

CHEVROLET

The Fashion Car of the Low Price Field

MASTER AND STANDARD CHEVROLET SIX MODELS ARE STYLED TO WIN YOUR ADMIRATION . . . AND BUILT TO HOLD IT



FOR twenty-three years — from the building of the first Chevrolet to the ten millionth — Chevrolet has led the way in bringing modern, dependable and economical transportation to the low-price field.

The story of Chevrolet—from the introduction of the first model in 1911 to the new Chevrolet of today—is a story of constant progress, constant improvement, and constant adherence to the one ideal of giving quality at low cost . . . Turn your mind back over the years and you will recall that almost every great improvement in low priced cars has originated with Chevrolet. The self starter, smartly styled closed bodies, the six cylinder engine, the knee action ride and many other improvements of first importance all come from the same source. Many motor car builders have pioneered one feature or a series of new features—but it is perfectly true to say that Chevrolet has pioneered quality in the low-price field. . . . That this Chevrolet endeavour has won wide approval is seen in the fact that Chevrolet has lead the world in sales for six out of the last eight years. It is because of this leadership that Chevrolet is able to give you extra value—for no other car has such huge resources and facilities behind it . . . Now read through this catalogue. See in picture and story the inimitable appeal of the finest cars that Chevrolet has ever built—and then arrange a demonstration which will prove that no other car at the price could satisfy you nearly as well.

To complement the luxury and appointments of the beautiful Holden coachwork, the Master de Luxe Chevrolet equipment includes: Full bumpers front and rear, luggage rack on Sports Roadster, no-draught ventilation on all Closed Models, leather upholstery, wire wheels, generous theft-proof luggage space on all models, radiator mascot, spare wheel in separate division of locking compartment in the rear panel of Sedan, Coupe and Tourer, dual electric windscreen wipers, glove box with lock, adjustable driver's seat (Closed Models), cowl ventilator, adjustable sun visor (Closed Models), radio aerial, dome light (Closed Models), provision on instrument panel for radio controls, smokers' outfits (Sedan), assist cords (Sedan), robe rail (Tourer and Sedan), foot rest and arm rests (Tourer), arm rests and built-in foot rest (Sedan), opening rear window on Coupe, more convenient door locks on Closed Models.

“Beauty Is Truth . . .”

—John Keats

These words of Keats might well have been taken as the text, on which the design of Chevrolet's modern coachwork was based. For it was in getting to the real truth of scientific streamlining, that Chevrolet achieved such beauty of line.

On the Master de Luxe series the new “V” shaped windshield, is a particularly noticeable example of Chevrolet's modern styling. It slopes at a much greater angle and besides adding to smartness and providing clearer vision, it permits a more natural flow of air currents with a consequent decrease in wind resistance and noise. The windshield merges with the graceful curves of the roof and the long unbroken line sweeps down to the tail, to accentuate the aerstream beauty of the car. The mudguards too, are much deeper in front, presenting a smooth, curved surface to the direction of travel, thus helping to eliminate the formation of air pockets which tend to retard progress at high speeds.

In these and many other details of design, Chevrolet has blended Truth and Beauty . . . producing a car that is a veritable harmony in steel . . . precisely attuned to the modern motorist's demand for distinctive, aerstream coachwork.





KNEE ACTION—RETAINED ON MASTER CHEVROLET BY POPULAR DEMAND AFTER 3,500,000,000 MILES OF OWNER DRIVING

A conservative estimate by Chevrolet shows that "Knee Action" cars have been proved over 3,500,000,000 miles of practical usage in the hands of satisfied owners. This enormous mileage provides undoubted proof of the success of Knee-Action wheels in actual practice.

Moreover, Knee Action as employed by Chevrolet is by no means a new invention, but the modern development of a proven principle that is older than the industry itself. Proof of this statement needs only a short consideration of the background of the Knee Action principle.

Back in 1878 a steam carriage was built with independent front wheel suspension. Continued improvement ultimately led to its adoption on racing cars. The ability of this form of wheel suspension to improve roadability was clearly indicated by the phenomenal performance of famous racing cars such as Mercedes-Benz and the P-Wagen.

Today, independent front wheel suspension, i.e., Knee Action, is fitted to the majority of European cars, and at the last Paris Show there were no less than 21 makes incorporating this form of suspension.

Here are the advantages of Chevrolet Knee Action Springing—you can prove them in a demonstration ride:

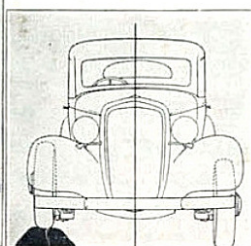
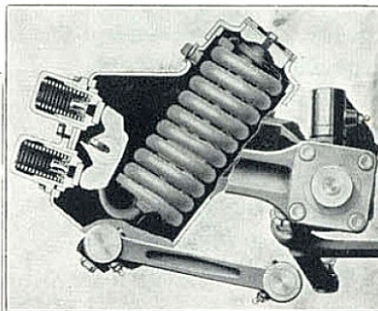
COMFORT: The front springs are now as soft as the rear springs giving a gliding ride over even the worst roads, and making the back seat as comfortable to ride in as the front. The resilient coil springs absorb all the shock and vibration—each wheel moving up and down like a knee. And because there is no front axle no road shocks are transferred across the chassis from one front wheel to the other.

SAFETY: Road shocks do not reach the steering wheel because the steering column has no direct link-up with the wheels. There is no lurching, pitching or wheel shimmy, and in the case of a blow-out the car is under full control.

STRENGTH The Chevrolet Knee Action system is definitely stronger than the average leaf spring system.

MAINTENANCE: Knee Action actually prolongs tyre life, and unlike conventional leaf springs, never squeaks because it operates in a continual bath of oil. The coil spring itself never needs attention and because of its strong construction and the fact that it is never subject to frictional wear, will last as long as the car itself. Knee Action is much more costly to manufacture than other types of springing but it is a modern improvement for modern cars—enough reason for it to be included in Master de Luxe Chevrolet.

THE OLD WAY—Conventional front springs are too stiff to absorb all the shock of the road bumps. The cars are transferred from one front wheel to the other, then through to the chassis resulting in uneven riding qualities and lack of perfect control.



THE NEW WAY—Knee Action springs are soft enough to absorb all the shock of road bumps. The jars are not transmitted to the chassis but are swallowed by the large coil springs, allowing the car to glide smoothly on without discomfort or loss of control.

