

# CHEVROLET

*Long Life*

# TRUCKS

30 CWT  
& 2 TON  
RATINGS

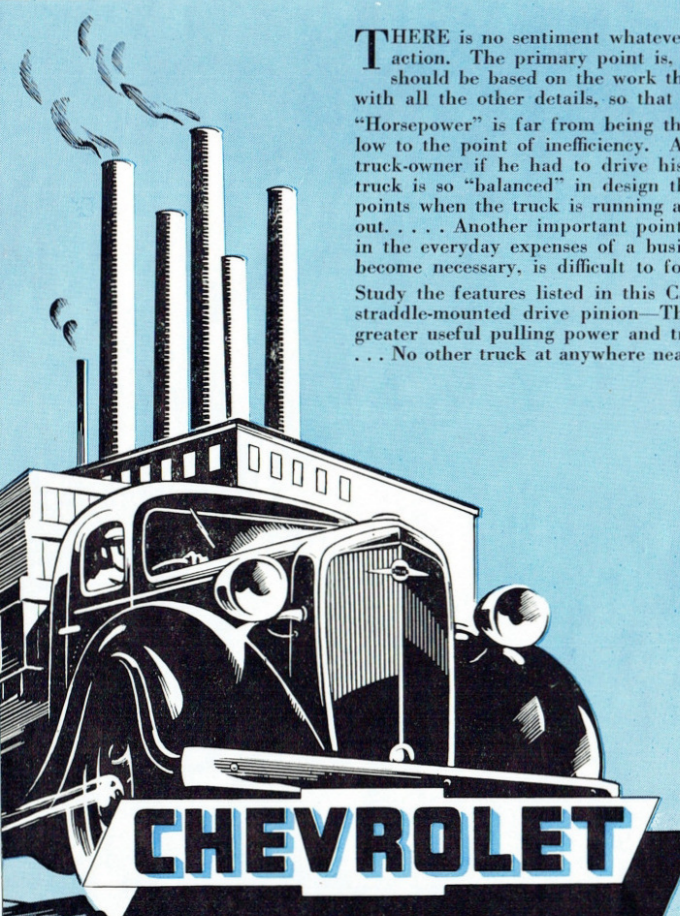


# WHEN BUYING A TRUCK....

**T**HERE is no sentiment whatever about buying a Truck. It's a closely considered, keenly scrutinised business transaction. The primary point is, "Will it do the job at the price I want to pay?" . . . The purchase of motor vehicles should be based on the work they are *designed to perform*. Every detail of design must be planned to "tune-in" with all the other details, so that a "balanced," efficient job will be produced.

"Horsepower" is far from being the only consideration, particularly when the "Torque" exerted by the same engine is low to the point of inefficiency. An engine which it is claimed will develop 100 h.p. would be entirely unsuitable to a truck-owner if he had to drive his vehicle at over 70 miles an hour to develop that horsepower! So be sure that your truck is so "balanced" in design that engine speeds, torque, gear ratios and similar factors are at their most effective points when the truck is running at a reasonably normal rate—the speed at which trucks are operated year in and year out. . . . Another important point is *Maintenance*. Running costs are comparatively easy to ascertain, and form an item in the everyday expenses of a business, but Maintenance, particularly when the expenditure of large sums unexpectedly become necessary, is difficult to foresee and to provide for, and can be a severe drain on the *net profits*.

Study the features listed in this Catalogue. Discover the advantages of Chevrolet's new Full-floating back axle, with straddle-mounted drive pinion—The massive buttressed frames—The improved six cylinder valve-in-head engine, with greater useful pulling power and tractive force—Rugged 4 speed gear box—Giant sealed brakes—Arresting appearance. . . . No other truck at anywhere near the price offers the same outstanding value in construction and performance.



# CHEVROLET

## Here's proof of Chevrolet Economy

Based on costs of operation in Melbourne, Vic. Subject to slight variation in other States and Cities, where petrol, oil and other items listed under Variable Expenses may differ in cost.

Chevrolet 30 cwt. Platform and Dropsides model; half ton cab, 2—30 x 5 x 8 tyres; 2—32 x 6 x 8. Price £320, Sales Tax £16; Total £336. Annual mileage, 20,000 (1,650 miles per month).

FIXED EXPENSES.	Per Month.	Per Mile.
Interest on the (average) Value of the Truck @ 5%	£1 0 5	.14d.
Registration (average) . . . . .	1 1 0	.15d.
Insurance (average) . . . . .	0 16 6	.12d.
<b>FIXED EXPENSE . . . . .</b>	<b>£2 17 11</b>	<b>.41d.</b>
VARIABLE EXPENSE.		
Depreciation for 100,000 Miles from £320 to £75 (less tyre cost) . . . . .	£3 11 4	.51d.
Petrol, 17 m.p.g. @ 1/6 a gallon . . . . .	7 7 0	1.07d.
Oil, 900 m.p.g. @ 7/- a gallon . . . . .	0 12 11	.09d.
Tyres, 1 set per annum . . . . .	2 9 4	.35d.
Maintenance and Repairs @ £45 p.a. . . . .	3 15 0	.54d.
<b>VARIABLE EXPENSE . . . . .</b>	<b>£17 15 7</b>	<b>2.56d.</b>
<b>TOTAL EXPENSE, PER MONTH AND MILE . .</b>	<b>£20 13 6</b>	<b>2.97d.</b>
Driver's Wages @ £3/19/- per week . . . . .	£15 16 0	2.29d.

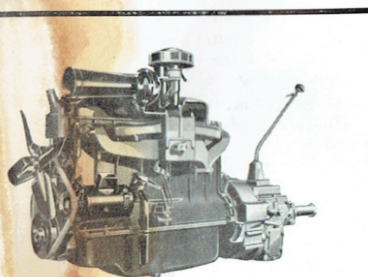
Cost per ton mile—Owner Driven, 1.98d.; Driver Employed, 3.53d.

## ... THE LONG LIFE TRUCKS

# Before You Buy—

## CONSIDER THESE FACTORS OF TRUCK PERFORMANCE AND VALUE

**T**RUCK earnings are governed by certain specific factors of performance—determined and expressed by engineering formulae. These are given below to aid you in your choice of a truck—to help you gauge the true working and earning capacity of any unit you may consider. It should be remembered that the Chevrolet Engine *never needs replacing*. It is designed and built to last the life of the truck. Maintenance costs are low, for it scarcely ever needs attention, nor requires reboring or overhauling every few thousand miles.



### The Famous Chevrolet Engine Never Needs Replacement - it Lasts the Life of the Truck

When you buy Chevrolet, your first outlay is practically the last. The one engine does the job—never will it need replacing, and rarely will it need attention. Chevrolet owners report amazing mileages; one man had 300,000 miles to his credit without even a re-bore—the only service necessary being the grinding of valves and the fitting of new rings.

**TORQUE, OR PULLING POWER.** Torque, not horsepower, is the true measure of engine efficiency. Horsepower denotes potential speed; Torque denotes actual pulling power. Thus, the greater the torque development, and the wider the speed range over which it is sustained, the greater an engine's usefulness from the truck owner's viewpoint. Chevrolet's famous six cylinder valve-in-head engine develops maximum torque at low revolutions, over a wider speed range, than any competitively-priced unit—155 ft. lbs. at 900 to 1500 r.p.m., or normal road speeds.

