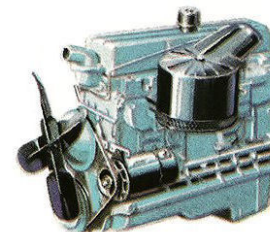
NEW BEAUTY FROM BEHIND! The 1959 Sedan Delivery stern is both beautiful and practical. The high, wide rear door, when closed, forms a portion of the smooth-lined roof area. More evidence of beauty with a purpose is offered by the large, stylish rear window; it gives the driver safe, convenient rear vision. And a final note of high-fashion is provided by those big, handsome '59 taillights!



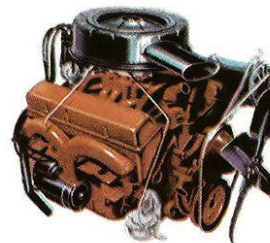
UP TO 93 CUBIC FEET OF AREA INSIDE AND EASY TO LOAD! The spaciousness of the 1959 Sedan Delivery cargo area means that you can pack extra items of payload each time you deliver. And you'll find that it takes only a minimum of effort to load or unload cargo through that high, wide rear opening. There's *extra cargo space* when you need it, too; a portion of the floor behind the driver's seat drops down 6½ inches to enable you to take on unusually large loads.



1959 CHEVROLET SEDAN DELIVERY EXTRA-COST OPTIONS include work-saving power brakes and easy power steering, big 1,415-lb. capacity rear springs for outsized cargoes, heavy-duty generators, and heavy-duty 70 amp-hour battery.



EFFICIENT HI-THRIFT 6. 1959 Sedan Delivery performance is solidly dependable and exceptionally economical with this tough 6 under the hood. Provided in model 1170, it's ready to go to work with 135 h.p., 235.5 cubic inches of displacement and 8.25 to 1 compression ratio.



TWO GREAT V8's! Sedan Delivery model 1270 is a fast-stepper on any delivery, powered by either of two modern, short-stroke V8's. You can choose between a big 185-h.p., 283-cubic-inch Turbo-Fire V8 which is standard, or the power-packed 230-h.p. Super Turbo-Fire V8 (optional at extra cost).

POSITRACTION REAR AXLE! This extra-cost option enables the Sedan Delivery to complete its chores under extremely difficult weather and slippery road conditions. Positraction directs power to whichever rear wheel is getting the best traction . . . helps wheels to grip on any road surface!



EASY POWERGLIDE TRANSMISSION! Smooth as silk in operation, it saves you the work of shifting gears; daily deliveries go faster, and they're safer, too, because you are better able to concentrate on your driving. Optional at extra cost.



TWO TYPES OF SEATS AVAILABLE. A comfortable single seat, steel-sheathed at the rear for your protection, is standard in Sedan Delivery models. Also offered, as an extra-cost option, is a luxurious full-width passenger car front seat.