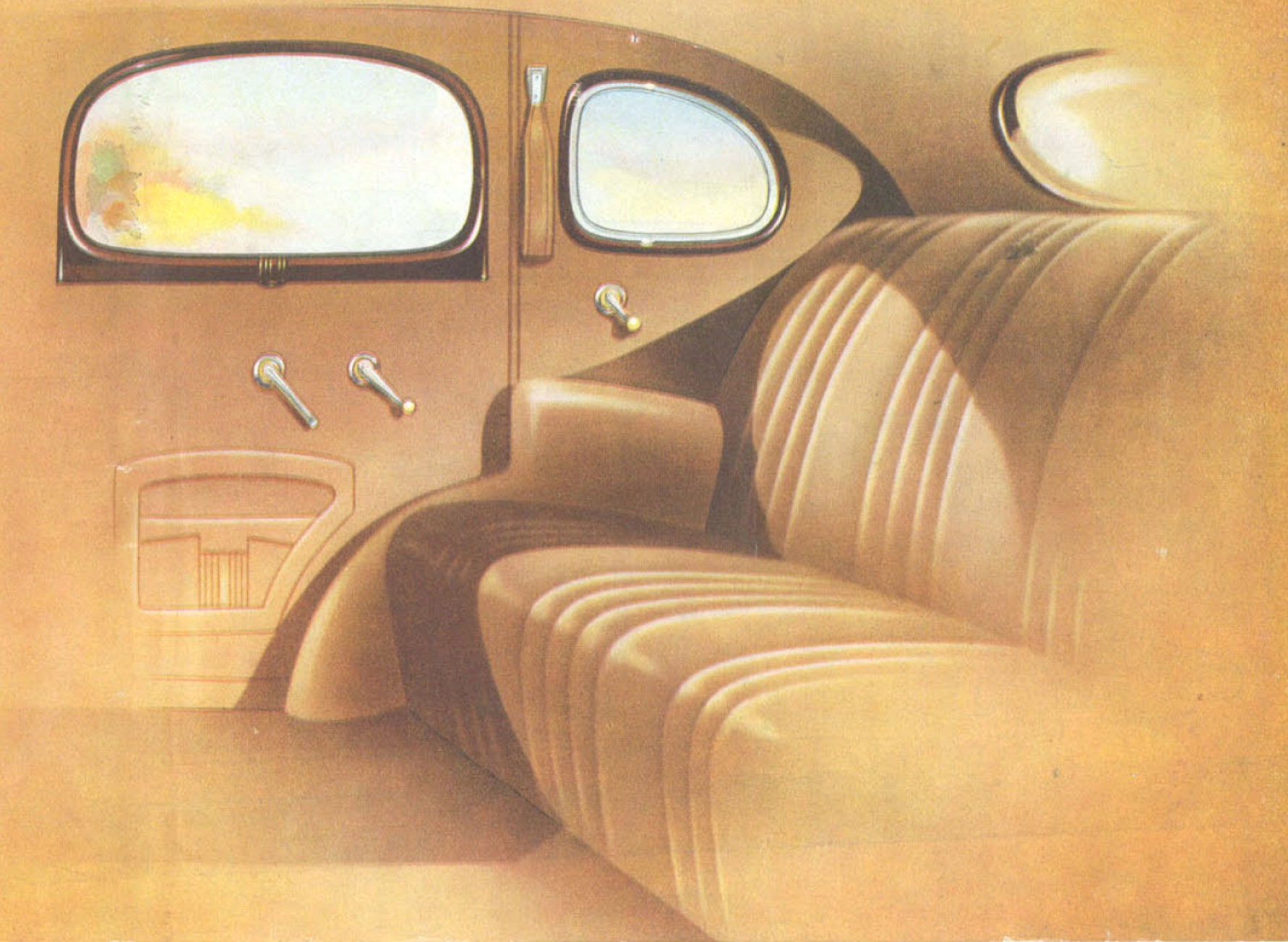
The Insignia of Quality

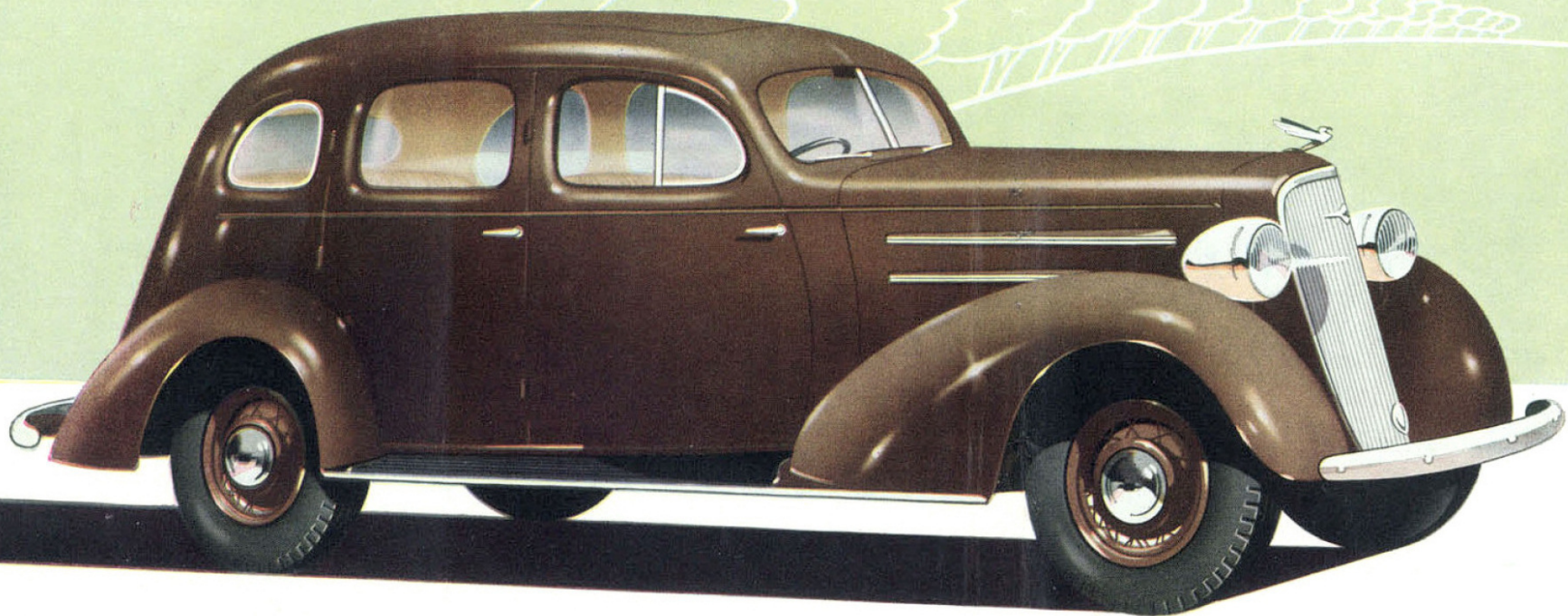
. . . Body by Holden

Everyone has his favourite armchair. And usually when you come home in the evening you select that chair . . . draw it up to the fire . . . sink down into its cradling springs . . . stretch out your legs . . . and read the evening paper. It is a homely comfort . . . restful . . . deeply satisfying . . . a comfort that is taken more or less for granted.

It is believed that such comfort, and such a feeling of security and well-being can be enjoyed in the new Holden bodies on the Master Chevrolet. Here too, you sink into the soothing comfort of a well sprung seat . . . here too there is room enough to stretch your legs . . . and, with Chevrolet knee-action protecting you from bumps and jolts, you can read your paper in ease while the car speeds swiftly onward.

No longer need the driver of a Master Chevrolet be anxious about the comfort of his rear seat passengers. Wherever he is he can take it for granted that the rear seat is riding as comfortably as the front. And when you see the car itself you will notice that Chevrolet quality is not expressed in terms of comfort only; for its Holden body is fitted with every appointment that *should* accompany "The Fashion Car."





CHEVROLET MASTER de LUXE

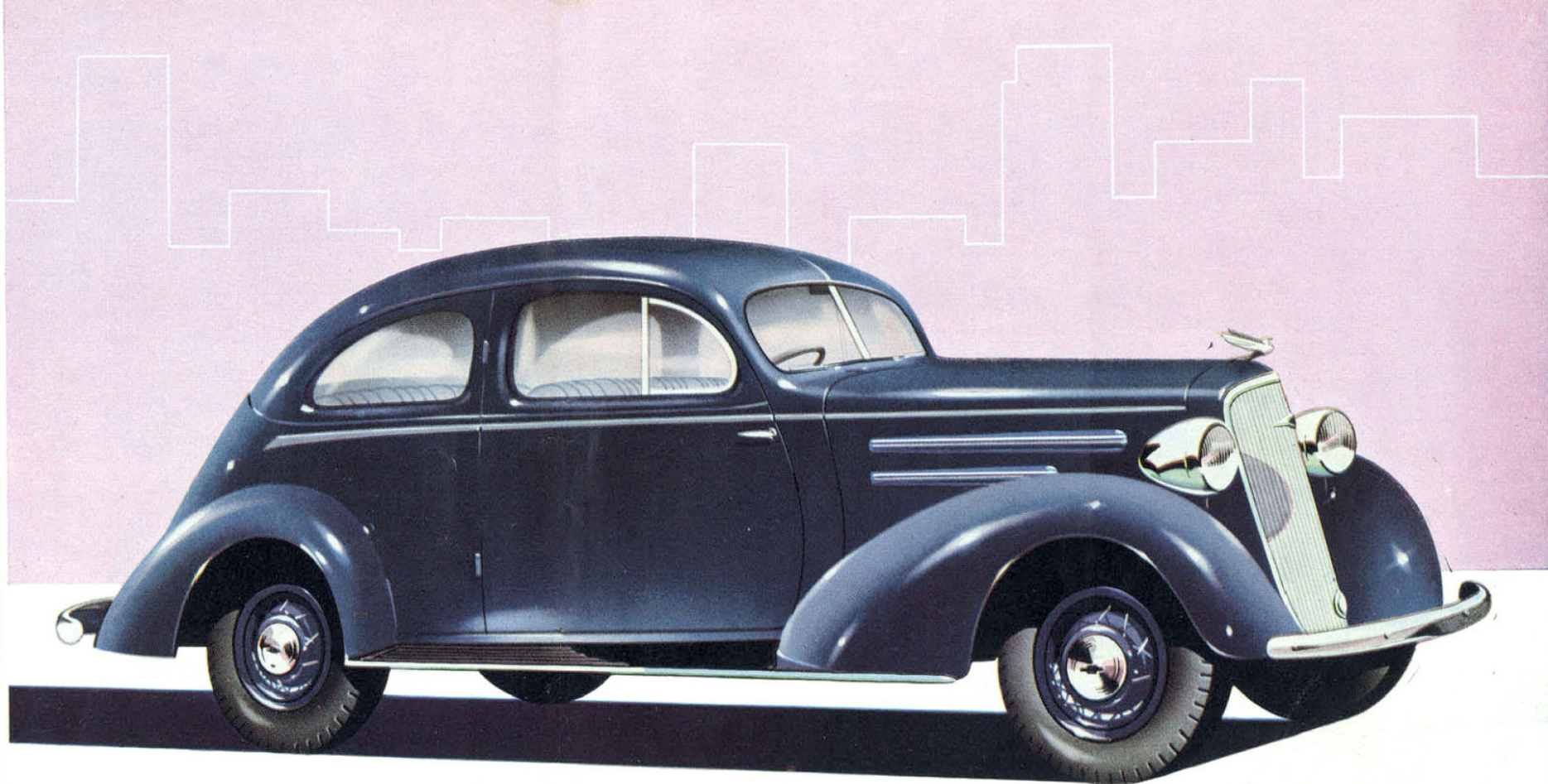
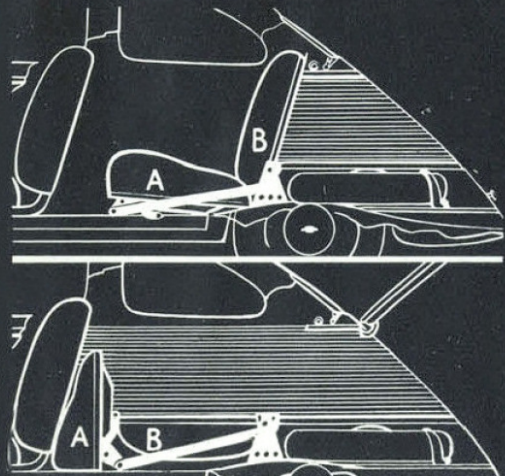
Sedan

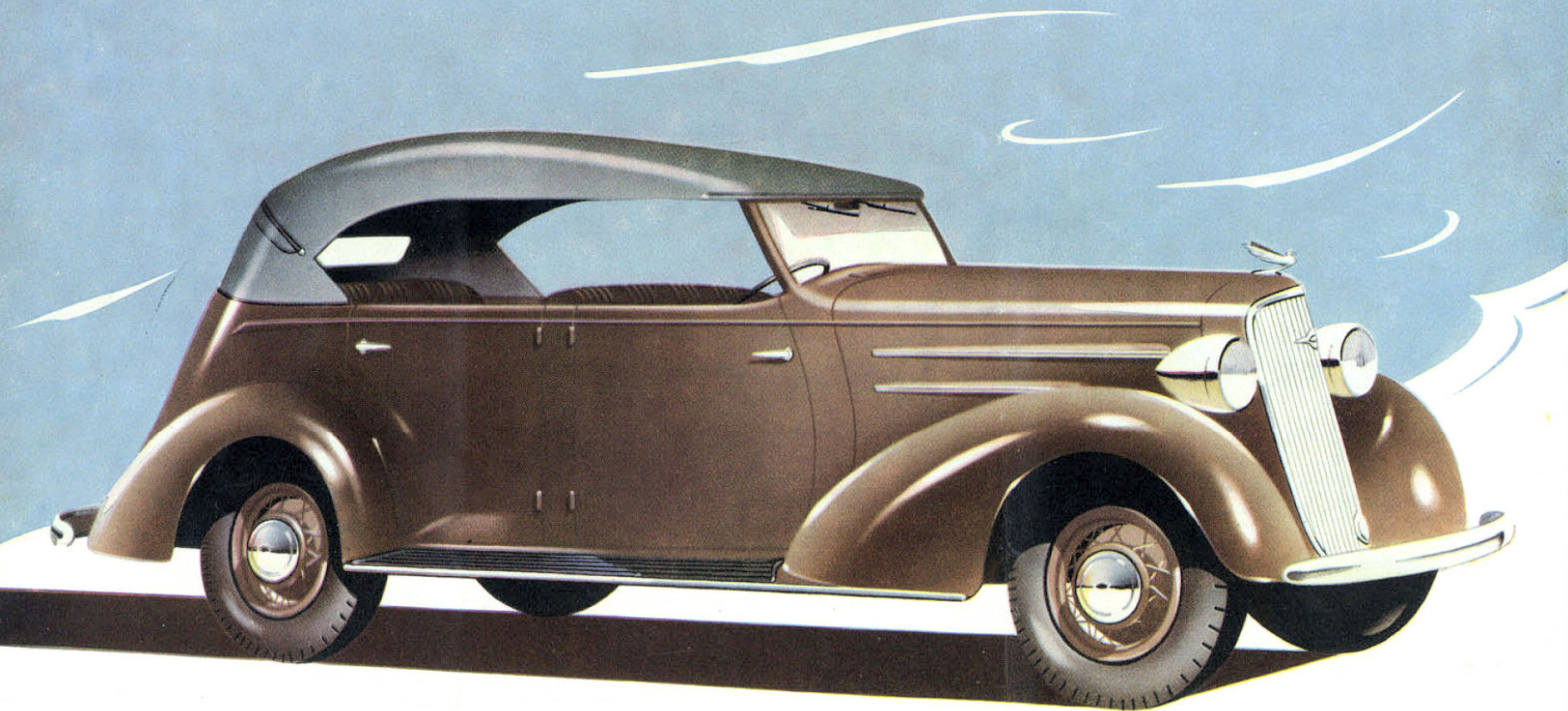
Chevrolet expresses, in this new Sedan, an entirely new beauty of line. Flowing aer-stream curves invest it with a distinction with which only the highest priced cars can claim equality. Combining utility with beauty the Sedan has a smart sloping rear panel incorporating a flush-fitting lid giving access to separate luggage and spare wheel compartments. A special trunk lid, replacing this flush-fitting door is an attractive accessory (see Page 18) giving extra luggage space.

