

IMPORTANT
IMPROVEMENTS
in the
CHEVROLET SIX

SPECIFICATIONS :

MOTOR : Six-cylinder, valve-in-hand type ;
3-5/16 in. bore, 3-3/4 in. stroke.

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

VALVES : 1 15/32 in. diameter intake ; 1 11/32
in. exhaust.

CONNECTING ROD BEARINGS : 2 in.
diameter, 1 3/8 in. long.

CRANKSHAFT BEARINGS : Front, 1 15/16
in. diameter, 1 3/4 in. long ; centre, 2 in.
diameter, 2 in. long ; rear, 2 1/16 in. dia-
meter, 2 3/16 in. long.

CAMSHAFT BEARINGS : Front, 1 13/16 in.
diameter, 1 13/16 in. long ; centre, 1 25/32 in
diameter, 1 1/8 in. long ; rear, 1 5/8 in.
diameter, 1 11/32 in. long.

OILING SYSTEM : Splash, centre main bear-
ing pressure feed, vane-type pump in crank-
case, individual oil pockets ; oil pressure
gauge on instrument board.

CARBURETTOR : Carter, with accelerating
pump and venturi choke. A.C. air cleaner.

FUEL : Mechanical fuel pump ; 8 1/2 gallon tank
in rear of all passenger car models ; petrol
gauge on instrument panel.

IGNITION : Delco-Remy, with high-tension
wires, waterproofed.

STARTER & GENERATOR : Delco Remy.

INSTRUMENT PANEL : Equipped with am-
meter, oil gauge, speedometer, theft-proof
ignition lock, lighting switch, motor heat
indicator, carburettor choke, spark and thro-
tle control, automatic windshield wiper con-
trol on all closed models, gas gauge. Indi-
rectly lighted.

TRANSMISSION : Selective type, sliding gear,
three speeds forward and one reverse—unit
power plant construction.

CLUTCH : Dry single-plate type, completely
enclosed. Requires no lubrication.

COOLING : Large Harrison honeycomb radi-
ator with water pump and fan.

FRONT AXLE : Drop-forged "I" beam. Four
New Departure ball-bearings in wheels.

REAR AXLE : Semi-floating
type. One-piece banjo-type
pressed steel housing. Differ-
ential and driving gears in
unit. Propellor shaft is made
integral with pinion shaft by

means of a splined sleeve. Large rear
cover for inspection and adjustment. Six
heavy-duty New Departure annular ball
bearings. Extra heavy spiral-cut bevel
driving gears.

BRAKES : 4-wheel service internal expanding
type on 11 1/2 in. brake drum front and
rear. Width of service brake lining 1 1/2 in.

WHEELS : Steel disc wheels standard equip-
ment on all Suburban models. Five wire
wheels on all Club models.

TYRES : 5.00 x 19 in. balloon standard equip-
ment on all passenger models.

FINISH : All passenger car models finished in
attractive colors. Chromium plated brass
radiator shell, head lamp rims and standards.

DRIVE : Right side ; gear shift and emergency
brake levers in centre ; horn button located
on top of steering wheel ; foot accelerator ;
dimmer switch foot-operated ; spark and
throttle controls on instrument panel.

STEERING GEAR : Semi-reversible, ball-
bearing full worm-and-gear type mounted
in bracket riveted to frame. 17 1/4 in. black
finish steering wheel with rubber-covered
spider.

SPRINGS : Long, chrome-vanadium, semi-ellip-
tic type, front and rear on all passenger
car models. Rear springs underslung.

WHEELBASE : 107 in.

EQUIPMENT : All cars equipped with Ale-
mitic lubricating system. Theft-proof igni-
tion lock. Two beam type head-lamps
with parking bulbs, operating from light-
ing switch. Storage battery, with com-
position case. Motor driven Klaxon horn.
Complete tool kit. Weather-proof pedal
enclosure. Automatic stop-light. Rear
vision mirror. Open cars have curtains that
open with the doors, a full vision windscreen
with rubber weather strip and
wiper. Enclosed models are
equipped with Military sun
visor, a one-piece V.V. new
type windscreen with auto-
matic windscreen wiper.