**RIM PULL.** Rim pull is the tractive power delivered by the rear or driving wheels, and is governed by (1) Torque development. (2) Efficient Transmission. (3) Correctly ratioed gears. Rim pull determines a truck's ability to negotiate bad roads, steep grades, etc., under load, without gear shifting and stalling. Chevrolet has higher Rim Pull than any truck of equal capacity.

**GRADEABILITY.** Gradeability measures the truck's ability to negotiate grades under load. Gradeability is especially necessary in high gear, to avoid changes down, which mean slower trips and higher petrol

consumption. Throughout the normal operating speed range, Chevrolet has better Gradeability than competitive trucks.

**ROAD SPEED.** Road speed is the truck's ability to cover distances in top gear, under load, at satisfactory high speeds consistent with safety. Chevrolet has a wider, more serviceable range of road speeds, with better performance characteristics throughout.

**PERFORMANCE FACTOR.** The general factor, which expresses the harmony and efficiency of the truck as a whole. A good Performance Factor ensures dependable, efficient, low-cost haulage. Chevrolet again is vastly superior to all other popularly priced trucks.

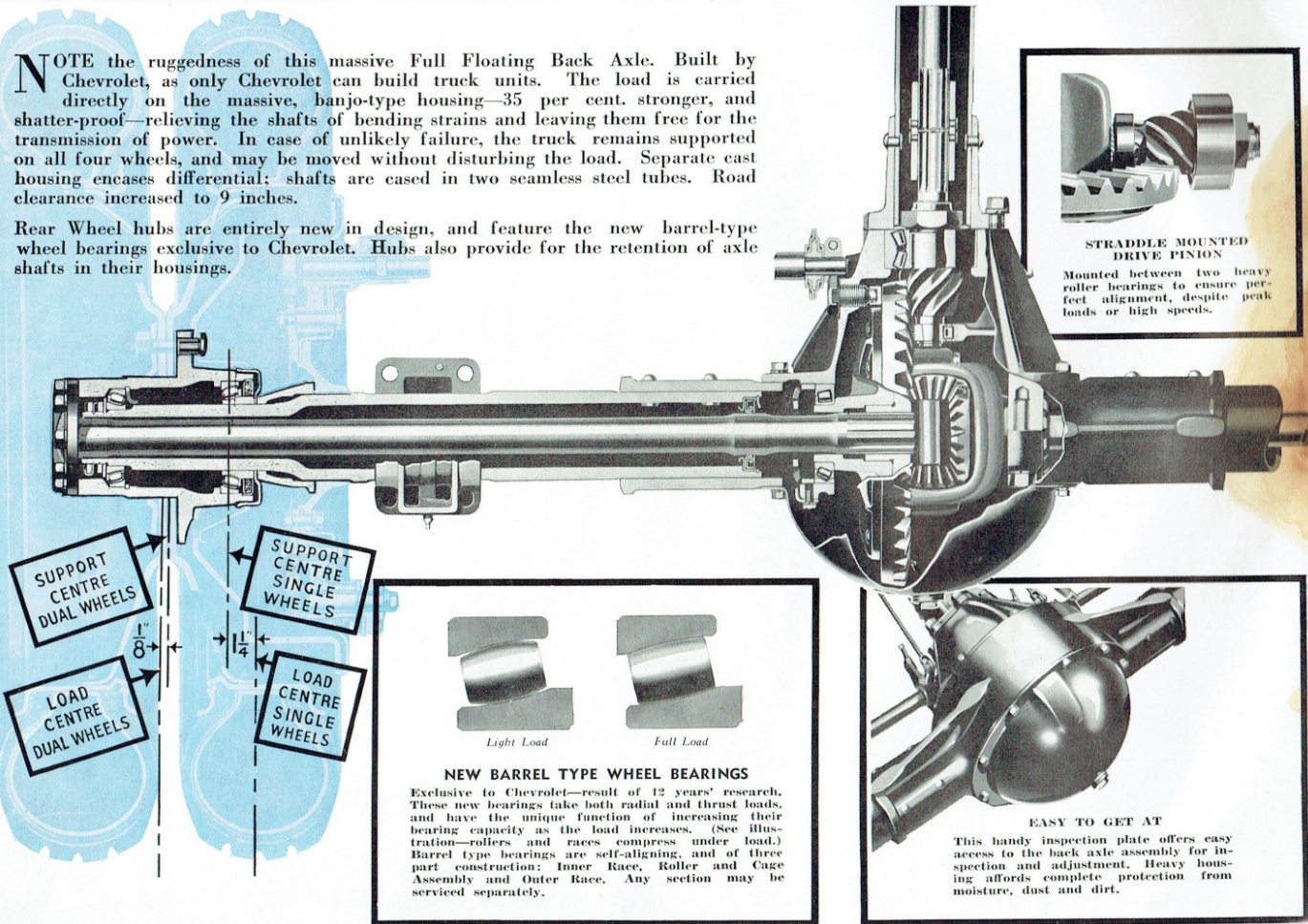
**SERVICE AND SPARE PARTS.** The service which a truck can render is—over a long period—dependent upon the ready availability of expert service and genuine replacement parts. Chevrolet has unequalled Service Facilities and Spare Parts Distribution throughout the Commonwealth, in country and city alike—a feature that is not offered by many other competitive trucks.

# CHEVROLET PLAYS A TRUMP CARD

A FULL FLOATING BACK AXLE DESIGNED ESPECIALLY FOR TRUCK SERVICE

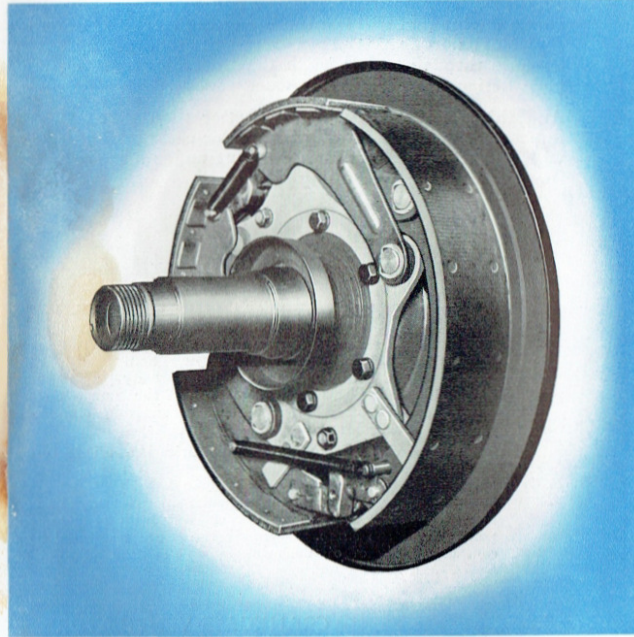
**N**OTE the ruggedness of this massive Full Floating Back Axle. Built by Chevrolet, as only Chevrolet can build truck units. The load is carried directly on the massive, banjo-type housing—35 per cent. stronger, and shatter-proof—relieving the shafts of bending strains and leaving them free for the transmission of power. In case of unlikely failure, the truck remains supported on all four wheels, and may be moved without disturbing the load. Separate cast housing encases differential; shafts are cased in two seamless steel tubes. Road clearance increased to 9 inches.

Rear Wheel hubs are entirely new in design, and feature the new barrel-type wheel bearings exclusive to Chevrolet. Hubs also provide for the retention of axle shafts in their housings.