CHEVROLET MASTER de LUXE

Coupe

Here at last is a Coupe as it should be built with the rear seat for extra passengers now inside the car. When emergency passengers are carried there is a large space for luggage as shown in the sketch below. When there are no emergency passengers, the rear seat can be conveniently stowed, giving, as second sketch shows, an amazing increase in luggage space. The rear seat and squab move in unison—an ingenious feature patented by Holden's. The Spare wheel is in a separate, concealed, compartment.





CHEVROLET MASTER de LUXE

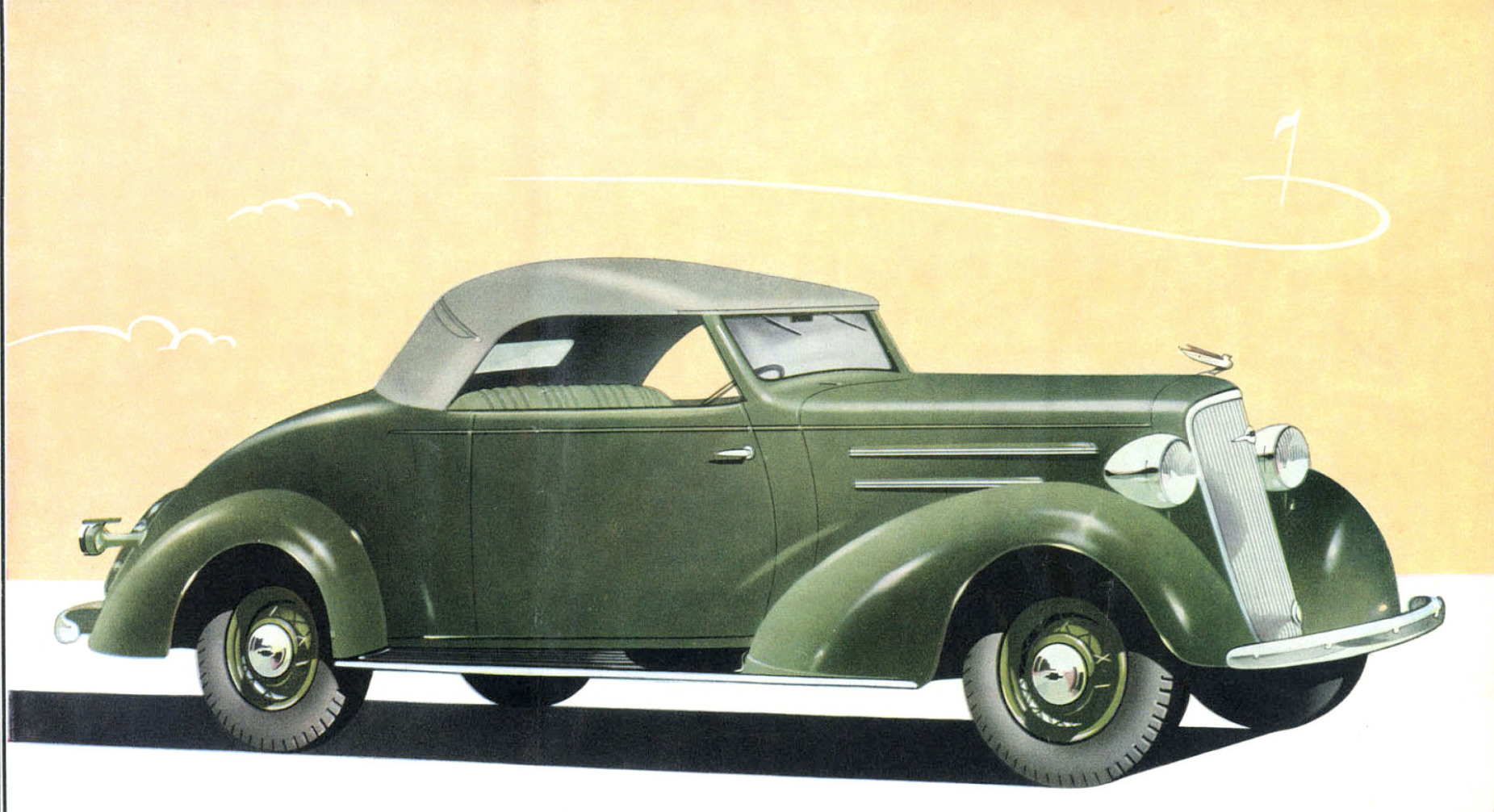
Tourer

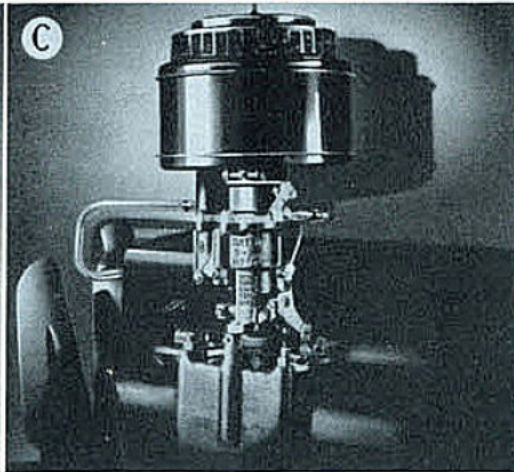
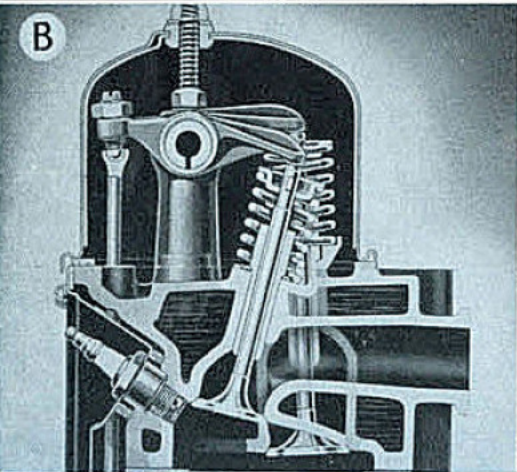
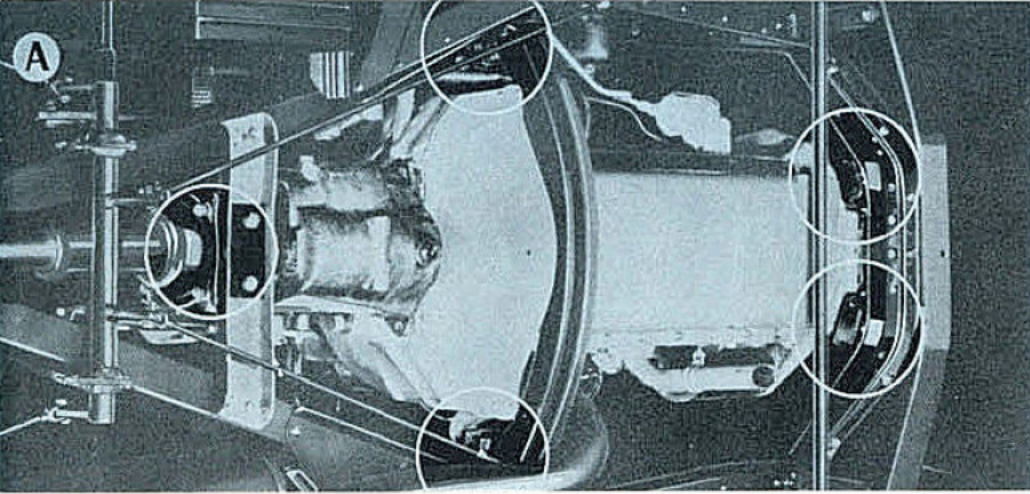
From bumper to bumper this Master Model presents an entirely new idea in Tourer beauty. The grey fabric hood slopes down smartly to meet the streamlined rear panel, in which is set a locking door opening on the commodious luggage compartment, and a separate space where the spare wheel is kept out of sight and safe from weather. Complete equipment for the Tourer includes snug fitting all weather side curtains. A rear trunk lid is optional—see page 18.

CHEVROLET MASTER de LUXE

Roadster.

Taking every advantage of the increased wheelbase of 113 inches, the Master de Luxe Roadster compels admiration with its swagger, sporty lines. The spare wheel is now carried behind the driving seat—out of sight and conveniently accessible. The rear boot is provided with a really comfortable dickey seat which, like the front seat, is upholstered in real leather in shades to harmonise with the body duco. Smart, all-weather side curtains match the hood.