SPECIFICATIONS

		SERIES 11-12				SERIES 31				SERIES 38			
TYPE		Sedan Delivery				Panel		Suburban Carryall		Panel			
MODEL: WB (in.)		Model	WB			Model	WB	Model	WB	Model	WB		
		1170 (6-Cyl.)	119			3105	114	3106	114	3805	135		
		1270 (V8)	119					3116	114				
GROSS WEIGHT RATINGS		GVW	4400 lb. to 4900 lb.				4000 lb. to 5000 lb.				6200 lb. to 7000 lb.		
AXLE, FRONT		Rating	Independent Suspension, 2450 lb.				2200 lb.				3500 lb.		
AXLE, REAR		Rating	3000 lb. (Positraction Available)				3300 lb.		Positraction, 3300 lb.		7200 lb.		
		Ratio	3.55 to 1 (Standard Trans.) 3.36 to 1 (Auto. Trans.)				3.90 to 1		3.92 to 1		5.14 to 1		
			3.70 to 1 (Overdrive Trans.)				3.70 to 1 3.38 to 1						
BRAKES, SERVICE		Size Front	11" x 2 1/4"				11" x 2"				12" x 2"		
		Size Rear	11" x 2"				11" x 2"				14" x 2 1/2"		
		Total Lining Area	199 Sq. In.				167 Sq. In.				228 Sq. In.		
		Booster	▲				▲				7" Hydrovac		
BRAKES, PARKING		Location	Rear Wheels				Rear Wheels				Propeller Shaft		
ENGINE		Type	Hi-Thrift 6-Cyl. (Model 1170)	Turbo-Fire 283 V8 (Model 1270)	Super Turbo-Fire 283 V8 (Model 1270)	Thriftmaster 6-Cylinder	Trademaster V8		Thriftmaster 6-Cylinder	Trademaster V8			
		Displacement	235.5 Cu. In.	283 Cu. In.	283 Cu. In.	235.5 Cu. In.	283 Cu. In.		235.5 Cu. In.	283 Cu. In.			
		Gross Horsepower	135	185	230	135	160		135	160			
		Gross Torque	217 Ft.-lb.	275 Ft.-lb.	300 Ft.-lb.	217 Ft.-lb.	270 Ft.-lb.		217 Ft.-lb.	270 Ft.-lb.			
		Clutch Dia.; Facing Area (Sq. In.)	9 1/2"; 85.2	11"; 123.7	10"; 100.5	10"; 100.5	11"; 123.7		10"; 100.5	11"; 123.7			
		Cooling Capacity	17 Qt.	17 1/2 Qt.	17 1/2 Qt.	17 Qt.	17 1/2 Qt. 17 1/2 Qt. 18 Qt.		17 Qt.	17 1/2 Qt. 17 1/2 Qt. 18 Qt.			
FRAME		Side Rails	Safety-Girder Frame				6" x 2 1/4" x 1/4"				7 1/4" x 2 1/4" x 3/4"		
		Section Modulus, Inches Cubed	2.54				2.54				5.70		
FUEL TANK		Capacity	17 Gallons				17 Gallons				17 Gallons		
GENERATOR		Volts; Amps.	12; 30	12; 35	12; 40	12; 30	12; 35	12; 40	12; 50	12; 30	12; 35	12; 40 12; 50	
SHOCK ABSORBERS			Front & Rear				Front & Rear				Front Rear		
SPRINGS, FRONT		Length & Width	Coil Springs				44" x 2"				44" x 2"		
		Number of Leaves; Cap. at Ground	1030 lb.				6; 1170 lb.				7; 1300 lb.		
SPRINGS, REAR		Length & Width	Coil Springs				52" x 2"				52" x 2 1/2"		
		(Standard) No. of Leaves; Cap. at Ground	1315 lb.				7; 1250 lb.				8; 2300 lb.		
		(Optional) No. of Leaves; Cap. at Ground	1415 lb.				8; 1550 lb.				8; 2400 lb. 8 Main, 5 Aux.; 3450 lb.		
STEERING		Ball-Gear Ratio; Wheel Dia.	28.0 to 1; 17" ■				21.3 to 1; 18" ■				21.3 to 1; 18" ■		
TIRES, FRONT & SINGLE REAR ●		Standard	8.00-14/4PR				6.70-15/4PR (6PR Std. on 3106-16)				8-17.5/6PR Front; 8-17.5/8PR Rear		
		Maximum	8.50-14/4PR				7-17.5/6PR				8-19.5/8PR		
TRANSMISSION		Type; No. of Speeds	Synchro; 3	Overdrive; 3	Powerglide	Synchro; 3	HD Synchro; 3		Synchro; 4	HD Synchro; 3			
			Turboglide (Model 1270)				Synchro; 4 Hydra-Matic; 4				Hydra-Matic; 4		
WHEELS		Type	5-Stud Disc				6-Stud Disc				8-Stud Disc		
		Std. Rim Size; Max. Rim Size	5J; 5 1/2K				5 1/2K"; 5.25"				5.25"; 5.25"		

EQUIPMENT SHOWN IN BOLD FACE ITALICS OPTIONAL AT EXTRA COST

● Spare tire included on Series 31 and Models 1170 and 1270.

▲ Available as accessory item.

■ Power Steering optional at extra cost.

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December 1958 - R1

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