# ANOTHER ACE! POWERFUL FAST-HOLDING BRAKES

GIANT STEEL DRUMS ARE SEALED AGAINST DIRT AND WATER



**M**ODERN haulage demands sound brakes . . . and here they are! The most powerful brakes of their type ever built into any truck of equal price. They grip at the touch of a toe, and hold fast on any road.

The giant steel drums are almost the size of the wheel rims—sealed against dirt and water. The thick heavy linings have tremendous stopping power—tough and long lasting. The cable controlled linkage is sturdy and strong—for greatest rigidity and efficiency, and smoother response to light pedal pressure.

In addition, the articulation of the foot brake reverse acting shoe is limited to provide uniform wear. The pull rod is connected directly to the brake lever to provide greatest rigidity with lessened friction.

Drums are of cast iron, and resist scoring and warping. Furthermore, the rapid heat dissipation of cast iron reduces braking temperatures, prolongs the life of linings, and eliminates the risk of "fading" under the most severe conditions of service.

### BRAKE DIMENSIONS

	Foot and Hand		
	Front	Rear	Hand only
Drum, Inner Diam. . . . .	14 in.	16 in.	16 in.
Total Facing Length . . . . .	56 1/4 in.	55 1/4 in.	25 in.
Facing Width . . . . .	2 in.	3 in.	3 in.
Facing Thickness . . . . .	1/4 in.	1/4 in.	1/4 in.

### BRAKING AREA

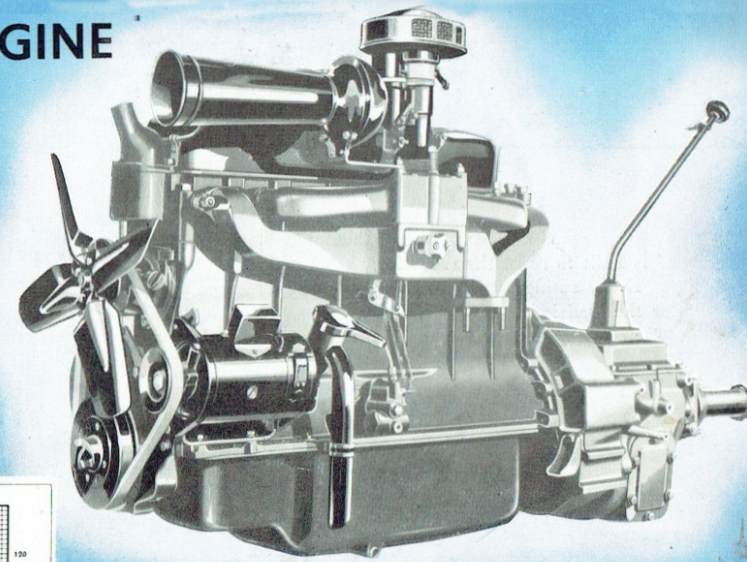
Service Brakes . . . . .	273.6 sq. in.
Rear Hand Brake . . . . .	75.0 sq. in.
Combined Total . . . . .	348.6 sq. in.

## 8 YEAR LEADER IN SALES AND VALUE

In 8 years, in Australia alone, Chevrolet Truck Sales totalled 31,209 units—12,098 more than even the largest competitor! This brilliant record of Sales Leadership is the most convincing proof of Chevrolet values, for trucks are bought as a money-making proposition. The better their service—the lower the cost of operation and maintenance—the greater their earning capacity and their value to owners.

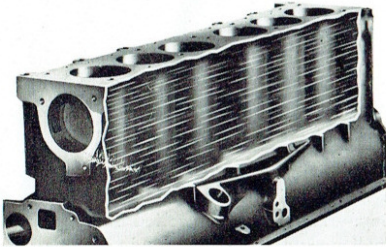
# CHEVROLET SCORES AGAIN! FAMOUS SIX CYLINDER NEVER NEEDS REPLACING — IT LASTS THE LIFE

# VALVE-IN-HEAD LONG LIFE ENGINE OF THE TRUCK ITSELF



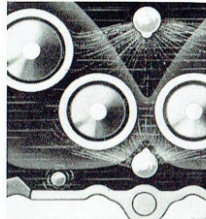
## FULL LENGTH WATER JACKETS SURROUND CYLINDER WALLS

Full length water jackets extend to the bottom of bores to provide uniform cooling of the cylinder block; increase durability and improve block rigidity by 25 per cent. All moving parts run at lower temperatures, while the oil splashed on to cylinder walls also is cooled, reducing heat in sump.



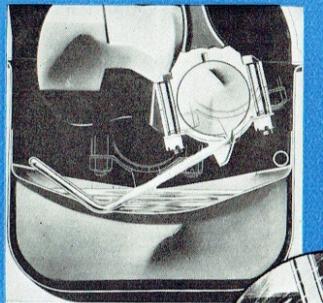
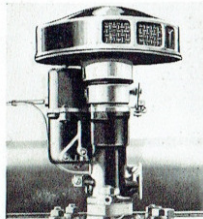
## SPRAY COOLED EXHAUST VALVES

Life of exhaust valves is prolonged by a system of spray cooling, effected through nozzles located in the cylinder head, which direct a constant stream of cool water on to hot exhaust valve seats.

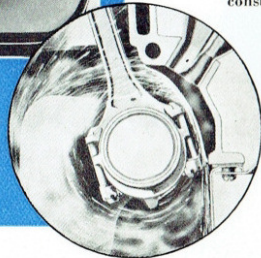


## BALANCED DOWN DRAUGHT CARBURETTION

Increases fuel economy and aids easier starting. Large copper gauze filter of Air Cleaner excludes dust; intake apertures are turned away from dust-carrying fan-draught.



Note, at right, the action of the new Crankcase Ventilator, which prevents the escape of oil vapours.



## PRESSURE STREAM LUBRICATION

The most practicable system of lubrication yet devised. Keeps the engine immersed in a spray-bath of oil at all speeds. Much more efficient than the ordinary "dipper" type of lubrication, which throws all oil out of the troughs at high speeds, and so starves the big ends when they most need thorough lubrication.

With Chevrolet Pressure Stream Lubrication, oil is forced through six jets in the sump—one to each connecting rod bearing—the oil entering special intake holes every time the bearings swing round and intercept the oil streams. The contact of oil spray with the cooler cylinder walls reduces temperatures in the sump. Overhead valves are lubricated by a constant supply of oil delivered by an overhead pipe.

## CRANKCASE VENTILATOR BAFFLE

(In circle left.) Another oil-saving feature. Prevents the escape of oil vapours through the breather tube without hindering the exhaust of corrosive gases.



*The first cost is the last.* When you buy Chevrolet you get an engine that will last the life of the truck. It never needs replacing, nor does it need frequent re-boring or overhaul. Because through and through the Chevrolet truck engine has been designed especially for truck service.

And this year, the engine is better than ever. Important improvements result in an even greater efficiency and economy, with increased usefulness throughout under a range of useful speeds. Torque, or Pulling Power, has been increased to

155 ft. lbs. at 900 to 1500 r.p.m. An improved system of Pressure Stream Lubrication keeps the moving parts immersed in a spray bath of oil at all speeds.