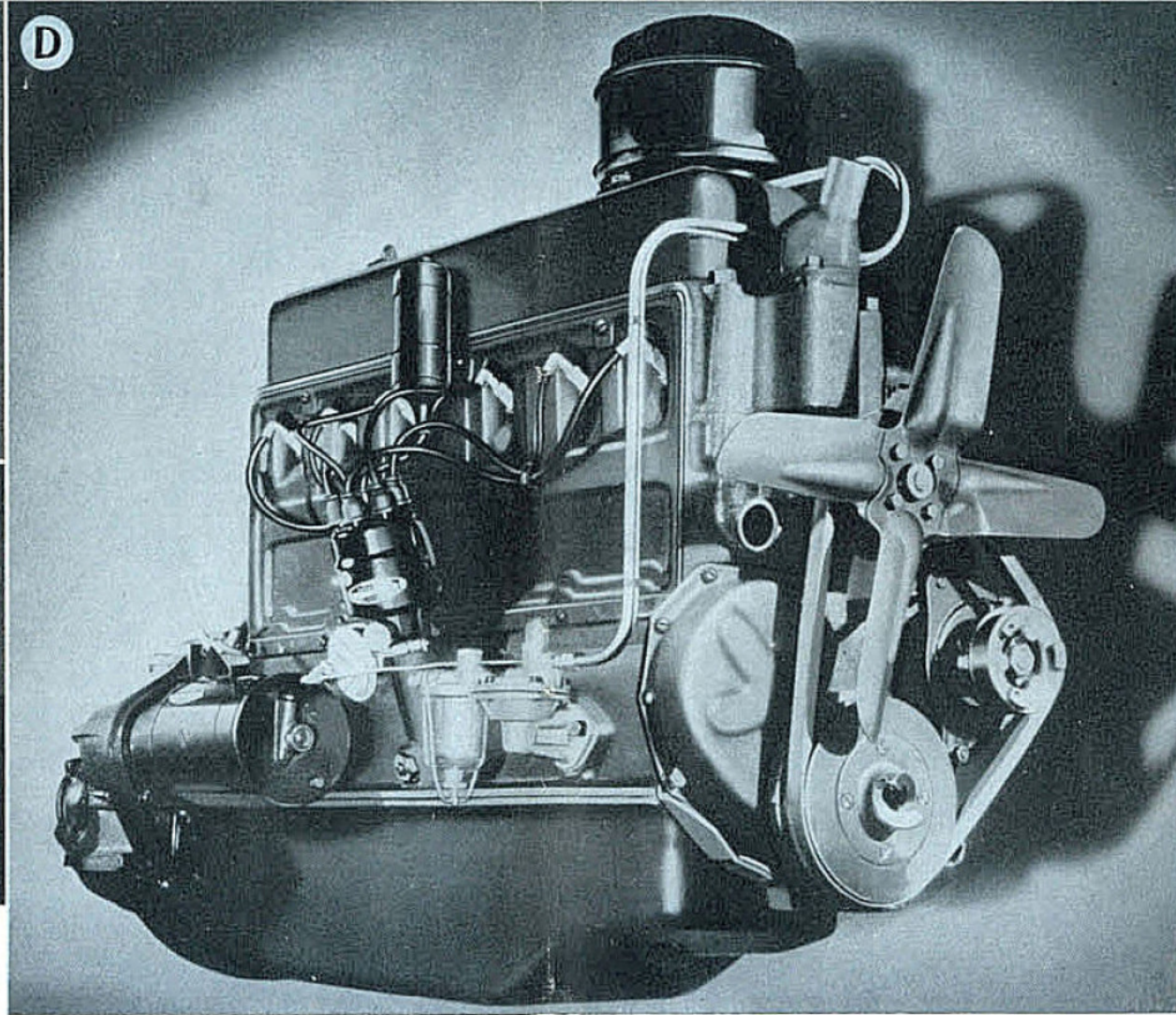




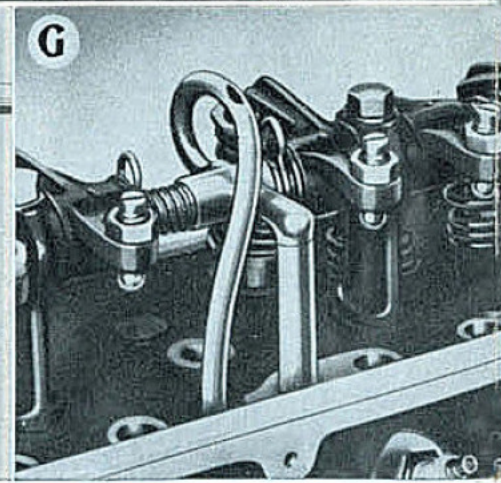
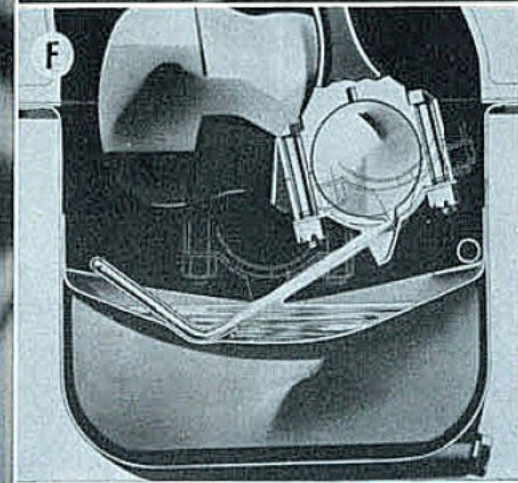
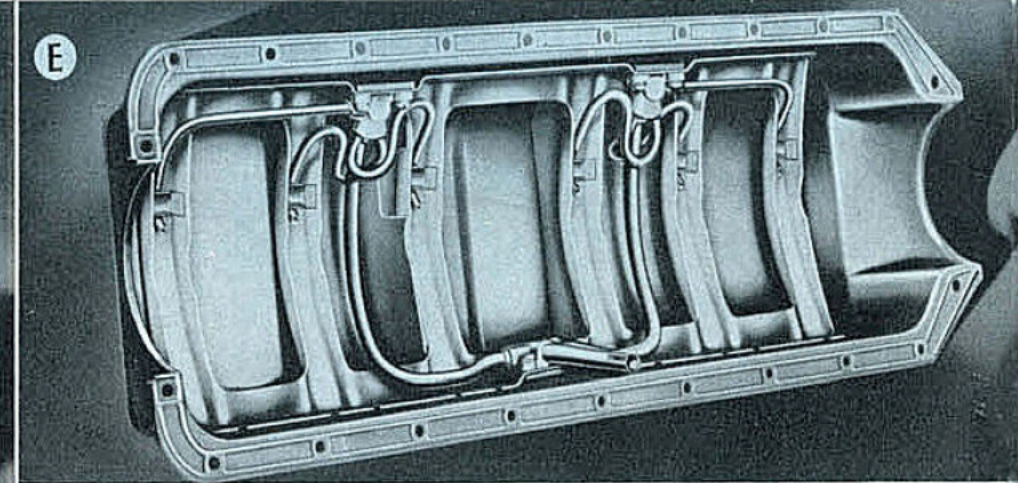
A—Rubber Engine Mounting: The Chevrolet power plant, is cushion-mounted on five blocks of resilient rubber, which absorb all vibration before it reaches the body—an important factor in Chevrolet smoothness and quietness of operation. (*Master & Standard*)

B—Special Cylinder Head: Scientific placing of the valves and plugs in the cylinder head, gives a unique result—more speed and power and a lower petrol consumption. (*Master & Standard*)

C—Down-Draught Carburettor: Gives greater economy and faster response at all engine speeds. It is fitted with a silencer, a large air cleaner, and a flame arrester. (*Master and Standard*)



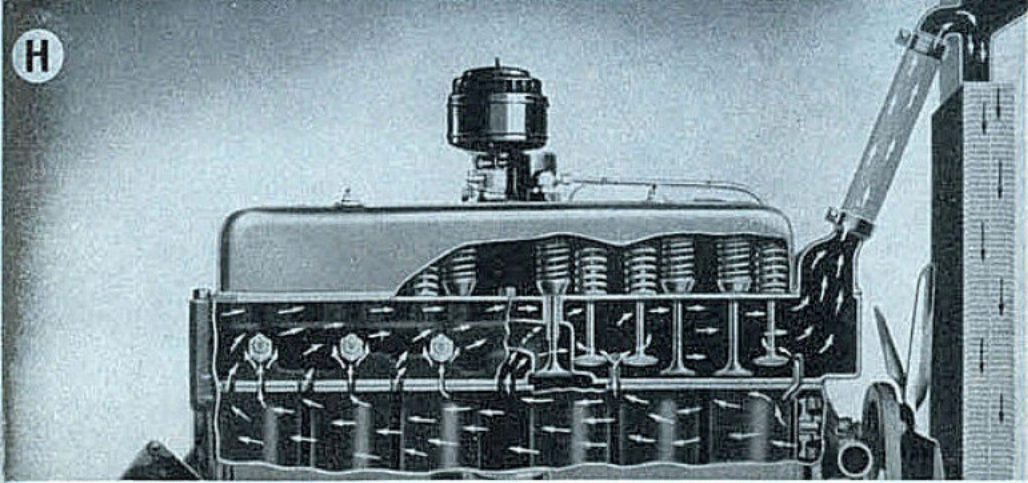
D—The New Valve-in-head Engine: The famous Chevrolet Valve-in-head engine—in both Master and Standard Models—has been improved to give smoother, quieter and more powerful performance. It is notable for greater power throughout the normal driving range, increased acceleration and speed and greater economy of petrol. Whatever engine you have been accustomed to, the Chevrolet valve-in-head six, is a basic design that will win your enthusiastic praise, as it has done with millions of other Chevrolet owners.



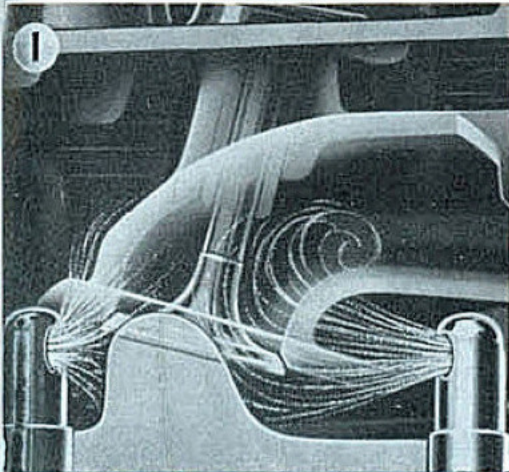
E—Pressure-stream Oiling: Illustration shows the sump which has six jets through which oil is forced under pressure to each connecting rod bearing. The oil enters special intake holes every time the bearings come round to intercept the streams. (*Master & Standard*)

F—Lubrication Jets: This illustration shows how the stream of oil from the jet, is forced against the dipper into the intake hole, assuring adequate bearing lubrication. (*Master & Standard*)

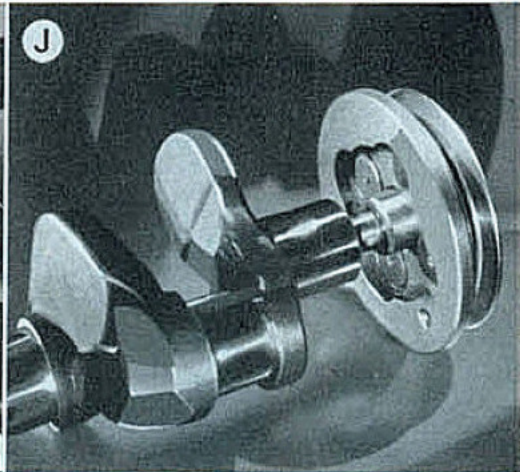
G—Valve Mechanism Oiling: A special pipe line from the sump is provided to deliver the correct quantity of lubricant for the entire overhead valve mechanism. (*Master & Standard*)



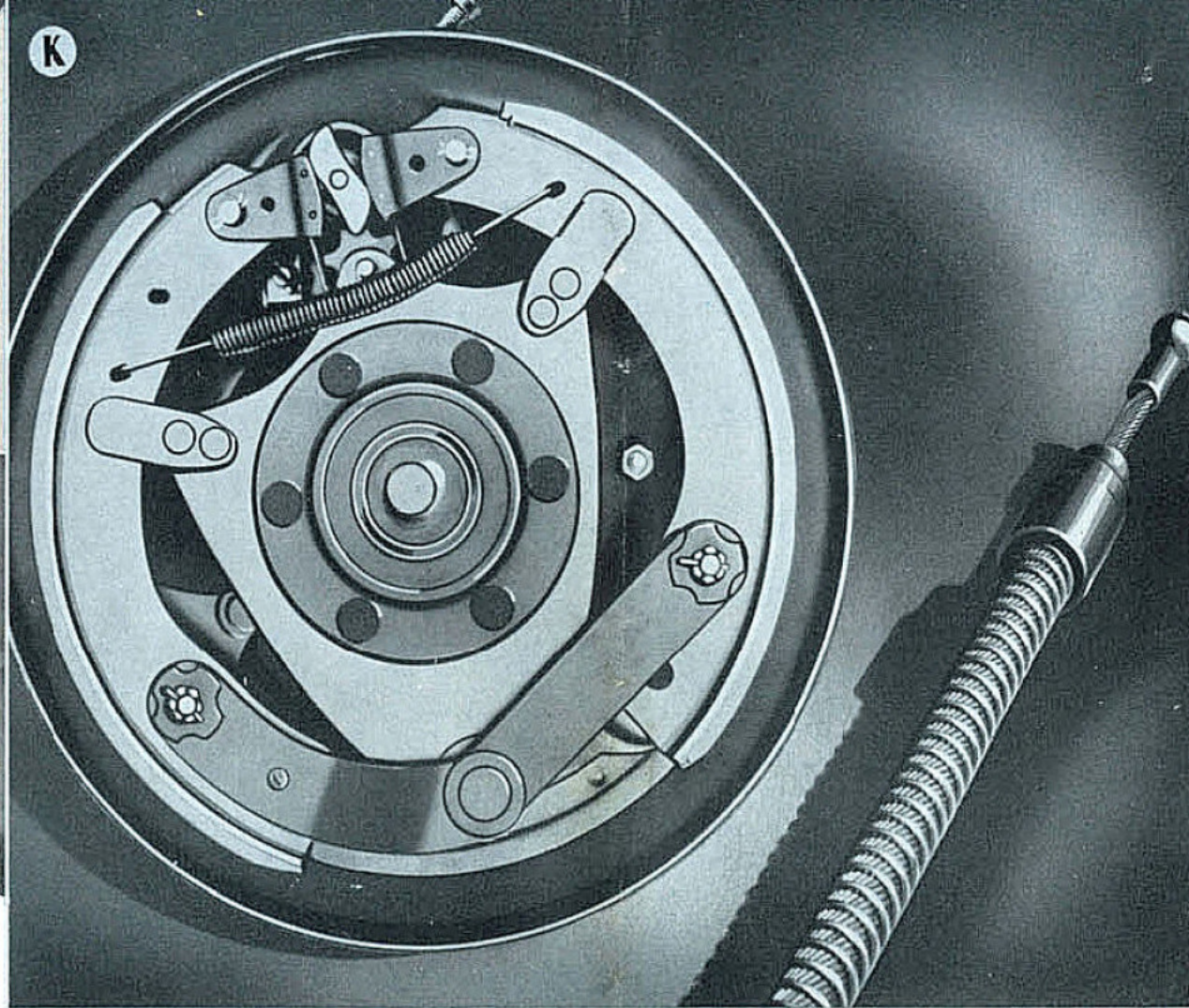
H—Cooling: The Chevrolet engine has large water areas around the cylinder walls, spark plugs and exhaust valves. A thermostat arrests the circulation of water when starting, until the engine has reached the proper temperature for best operation. *(Master and Standard)*



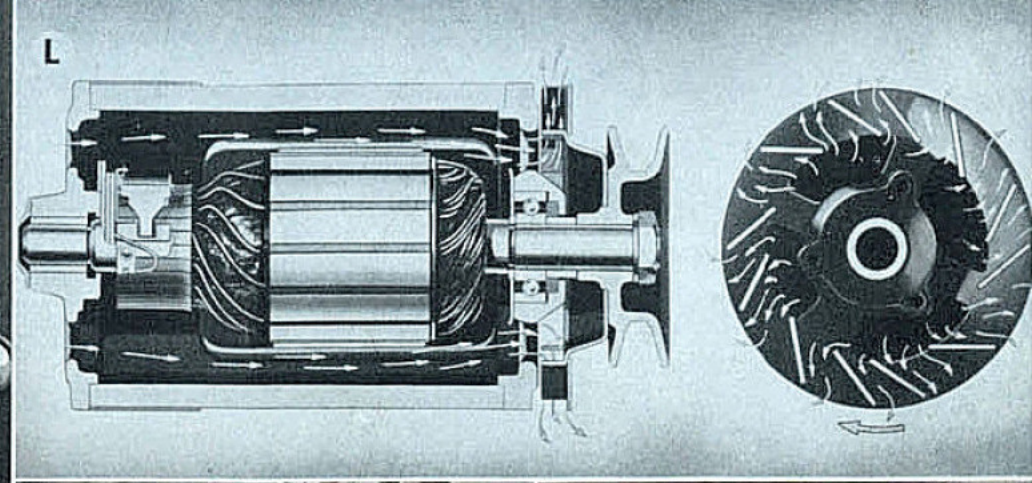
I—Water Nozzles: Special water nozzles direct the coolest water to the region of the exhaust valve seats, to maintain the proper temperature for efficient operation. *(Master and Standard)*



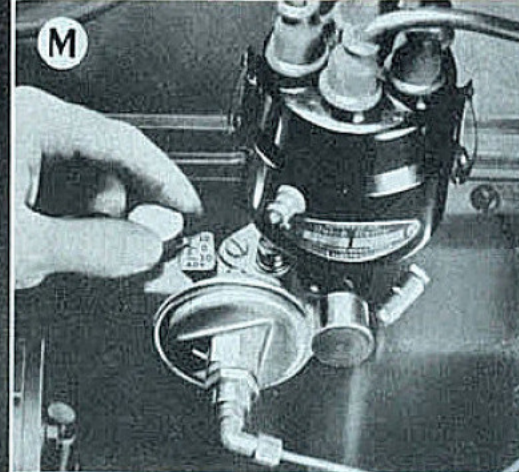
J—6½lb. Crankshaft: Heavier counter weights give smoother performance, and longer bearing life. An Harmonic Balancer is a further assurance of smooth running. *(Master and Standard)*



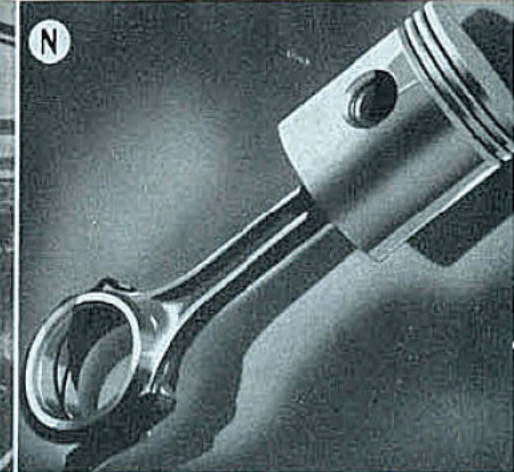
K—Improved Brakes: Under all conditions, and on all types of roads, Chevrolet's new oversize Cable-Controlled Brakes give quick, positive braking power. They have articulated shoes, which force every square inch of brake lining into contact with the carefully machined drums, when the brakes are applied. The result is greatly increased safety, and longer brake lining life. Brakes are fully enclosed, and have a special shield to protect the lining from dust and water. More effective brake lining gives smoother braking. *(Master & Standard)*



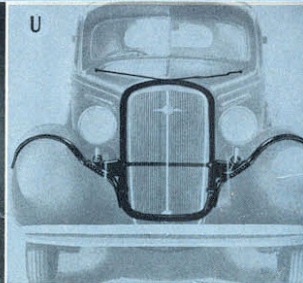
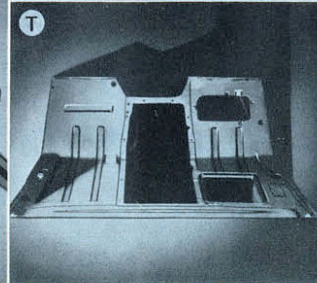
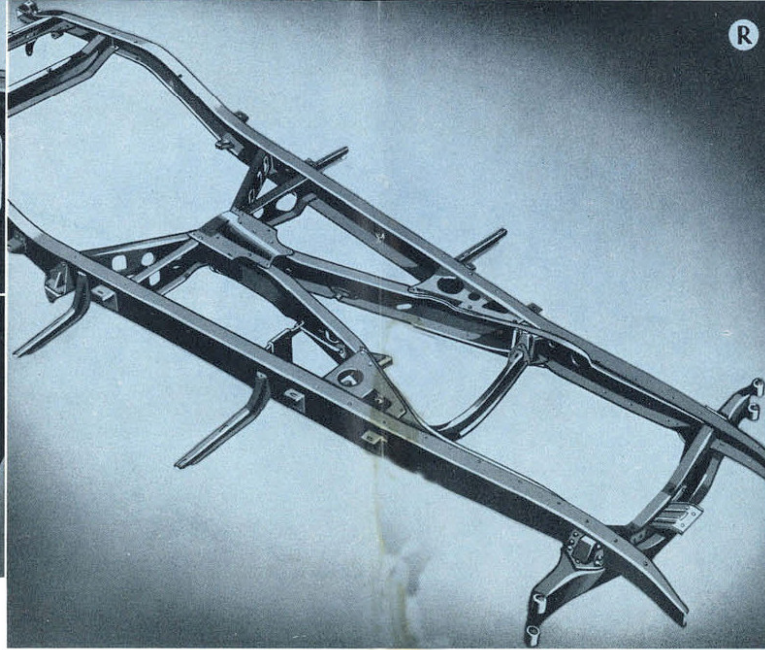
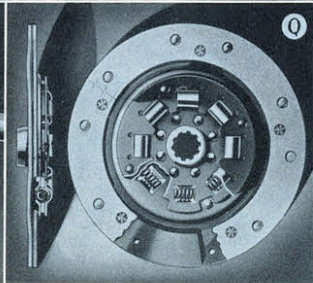
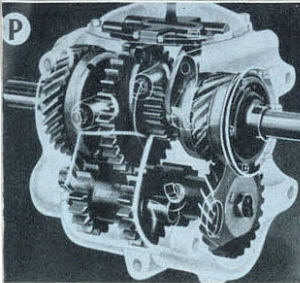
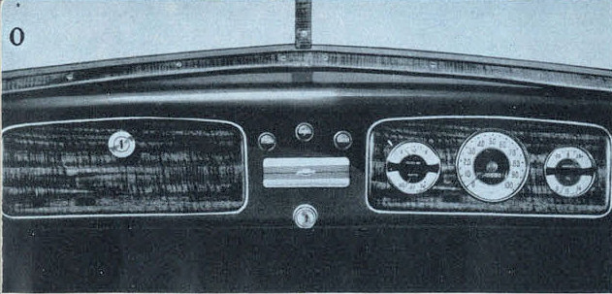
L—Air Cooled Generator: Whenever battery load is increased (as for headlights or radio), the output of the new air-cooled Generator is automatically increased, keeping battery fully charged. Air cooling allows a higher rate of charging without over heating. *(Master only)*