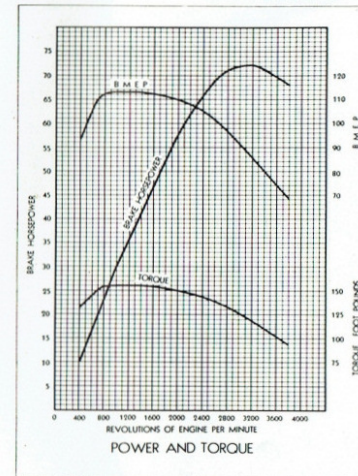
A new Crankcase Ventilator Baffle prevents oil wastage. Full length Water Cooling Jackets surround the cylinder walls. A new system of Balanced Down Draught Carburettion aids fuel economy and quick starting. These are only a few of many features which explain Chevrolet's longer life, and save money on every phase of operation and maintenance.

## AMAZING TORQUE CHART

Note, at right, the graph of Chevrolet's remarkable torque development. This powerful engine develops maximum pulling power—155 ft. lbs. at only 900 r.p.m., and sustains it right through the range of speeds to 1500 r.p.m.

There is no guess work about this chart—it is the result of accurate laboratory tests. It shows at a glance the whole inside story of Chevrolet's performance. Read from it the Torque developed by the Chevrolet Long Life Engine at various engine speeds—compare them with any other truck engine in the same price-class.

Note also the high Horsepower curve, and that of B.M.E.P., which indicates the high working pressure developed per square inch of piston surface—a sure indication of efficiency and power.

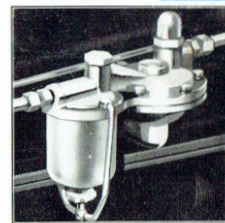


## THERMOSTATIC HEAT CONTROL

Contributes much to fuel economy. Regulates the temperature of fuel entering the combustion chamber. Ensures efficient firing and quicker "warm-up" from cold.

## CLEAR VISION FUEL PUMP

For easy inspection. Clear glass inspection bowl enables the operator to see at a glance if sediment has accumulated. Cleaning is a simple matter.



## DOUBLE SPRING MECHANISM LENGTHENS VALVE LIFE

Springs at the valve and the lower end of the push rod respectively keep operating parts in contact at all speeds. Prevent noise and prolong the life of valve parts (not illustrated).



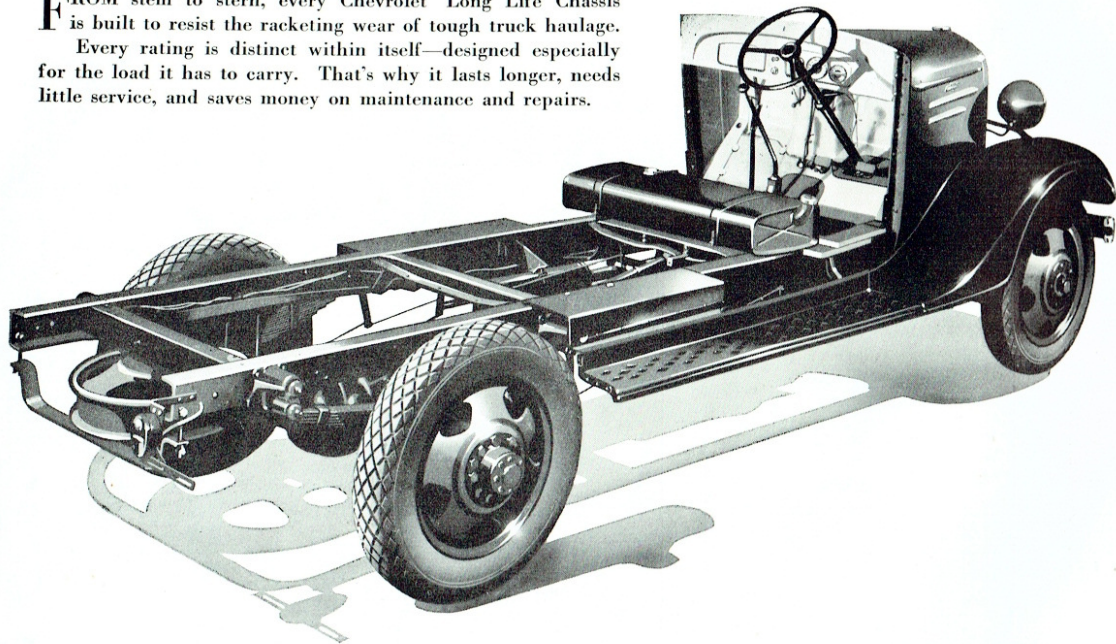
## SLIDING VANE OIL PUMP

Completely enclosed to prevent dirt entering the bearings. Gives longer, trouble-free service.

**"BLUE FLAME" CYLINDER HEAD GIVES INCREASED ECONOMY OF FUEL AND OIL,  
AND DEVELOPS MAXIMUM PULLING POWER AT USEFUL SPEEDS**

# HARD WORK CAN'T HURT THESE STURDY LONG LIFE CHASSES—Available on 131" and 157" Wheelbases

FROM stem to stern, every Chevrolet Long Life Chassis is built to resist the racking wear of tough truck haulage. Every rating is distinct within itself—designed especially for the load it has to carry. That's why it lasts longer, needs little service, and saves money on maintenance and repairs.

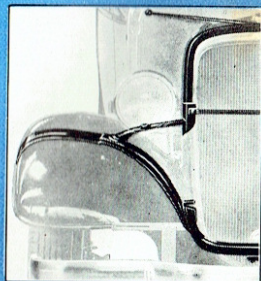


Compare Chevrolet chasses with those of any other popularly-priced trucks, and you'll soon see the advantages of Chevrolet Long Life construction. Massive channel steel side members are a full 7 ins. deep— $\frac{5}{8}$  in. thick, with  $2\frac{3}{8}$  in. flanges. Stayed by Alligator Jaws of Steel into one rigid, shock-proof unit. Cushioned on four long, semi-elliptic springs of toughened annealed steel, while even the front end assembly of Radiator, Headlamps and Mudguards, is stayed against vibration and shock by a special one-piece frame. Both 131 in. and 157 in. wheelbase frames provide full support for extra-large bodies.



### ALLIGATOR JAW CROSS MEMBERS

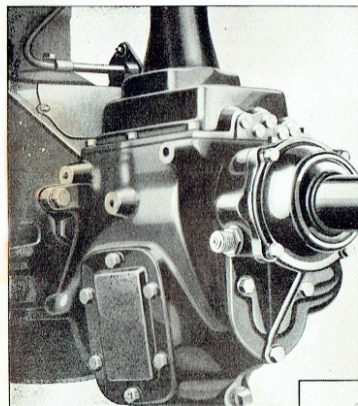
See above, how the "Alligator Jaws of Steel" grip both top and bottom flanges of the side rails. This feature of chassis construction gives amazing strength and rigidity, with terrific resistance to strain and shock.



### STABILIZED FRONT END

Mudguards, Radiator and Headlamps are mounted as one unit in Chevrolet truck construction. This unique feature protects the radiator core, preventing leaks and eliminating "weaving," squeaks and rattles. Makes driving easier on rough roads, too.

# MORE WORTHWHILE DEPENDABILITY FEATURES Than You'll Find in Any Other Competitively Priced Chassis



SEARCH where you will, you won't find a weakness in Chevrolet truck construction. Every detail of these sturdy chasses is built *extra strong* to withstand the punishing wear of day-in day-out haulage.

**RUGGED TRUCK TRANSMISSION (LEFT).** Chevrolet's heavy-duty truck transmission unit is built to withstand hard, continuous service. A special low gear gives easy starting under heavy loads without strain on clutch or engine—a feature of particular interest to men who operate in clinging mud or sand. The final reduction through the back axle is 42.09 on the 30 cwt. model, and 45.7 on 2 ton models. Gears are of large diameter—easy to shift—and are sealed in a sturdy one-piece housing. Standard 6 bolt S.A.E. power take-off is provided on the left hand side.