M—Octane Selector: This unique economy feature allows the distributor timing to be set so that you get the maximum of economy from any grade of fuel used. *(Master and Standard)*



N—Electro-Plated Pistons: Electro-plated grey iron pistons reduce friction, and, by permitting a closer fit materially increase the life of the pistons and cylinder walls. *(Master and Standard)*



O—Instrument Panel: Instruments are arranged in a panel, in front of the driver, whilst on the other side is the locking glove box. Control buttons for choke, lights, throttle are grouped in the centre. Starter button is at right of the instrument panel. (*Master Model*)

P—Improved Synchro-Mesh: At any time, in any emergency gear changing is quick, certain and silent. Improvements have made the second gear quieter and smoother. (*Master Model*)

Q—New Clutch: 'Smooth chatter-free operation of the clutch, is due largely to the new clutch plate design. A new clutch release allows unusually soft pedal pressure. (*Master and Standard*)

R—Stronger Frame: The Master Chevrolet "K-Y" frame is designed especially to suit knee action springing, and is wider and much stronger than before. Front end rigidity is increased 24%, there is a stronger king pin support, a new and more rigid front member, and two cross members at the rear now take the place of the single cross member. Side rails at rear have also been reinforced. The Master Chevrolet frame is many times stronger than the conventional frame, and provides improved support for the new aerstream bodies.

S—No-draught Ventilation: On all closed models, operation of the no-draught ventilation permits fresh air to be scooped in without draughts, and used air and smoke expelled. In cold or rainy weather, there is no dangerous misting of the windshield. (*Master and Standard*)

T—Steel Chassis Flooring: For adequate protection and body insulation, strong steel flooring extends right under the driving compartment, tilting up at the forward end. (*Master Model*)

U—Stabilised Front End: Excessive movement of headlights, radiator and mudguards is overcome by a rigid one unit construction mounted on a large rubber cushion. (*Master & Standard*)

... and here's

THE NEW STANDARD CHEVROLET

The Six that sets a new lead for

PERFORMANCE, ECONOMY and PRICE

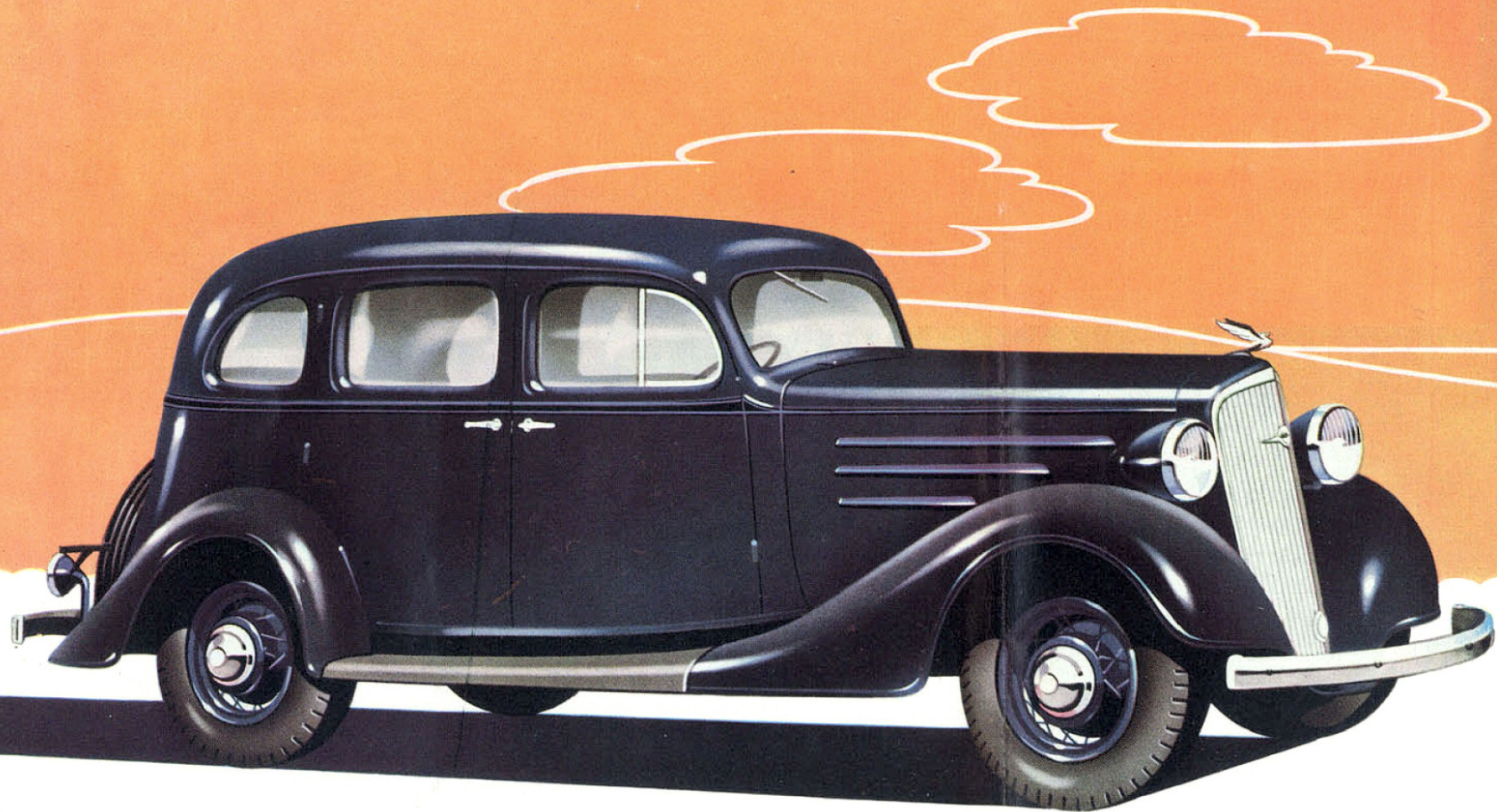
Styled for those who demand modern beauty . . . powered for drivers who prize brilliant performance . . . engineered for those who consider economical running . . . and priced so keenly that first cost is incredibly low! Such is Chevrolet's new Standard Six, hailed everywhere as the great economy car.

The Standard Chevrolet now has a new Master design engine giving 25% more power, throughout its entire speed range, with less petrol. Of 107" wheelbase it is a delightfully easy car to drive or to park in tight places, and is powerful enough and roomy enough to sustain high speeds with perfect comfort to all passengers. Roomy, luxuriously upholstered bodies by Holden, contribute to pride of ownership and real comfort. An important improvement is the new X-type frame which gives a tremendous increase in strength. The



models which follow and the specifications on the last page will convince you that the new Standard Chevrolet is built for reliable day after day service . . . built to set a record for economical upkeep . . . and to maintain a standard of quality which Chevrolet has never permitted any consideration to lower.

The list of complete equipment for the Standard models includes:—Full bumpers front and rear, no-draught ventilation (Closed Models), leather upholstery, wire wheels, radiator mascot, spare wheel lock, cowl ventilator, radio aerial (Closed Models) spare wheel at rear on all models except the Business Roadster and Business Coupe which carry it in the fender well. You simply can't imagine the real thrill that is waiting for you when you step in and drive any model in this new Standard Chevrolet Series



CHEVROLET STANDARD

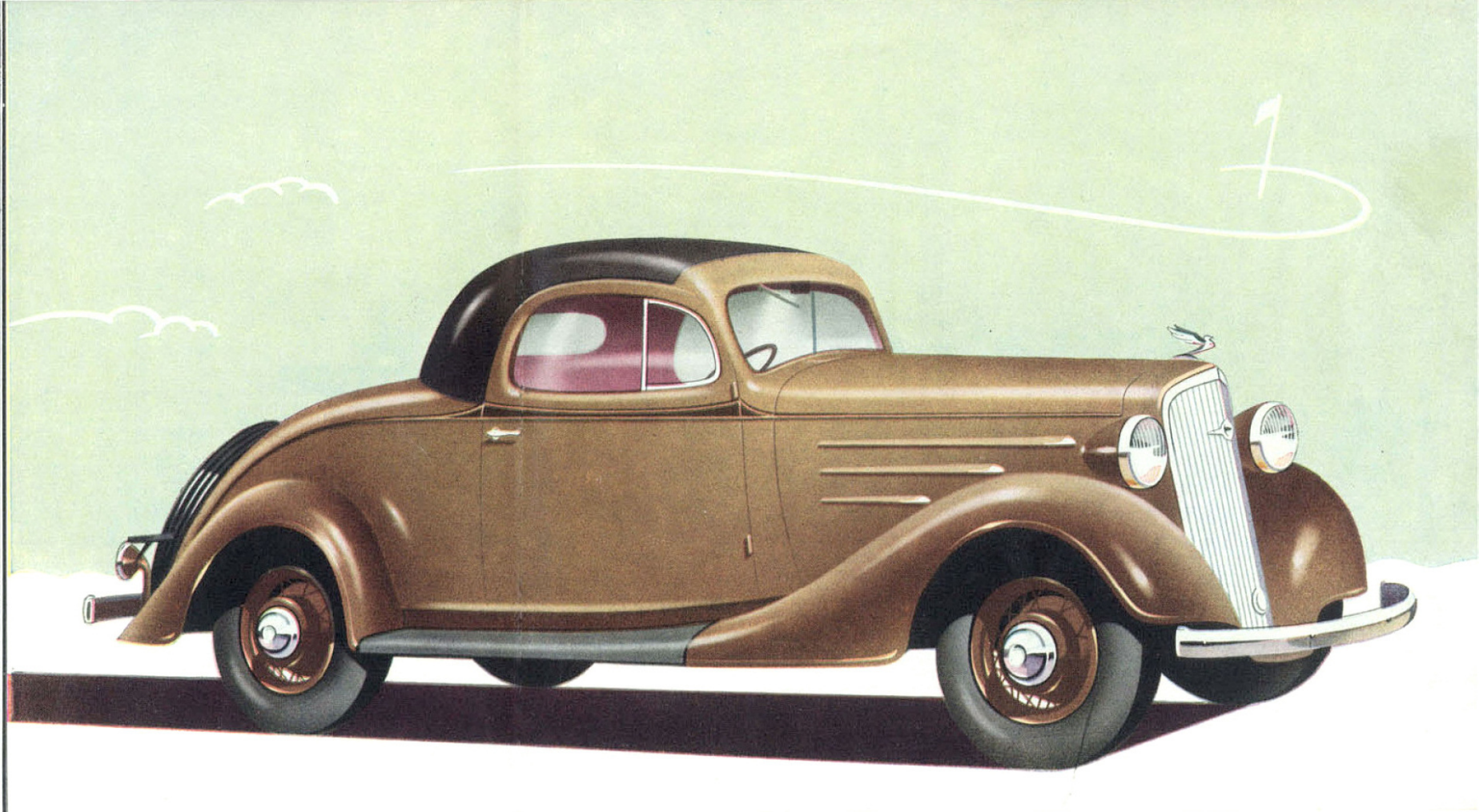
Sedan

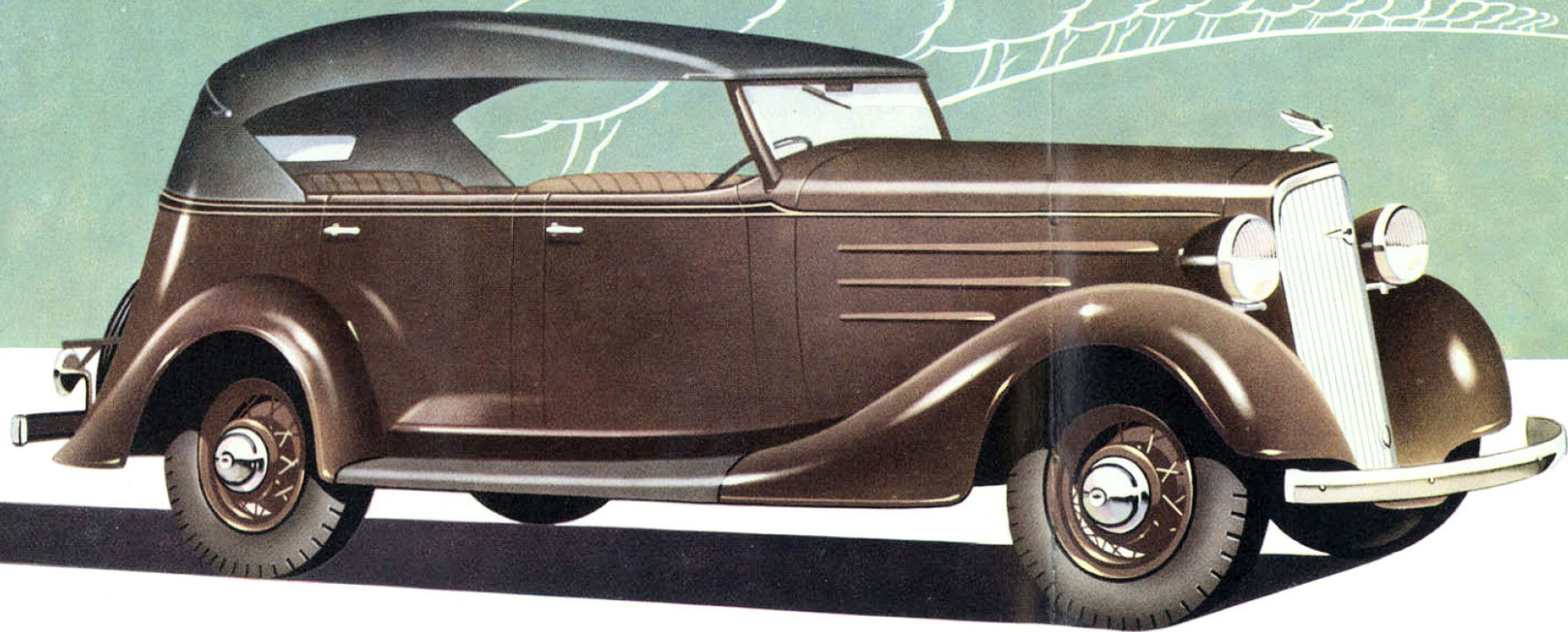
Here is a model you will find a brilliant performer . . . a great saver of money in running costs . . . and a most comfortable car to drive and ride in. It has ample room for five passengers and many luxurious appointments including no-draught ventilation. The body lines show a practical interpretation of streamlining which is as frankly modern as it is beautiful. No car in the low price field offers such a sound investment —as this new Standard Chevrolet Sedan.

CHEVROLET STANDARD

Sports or Business Coupe

The ownership of a Standard Coupe gives a thrilling pride, heightened by the knowledge that it's racy, streamlined contours convey a true impression of its smooth speed and powerful acceleration. The sloping radiator long bonnet and wide skirted mudguards give it the modern appearance associated with really high priced cars. This model is available with either a dickey seat or a large top-hinged rear lid opening on to the spacious boot. See Roadster Sketch, Page 17





CHEVROLET STANDARD

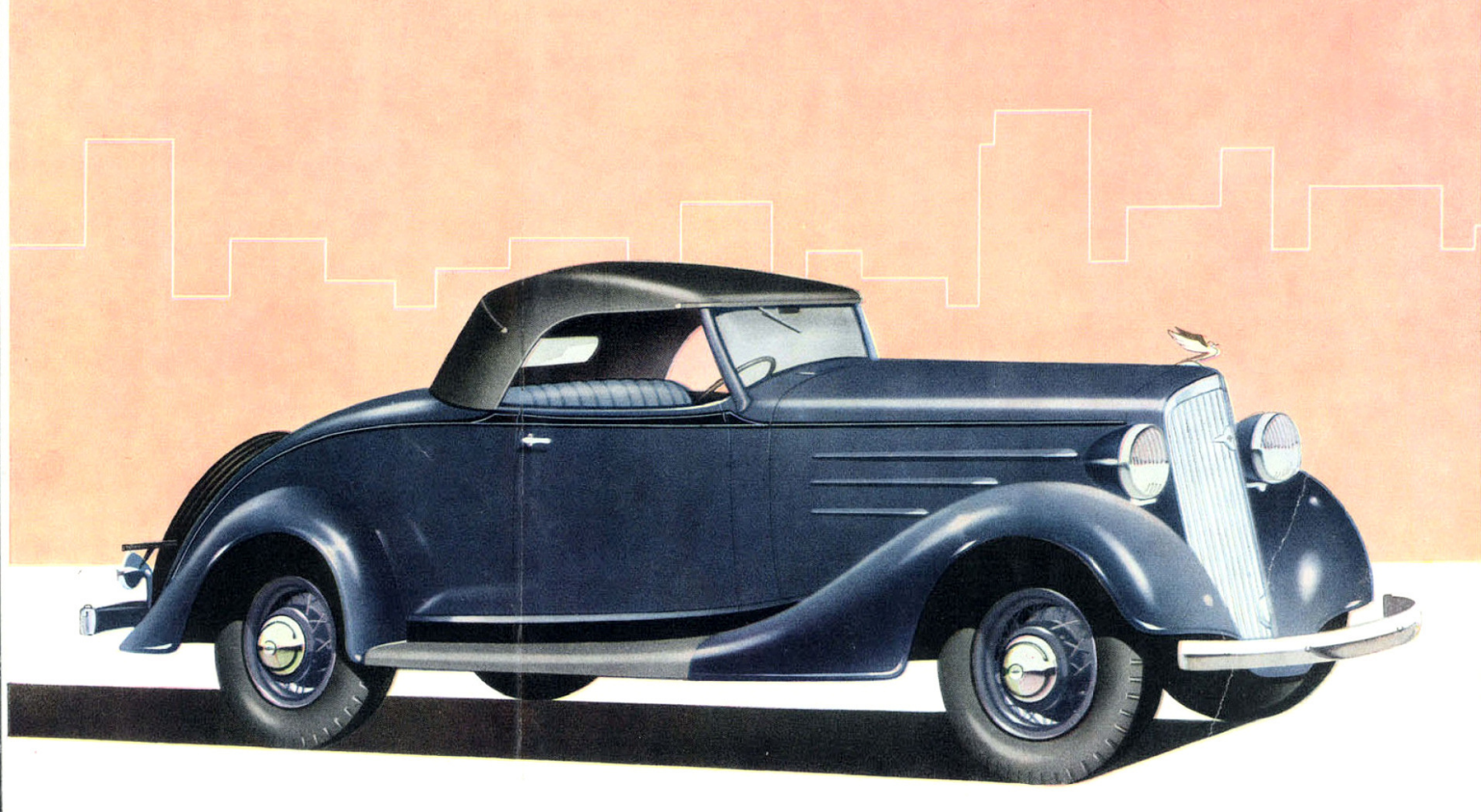
Tourer.

This model seems to speak of fragrant breezes from far-flung summer fields and of the open road that ever beckons onward. The Tourer presents a smart dashing appearance and the owner's satisfaction is not at all lessened by the comforting thought of the car's low price and its low cost of operation and upkeep. It is complete with five wire wheels and a set of side curtains to match the hood fabric. Full equipment ensures that there will be no extras to buy.

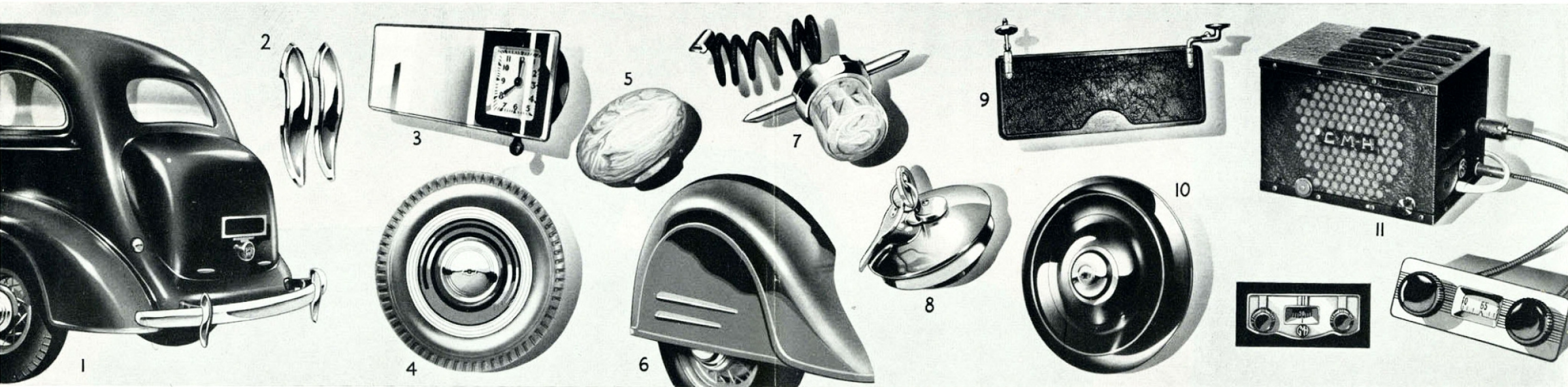
CHEVROLET STANDARD

Sports or Business Roadster

The clean-cut sporty lines of the Standard Roadster appeal to the driver who usually likes to get to wherever he's going quickly and in comfort. With the hood folded down and disappearing into the line of the car, the Standard Roadster looks what it is—smart, speedy, dependable. Available either as a Sports Roadster with a leather upholstered dickey seat, or for business purposes with a top-hinged lid on the rear luggage boot.