### FIRST AND SECOND SPEED GEARS

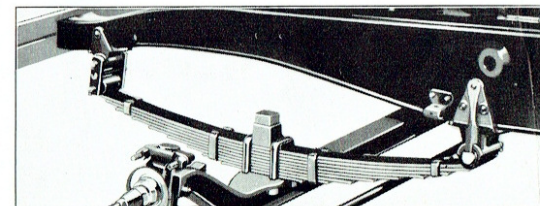
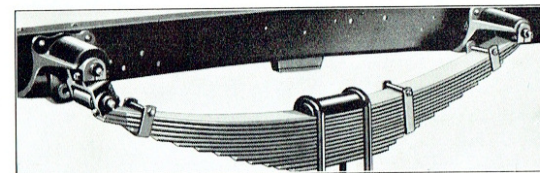
(At right.) Of finest quality alloy steel, precision machined. Bound together by special head rivets of high carbon steel.



### HEAVY DUTY CUSHION-DISC CLUTCH

Improvements to the Chevrolet Clutch give smoother engagement, and eliminate chatter and jerking. The clutch itself is remarkably powerful in final engagement, yet instantly responsive to light pedal pressure at all speeds. A new process of "shot blasting" increases service life of cushion springs by nearly twenty times. A new arrangement of the bolts which attach the clutch cover to the flywheel ensures perfect alignment of release levers.

**STRONG SPRINGS INTRODUCE SAFETY FEATURE.** Both 30 cwt. and 2 Ton chasses are softly cushioned on four long semi-elliptic springs of selected toughened steel, placed for the correct distribution of load and chassis weight. The front hanger of front spring features two heavy stops, cast integral with the hanger, which prevent forward or backward movement of front axle in case of main leaf breakage. The second leaf also has been extended beyond the spring eye to support the spring in case of breakage.

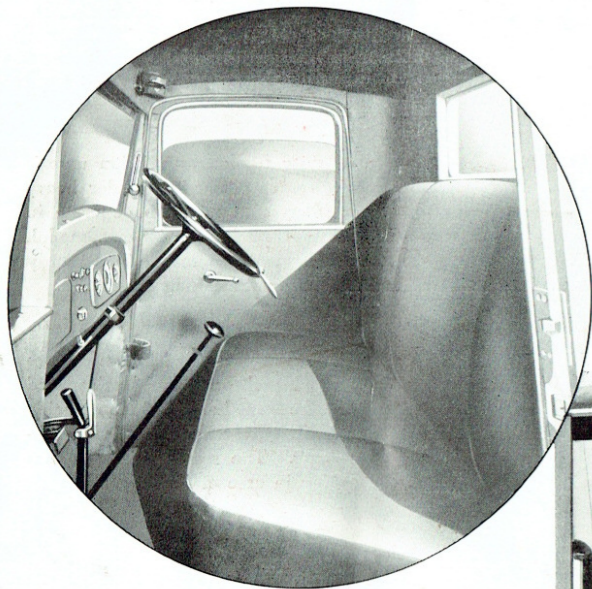


### STRONGER, SMOOTHER STEERING

Steering is smoother and safer. Pitman shaft and bushings are  $\frac{1}{8}$  in. longer; increasing the torsional strength of shaft by 27 per cent., and providing 20 per cent. extra bearing area.

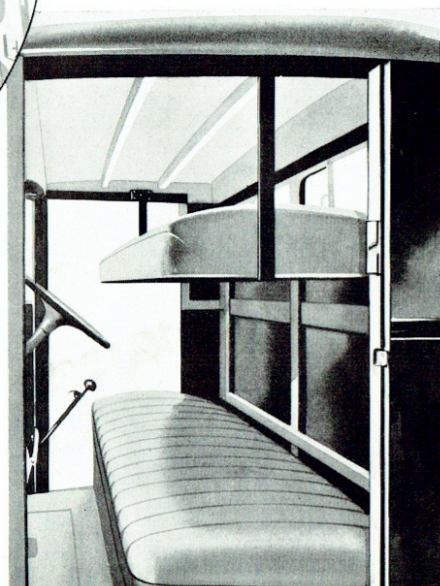
# SEDAN TYPE CABS MAKE DRIVING EASY

All Weather Comfort for Crew of Three



**R**EST as you ride in Chevrolet's roomy Sedan type cab. Relax in the comfort of well-sprung, deep-seated cushions, correctly placed and angled to support the body in the most comfortable driving position. Clutch and brake pedals are within easy reach, and the hands fall naturally and easefully onto the steering wheel.

The roof of the cab is insulated against extremes of heat and cold—the doors are sealed by a deep, overhanging sill to exclude draughts and cold. The windscreen is sloped to deflect glare and dazzle, and may be opened or closed as desired. Doors are wide, to permit easy entrance or exit, and are neatly lined inside.



*Instrument Panel*, (seen above) is complete with ignition switch, speedometer, ammeter, water temperature, oil and petrol gauges, light and throttle controls. Indirectly lit for night driving. A foot operated headlight control is located on the toe-board to enable the driver to operate the lamps without removing his hands from the wheel. A 13 gallon petrol tank is located beneath the driver's seat, and may be filled by means of a projecting nozzle without removing the seat.

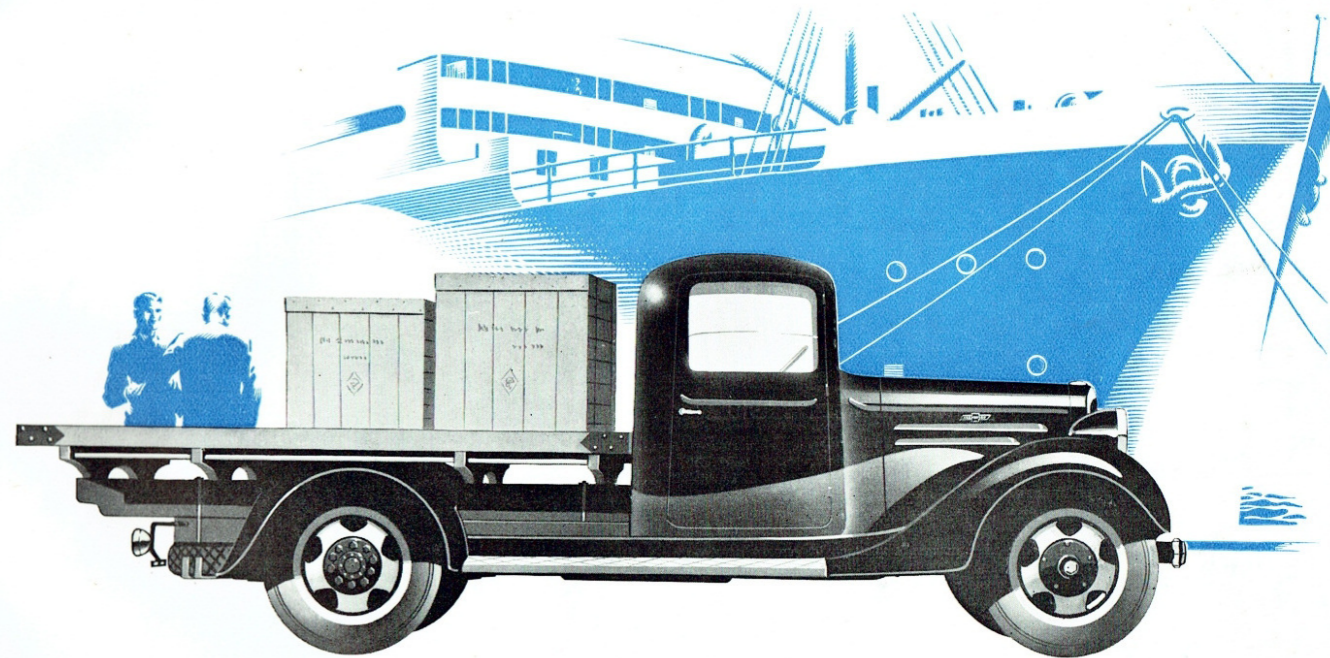
At Left.

## CHEVROLET SPECIAL TWO-BERTH SLEEPER CAB

This special two berth sleeper cab available to special order on all Chevrolet truck chassis—offers roomy sleeping accommodation for two big men. The seat forms one bunk; the other is afforded by the squab, which is hinged at the top and—when raised is held in position by two hangers which drop from the roof.

This sleeper cab is 6 ft. 6in. wide. Will seat 5 big men with comfort. One piece windshield, with smaller panes on either side and two large windows in the rear of the cab. Doors, also, are fitted with windows, which may be raised or lowered by conventional window handles.

# POPULAR PLATFORM MODELS HAVE ROOMY TRAYS



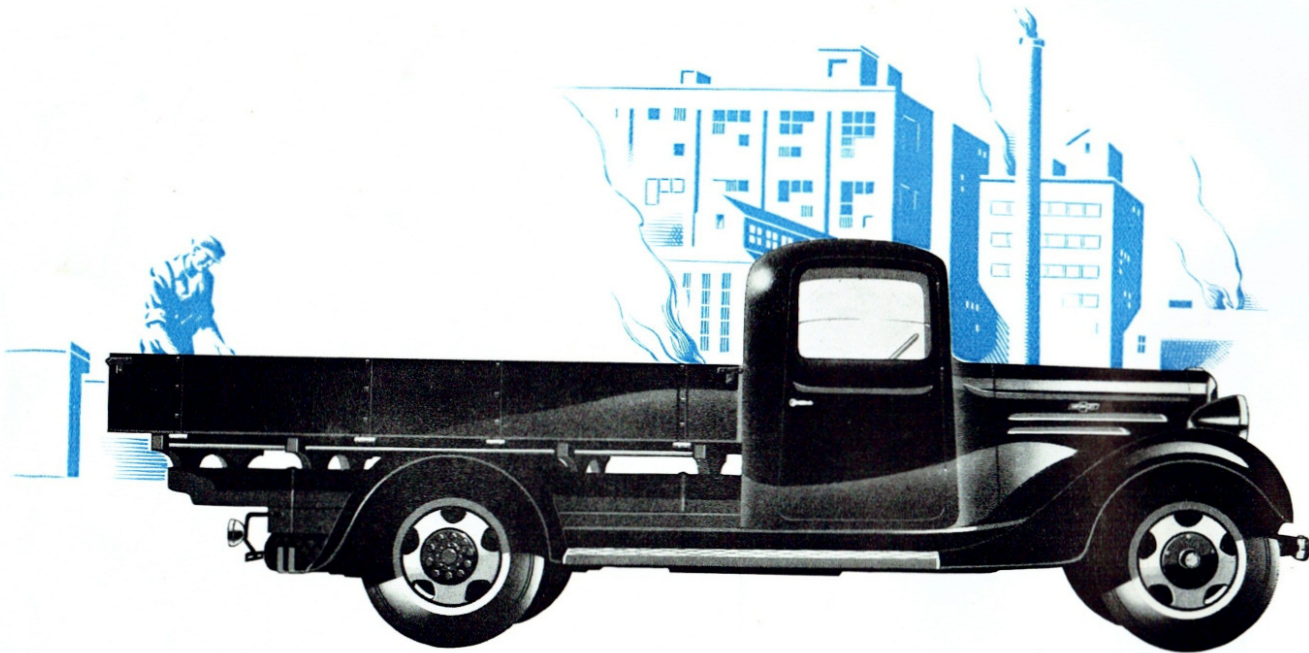
30 cwt. Platform and Coaming. 131" Wheelbase

**A**LSO available on 2 ton chassis, 131 in. or 157 in. wheelbases, with dual rear wheels. One of the most popular of all Chevrolet units. Note here the smarter, lengthening effect of the two streamlined bonnet louvres, surmounted by the Chevrolet emblem.

### BODY DIMENSIONS:

	131 in. Wheelbase	157 in. Wheelbase
Length of Floor . . . . .	9 ft.	12 ft.
Width of Floor . . . . .	6 ft.	6 ft 6 in.
Height of Coaming . . . . .	2 in.	2 in.

## DROP SIDES ALSO OFFER EXTRA LOADING SPACE



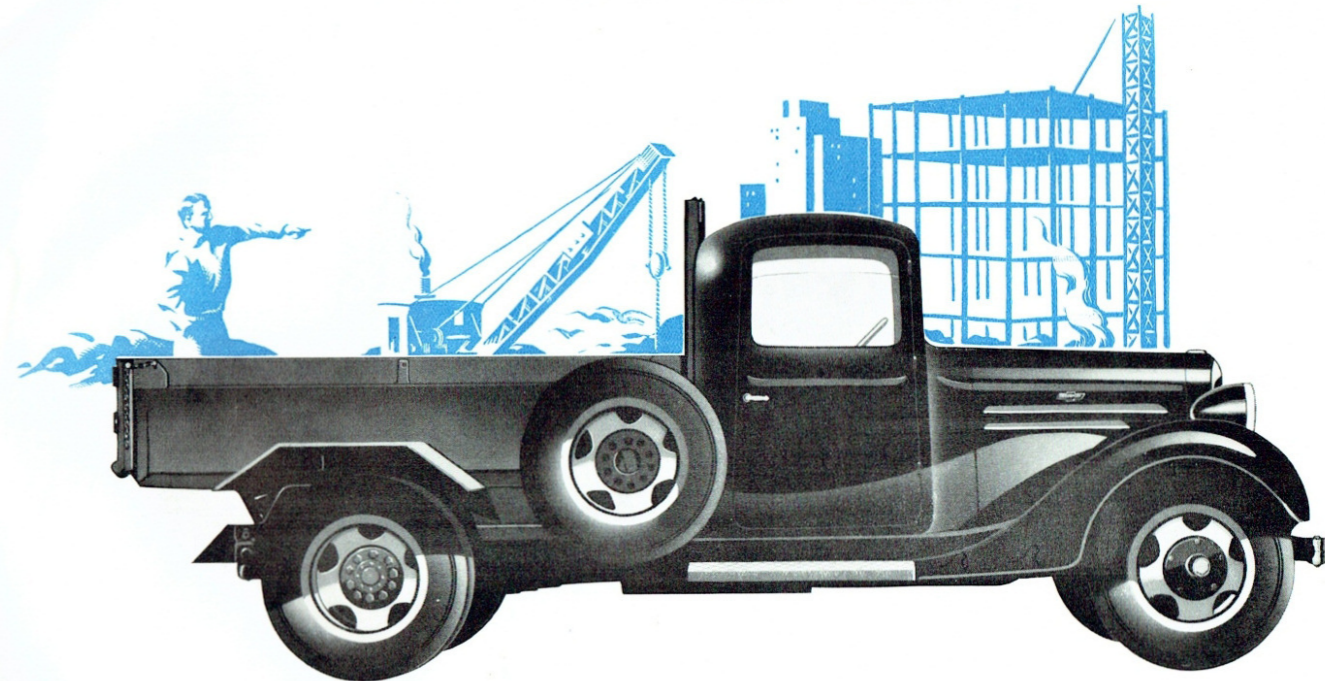
**30 cwt. Drop Sides Model. 131" Wheelbase**

ALSO available on 2 ton Chasses—131 in. and 157 in wheelbases, with Dual Rear Wheels. This big husky truck does a heavy duty job with exceptional economy of petrol and oil. Supported almost to the tail by heavy cross sills of seasoned hardwood. Drop sides are strapped with steel, and securely hinged. Ease of loading is an important feature.