LOW PRICED, HIGH QUALITY ACCESSORIES FOR THE NEW CHEVROLETS



No. 1 : Rear Trunk Lid. Specially designed for use on the new Master de Luxe Chevrolet Sedan and Tourer, the rear Trunk Lid takes the place of the flush fitting rear door which is standard equipment on these Master Models. The Trunk Lid is hinged at the top and lifts up to give access to the large enclosed luggage space and the separate storage compartment for the spare wheel. The design of the Trunk Lid blends with Chevrolet's modern streamline contours and becomes actually a part of the car. The projecting trunk shape of the lid provides a great increase in luggage space. When you purchase your new Chevrolet your dealer can arrange for this, and any other genuine accessory to be fitted to the car before you take delivery. The above illustration also shows how the Genuine Chevrolet Chrome Bumper Guards appear when fitted to the rear bumper bar.

In the purchase of the Genuine Accessories pictured on this page, the Chevrolet owner has the satisfaction of knowing that they are made expressly for his car just as surely as are the engine and the body.

Not illustrated above are:—No. 2 Chrome Bumper Guards in sets of four, No. 3 Pull-wind Clock, and Rear Vision Mirror, No. 4 Attractive Wheel Discs in sets of five and six, No. 5 Gear Lever Knobs, No. 6 Wheel Shields, No. 7 Cigarette Lighter, No. 8 Locking Cap for Petrol Tank, No. 9 Extra Sun Visor, No. 10 Metal Spare Tyre Covers.

There are many genuine Chevrolet Accessories not illustrated here. The complete range with prices is shown in the genuine Accessory Catalogue which you can obtain from your dealer.

Some of the more important Accessories not illustrated are:—Seat Covers, Brake Lever Extension Handle, Water Bag and Carrier, Chrome Wheel Mouldings, Fender Marker, Visor Vanity Mirror, Matched Horn Unit, Glove Box, Electric Clock (Master only), Radiator Cap Lock (Standard only), Locking Hub Cap, Rear Luggage Carrier (Standard only), Extra Windshield Wiper (Standard only).

No. 11 : G.M.H. Radio. Compact in size the G.M.H. Radio gives reproduction as clear, selective and faithful as many of the most expensive sets. It has six valves with 2 dual purpose valves which give the set 8 valve performance. Modern features include superheterodyne circuit, electro dynamic speaker, B-Battery eliminator, automatic volume control and illuminated dial. Two control panels are available—one for Master and one for Standard. The Master control panel is made to match and fit the centre shield of the instrument panel whilst the Standard panel is affixed to the bottom of the instrument panel. The set itself including the Speaker, fits snugly behind the dash and is easy mounted in a position for which provision has been made in all Chevrolets. G.M.H. Radio is obtainable from all Chevrolet dealers and from every reputable garage.

SPECIFICATIONS OF THE MASTER DE LUXE CHEVROLET

ENGINE: Six cylinders; valve-in-head type; 3-5/16th" bore; 4" stroke.
R.A.C. Horsepower Rating: 26.3. Develops 80 h.p.

CYLINDERS: Cast en bloc (including upper half of crankcase). Head detachable.

VALVES: 1-45/64th" diameter intake; 1-15/32th" diameter exhaust.

CONNECTING ROD BEARINGS: 2-1/8th" diameter, 1-9/32th" long.
Material: babbitt.

CRANKSHAFT: Weighs 69 pounds. Counter balanced. Harmonic balancer combined with crankshaft pulley. Three main bearings.

CRANKSHAFT BEARINGS: Front 2-1/16th" diameter by 1-49/64th" long.
Centre 2-1/8th" diameter by 1-7/8th" long. Rear 2-3/16th" diameter by 2-11/64th" long. Material: steel-backed babbitt.

CAMSHAFT BEARINGS: Front 1-13/16th" diameter by 1-27/32th" long.
Centre 1-25/32th" diameter by 2-1/16th" long. Rear 1-5/8th" diameter by 1-3/8th" long. Centre and rear bearing, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Vane type pump in crankcase; oil pressure gauge in instrument panel. Crankcase ventilator. Oil pump capacity 7 quarts per minute. Screen on intake side of oil pump. A positive stream of oil is forced along the path of each connecting rod dipper from direction opposite than that of rotation of connecting rod.

CARBURETTOR: Carter—down-draught construction. With accelerating pump. Single adjustment. Petrol filter in fuel pump. AC air cleaner, silencer and flame arrester. Fuel mixture is heated (thermostatically controlled) in manifold heat chamber.

FUEL: Mechanical fuel pump. 12½ gallon tank in rear. Petrol gauge on instrument panel.

IGNITION: Delco-Remy with high tension wires waterproofed. Automatic and vacuum spark control. Octane selector connected to distributor.

TRANSMISSION: Synchro-Mesh silent-second design, three speeds forward and one reverse; unit power plant construction.

INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil gauge, speedometer, starter button, theft-resisting ignition lock, lighting switch, engine heat indicator, carburettor choke, throttle control, petrol gauge, Radio plate and package compartment with lock.

CONTROLS: Rubber pads on clutch and brake pedals.

CLUTCH: New improved dry single plate. Single cushion-mounted clutch disc with braided-moulded facings.

COOLING: Harrison "V" centre core radiator, water pump on fan. Core material: copper.

REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing one-piece differential case.

BRAKES: Four-wheel service internal-expanding type on 12" brake drums front and rear; width of brake lining, 1-3/4".

TYRES: 5.50 x 17 balloons.

WHEELS: 5 wire wheels with the fifth carried in rear, concealed compartment.

STEERING GEAR: Semi-reversible, worm and sector type. 17-1/2 to 1 ratio.

KNEE-ACTION UNIT: Includes double-action shock absorbers.

REAR SPRINGS: Long special spring steel, semi-elliptic type, 54" long self-adjusting shackles. Delco-Lovejoy shock absorbers rear on all passenger models.

FRAME: Channel section 5-1/4" deep, width of flange 2-3/8". Stock thickness 1/8th"; 5 sturdy cross members. Two sub-frames. "Y-K" shape sub-frame construction.

EQUIPMENT: Full bumpers front and rear; leather upholstery; wire wheels; theft-proof ignition lock; radiator mascot; cowl ventilator; dome light and radio aerial (closed models); pockets both front doors of Sedan and Tourer (also back of front seat in Sedan); robe rail; built-in foot rest on Sedan and tube type on Tourer; arm rests front and rear compartment (Sedan); high pressure gun lubrication; complete tool kit; automatic stoplight; rear vision mirror; "V" windshield; dual electric wipers; vibrator-type horn; two beam headlamps parking bulbs on all models. Adjustable sun visor; adjustable driver's seat. No Draught Ventilation.

DOOR LOCKS: An improved system of door locks is fitted to closed models, permitting outside door handles to "free-wheel" when locked, thus obviating the danger of broken handles and locks arising from unauthorised attempts to open the car. This system also prevents the owner from accidentally locking himself out of the car.

WHEELBASE: 113".

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

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In addition to Chevrolet's unusual Service Policy, there are throughout Australia, hundreds of specialised Chevrolet dealers with properly trained and equipped mechanics. The new Chevrolet Spare Parts are also obtainable from all General Motors—Holden's Ltd. Dealers and first class garages.

SPECIFICATIONS OF THE STANDARD CHEVROLET SIX

ENGINE: Six cylinders; valve-in-head type; 3-5/16th" bore; 4" stroke; R.A.C. Horsepower Rating 26.3. Develops 74 h.p.

CYLINDERS: Cast en bloc (including upper half of crankcase). Head detachable.

VALVES: 1-41/64th" diameter intake; 1-15/32" diameter exhaust.

CONNECTING ROD BEARINGS: 2-1-8th" diameter, 1-9/32" long. Material: babbitt.

CRANKSHAFT: Weighs 69 pounds. Counter-balanced. Three main bearings.

CRANKSHAFT BEARINGS: Front 2-1/16th" diameter by 1-49/64th" long. Centre 2-1/8th" diameter by 1-7/8th" long. Rear 2-3/16th" diameter by 2-11/64th" long. Material: steel-backed babbitt.

CAMSHAFT BEARINGS: Front 1-13/16th" diameter by 1-27/32" long. Centre 1-25/32" diameter by 2-1/16th" long. Rear 1-5/8th" diameter by 1-3/8th" long. Centre and rear bearing, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Vane type pump in crankcase, oil pressure gauge in instrument panel. Crankcase ventilator. Oil pump capacity 7 quarts per minute. Screen on intake side of oil pump. A positive stream of oil is forced along the path of each connecting rod dipper from opposite direction than that of rotation of connecting rod.

CARBURETTOR: Carter—down-draught construction. With accelerating pump. Single adjustment. Petrol filter in fuel pump. AC air cleaner, silencer and flame arrester.

FUEL: Mechanical fuel pump. 9 gallon tank in rear. Petrol gauge on instrument panel.

IGNITION: Delco-Remy with high-tension wires waterproofed. Automatic and vacuum spark control. Octane selector connected to distributor.

TRANSMISSION: Helical constant mesh, three speeds forward and one reverse; unit power plant construction.

INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil gauge, speedometer, starter button, theft-resisting ignition lock, lighting switch, carburettor choke, throttle control, petrol gauge.

CLUTCH: Single dry plate. Single cushion-mounted clutch disc with braided moulded facings.

COOLING: Harrison "V" centre core radiator, water pump on fan. Core material: copper.

FRONT AXLE: I-beam section: 4 New Departure ball bearings in wheels.

REAR AXLE: Semi-floating type. One piece banjo-type pressed steel housing; one-piece differential case.

BRAKES: Four wheel service internal-expanding type on 10" brake drums front and rear; width of brake lining, 1-3/4".

WHEELS: 5 wire wheels and rear tyre carrier standard equipment except as specified.

TYRES: 5.25 x 17 balloons.

STEERING GEAR: Semi-reversible; worm and sector type. 14 to 1 ratio.

SPRINGS: Long special spring steel, semi-elliptic type; front 33" and rear 54"; self-adjusting shackles. Delco-Lovejoy shock absorbers front and rear on all passenger models.

FRAME: Channel section 5-9/32" deep, width of flange 2-1/16th". Stock thickness 7/64th"; 3 sturdy cross members. "X" type sub-frame construction.

EQUIPMENT: Full bumpers front and rear; leather upholstery; wire wheels; theft-proof ignition lock; radiator mascot; cowl ventilator; dome light and radio aerial (closed models); pockets both front doors of Sedan and Tourer (also back of front seat in Sedan); foot rest (Sedan); high pressure gun lubrication system; complete tool kit; automatic stoplight; rear vision mirror; full vision one-piece windshield; electric wiper; two beam headlamps; parking bulbs on all models. Adjustable sun visor on closed models. No Draught Ventilation on all closed models. Top boot on open models.

WHEELBASE: 107".

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.



GENERAL MOTORS — HOLDEN'S LIMITED

BRISBANE — SYDNEY — MELBOURNE — ADELAIDE — PERTH