**BODY DIMENSIONS:**

	131 in. Wheelbase	157 in. Wheelbase
Length of Floor . . . . .	9 ft.	12 ft.
Width of Floor . . . . .	6 ft.	6 ft. 6 in.
Height of Sides . . . . .	11½ in.	11½ in.

## THIS TIPPER CAN "TAKE IT"



**30 cwt. and 2 ton Models, both on 131" Wheelbase**

ALL the strength you need, plus the rugged endurance of Chevrolet Long Life engineering. Good for years of long, low-cost service, with less risk of breakdown. Sturdy steel body is designed to tip evenly and easily.

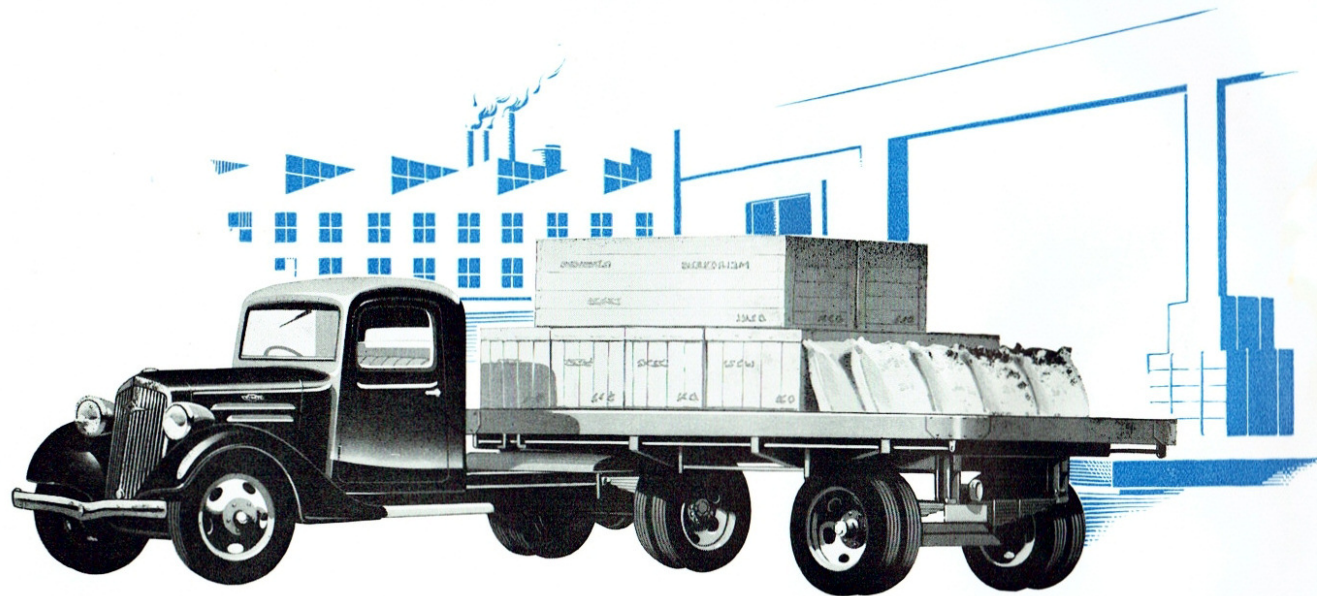
**BODY DIMENSIONS**—131 in. wheelbase; Length inside, 7 ft. 2½ in.; Width, 3 ft. 9 in.; Height of sides, 1½ yds., 1 ft. 6 in., 2 yds. 2 ft.

**HYDRAULIC TIPPING GEAR SAVES TIME AND TROUBLE.** The greatest convenience-factor of all time! Tips a full load in less than a minute. A handle located beside the driver sets the gear in motion (at right). The gear is self-aligning, and rises to a maximum tipping angle of 50 degrees. Manually operated tipping gear is standard equipment on all Chevrolet models, but this hydraulic equipment is available at slight extra cost. Can be fitted to any type of Chevrolet truck if desired.



# LOAD TO THE LIMIT WITH A SEMI-TRAILER

Boost Load Ratings up as High as 5 Tons



**T**HE wide speed range within which Chevrolet's six cylinder valve-in-head engine develops its greatest pulling power presents unequalled opportunities for semi-trailer service. Trussed steel construction gives maximum strength with minimum weight, and permits easy replacement of damaged timber decking. Deep coamings have rounded corners and top edging of forged steel. 36 in. diameter overhead turntable, housed under tabletop, is sprung in both push and pull directions, and hinged to compensate for rise and fall over bad roads. Trailer can be swung to 90 deg. lock.

# NO WONDER WE'RE ENTHUSIASTIC!

READ WHAT THESE OWNERS HAVE TO SAY

Lake Cargelligo  
Jan. 20th 1936.

Dear Sirs,  
Through the great service I have had with my Chevrolet truck, I feel that it is only fair that I should let you know how satisfied I am with it.

I purchased the truck on 8th May 1928 and since then it has done over 300,000 miles, over all sorts and conditions of roads and with mostly heavy loads, as my business of General Carrier and Skin & Tool buyer necessitated my having to go out in all kinds of weather.

During the time I have owned the truck it has given me very little trouble and then only for a few minutes to adjust some minor trouble. The truck is still of good general appearance and I feel sure that many more thousands of miles are left in it.

The Chevrolet Company are to be complimented on turning out such a wonderful job and a truck suited to all climates and rough hard work and speedy service. My Truck has never been pulled down for examination and the only time it has been in a garage was to have the valves ground and new rings put in.

In conclusion, I wish to state that this letter is written of my own free will (out of gratitude to a good truck) and has in no way been solicited.

Yours faithfully,  
*Thorkeogh*

**"50,000 MILES WITHOUT A RE-BORE.** The only engine overhaul I gave my Chevrolet, after 40,000 miles, showed it only needed new rings to bring it back to first-class condition.—C.W.F., Nareburn, N.S.W.

**"ORIGINAL PISTONS IN USE AFTER 83,000 MILES.** This truck—a 1929 30 Cwt. Chevrolet—was always heavily laden, often with as much as 3 ton 6 cwt. to be carried along 45 miles of country roads. I have found more than satisfaction in Chevrolet durability."—H.A.D., Mail Contractor, Nyngan, N.S.W.

**"REPAIRS ONLY £1/12/6 TO DATE.** Now nearly 18 months since I put my 30 Cwt. Chevrolet into the business of hauling gravel—pulling heavy loads out of creek beds and pits practically every day.

These loads are frequently heavier than I should like to admit, yet working alongside bigger and more costly vehicles, I enjoy a silent pride in Chevrolet's higher efficiency—its ability for heavy work, and its economy of operation."—L.B., Quirindi, N.S.W.

**"70,000 MILES—NO REPAIRS NECESSARY.** The Chevrolet referred to was a 1929 30 Cwt. Model, which for six years carried loads of from 2 to 3 tons. No repair work was necessary in 70,000 miles, except for decarbonising and minor running adjustments. . . .

"As I keep accurate records of running costs, I knew which trucks were most satisfactory. Chevrolet's superiority guided our decision to use them in this business."—S. Ltd., Stanmore, N.S.W.

**"ABSOLUTE RELIANCE IN CHEVROLET.** My bus is a 1933 Chevrolet Six, and to date has covered 70,000 miles. There has been no need for reboring the engine; the replacements have been confined to one set of valves, and the minor items needed when the cylinder head has been taken off for decarbonisation. This last has been done only twice in its whole life. I can thoroughly recommend Chevrolet, being inexpensive to operate and wholly reliable."—G.B., Brighton-le-Sands, N.S.W.

Actions speak louder than words: That's the only reason why these satisfied owners have been so eloquent in their praise for Chevrolet. We guarantee that you'll be just as satisfied, for Chevrolet has the happy knack of doing things which baffle other trucks.



# Specifications:



## 30 Cwt. and 2 Ton LONG LIFE TRUCKS

**AXLE FRONT.**—Heavy drop forged heat treated I beam.  
**AXLE REAR.**—Extra heavy spiral bevel ring gear and pinion. Full floating. Ratio 5.83 to 1 (30 cwt. model)—6.33 to 1 (2 ton models).  
**BRAKES.**—Four wheel mechanical, internal expanding front and rear, double articulated shoe type. Cable operated, completely enclosed. Provide greatest deceleration with low pedal pressure. Front brakes 14 in. diam.; rear 16 in. diam. Linings have high co-efficient of friction. Front 2 in. wide, Rear 3 in. wide, ¼ in. thick.  
**CLUTCH.**—Single dry plate. 10 in. diam. Braided moulded linings. Frictional area, 95.7 sq. in.  
**ENGINE.**—Six cylinder valve-in-head. Bore 3 5/8 in., Stroke 4 in. Displacement 206.8 in., R.A.C. rating, 26.3 h.p. Brake horsepower, 72 at 3200 r.p.m. Compression ratio 6 to 1. Torque development 155 ft. lbs. at 900 to 1500 r.p.m. Cast iron pistons.  
**COOLING.**—Centrifugal water pump. Full length water jackets around cylinder walls. Spray cooled exhaust valve seats, ribbed cellular radiator core. Fan and pump driven by V-belt. Water capacity 12½ quarts.  
**ELECTRICAL DELCO REMY IGNITION AND GENERATOR.**—6 Volt, 13 plate battery, 105 amp. hours capacity. Fuel System, Carter Down-Draught Carburettor with accelerating pump. A.C. Fuel Pump driven from camshaft Air cleaner and Flame arrester.  
**LUBRICATION.**—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream to connecting rod bearings.  
**FRAME.**—Pressed Channel steel 7 in. deep. 131 in. Wheelbase. 188½ in. long, 5 double channel type cross members. 157 in. wheelbase, 214½ in. long, 6 double channel type cross members.  
**SPRINGS.**—4 long semi-elliptic. Front springs, 36 in. long; rear, 45 in. long.  
**STEERING.**—Semi-reversible—worm and sector. Ratio 14 to 1.  
**TRANSMISSION.**—Selective Sliding Gear. 4 speeds forward, 1 reverse. Ratio: 1st, 7.23 to 1; 2nd, 3.48 to 1; 3rd, 1.71 to 1; 4th, direct; Reverse, 7.15 to 1. Standard 6 bolt power take off on left.  
**WHEELS.**—Ventilated steel disc. Single or dual rear wheel equipment available.  
**WHEELBASES.**—131 in. and 157 in.

### TOOL KIT

Zerk Grease Gun  
 Hand Tyre Pump  
 Jack  
 Hammer  
 Screw Driver  
 Spark Plug Wrench  
 Oil Can

Combination Pliers  
 Comb. Starting Crank and Wheel Nut Wrench  
 Adjustable Wrench  
 Five Open End Wrenches  
 Water Pump Gland Spanner  
 Tyre-changing Iron

### Protective Owner Service Policy

For 90 days, or 3,000 miles of operation, you are protected against defective workmanship or material under the terms of General Motors-Holden's Ltd. unusual Owner Service Policy. In addition to this, you are entitled to two thorough inspections and adjustments of your Chevrolet without any charge whatsoever. Chevrolet Spare Parts Service available throughout Australia.



### GENERAL DIMENSIONS AND WEIGHTS

	TRUCK CHASSIS	
	131 in. W.B. in inches	157 in. W.B. in inches
Back of Cab to C/L of Rear Axle . . . . .	51½	77½
Back of Cab to End of Frame . . . . .	86½	112½
Front of Dash to Back of Cab . . . . .	53	53
Front of Dash to C/L of Rear Axle . . . . .	104½	130½
Front of Dash to End of Frame . . . . .	139½	165½
Overall Length with Tail Lamp Mounted . . . . .	193½	219 19/32
Overall Length without Tail Lamp Mounted . . . . .	188 19/64	214 17/64
Overall Width at Front Mudguard . . . . .	58 13/16	68 13/16
Overall Width at Rear Hubs—		
Single . . . . .	73	73
Dual . . . . .	77	77
Maximum Body Width between Tyres . . . . .	45½	45½
Frame Width—Rear . . . . .	36	36
Tread—Front Wheels . . . . .	56 37/64	56 37/64
Rear Wheels—		
Single . . . . .	56 5/64	57 5/64
Dual (inner) . . . . .	56 5/64	54 37/64
Dual (outer) . . . . .	71 5/64	72 37/64
Turning Circle—Minimum . . . . .	50 ft.	57 ft. 3 in.
Total Gross Weight—Straight Rating . . . . .	9,300 lbs.	11,300 lbs.

### CHASSIS EQUIPMENT

Bonnet and Cowl.  
 Instrument Panel, Wiring and Instruments.  
 Toe Boards  
 Front Mudguards  
 Front Bumper—Silver Dulux.  
 Headlamp—Ducoed body  
 Tail and Stop Lamp—Black  
 Battery  
 Horn—under Hood  
 Petrol Tank under Driver's Seat

### TRUCK FINISH

Chassis, Mudguards and Wheels in Black.  
 Bonnet, Radiator and Cowl finished in Duco.

### G.M.A.C. Plan of Deferred Payments

Thousands of people have bought Chevrolet trucks on the convenient and accepted G.M.A.C. Plan of Deferred Payments, because G.M.A.C. (General Motors Acceptance Corporation) is a unit of General Motors, and the largest time financing institution in the world, you save money through low finance charges, secure valuable insurance protection, and are assured of considerate treatment. Your dealer can arrange the purchase of genuine Chevrolet accessories, bought with your truck, under the G.M.A.C. plan of Deferred Payments.

Specifications and Equipment subject to change without notice.

**GENERAL MOTORS - HOLDEN'S LTD.**  
 BRISBANE - SYDNEY - MELBOURNE - ADELAIDE - PERTH

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