**GENERAL MOTORS
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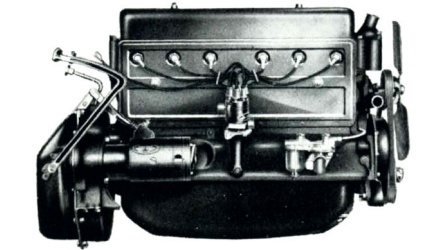
IMPORTANT MECHANICAL IMPROVEMENTS make the CHEVROLET SIX even more desirable to own and to drive



Light-weight Bronze Bushed Pistons

The new pistons have been made two pounds lighter per set, and the piston pins fitted in bronze bushings.

This provides longer life and greater durability.



6-Cylinder 50-Horse Power Engine

The result of years of designing and testing in the most thoroughly equipped laboratories and on the World's largest and most complete proving ground. The new Six reflects the amazing progress in engine design that has been made in the last few years, and combines every desirable feature with assurance of continued performance only possible by the use of the finest materials throughout.



The Chevrolet Dry Disc Clutch

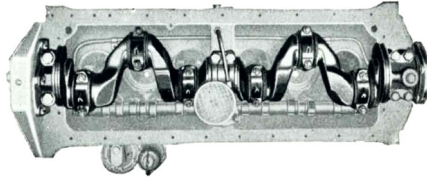
The clutch is designed to transmit smoothly all the power of the new 6-cylinder engine.

It requires no lubrication—is self-adjusting and fully enclosed.



Steering Gear

Chevrolet cars are easy to steer, and easy to park because of the two ball bearings in the steering mechanism. The finest of carefully heat-treated steels are used to ensure great strength in these parts and absolute safety is the result.



The Crankshaft—Accurately balanced. It is equipped with large, thoroughly lubricated main and connecting rod bearings.

SAFETY with fully enclosed, equalising four wheel brakes



Rear Axle

is enclosed in a strong one-piece banjo-type housing. Large ring and pinion gears are made of finest nickel steel. Driving pinion is in one piece with shaft, insuring proper meshing of gears and greatly increased strength.

Fully Enclosed 4-Wheel Brakes

Brakes are powerful, positive and certain in action, giving the driver complete control in any traffic situation. Emergency brake system is entirely separate—operated by hand brake lever.

Front Brakes

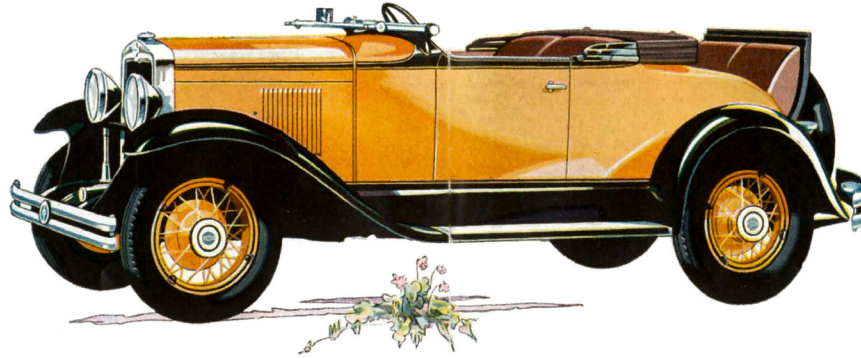
are internal expanding type. 11½ in. in diameter. Fully enclosed. Each brake has two shoes of a design which ensures full



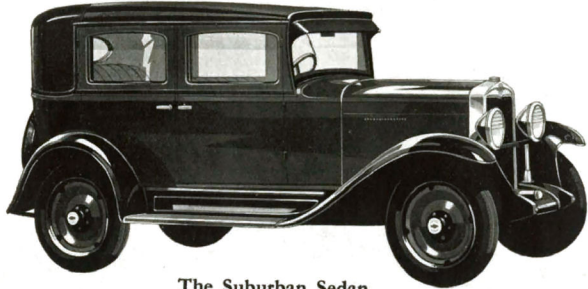
surface application to the brake drum. This ensures better braking and longer life with fewer adjustments.

Rear Brakes also of internal expanding type—designed with four brake shoes. Two of these shoes operate as a service brake and the other two as the emergency brake.

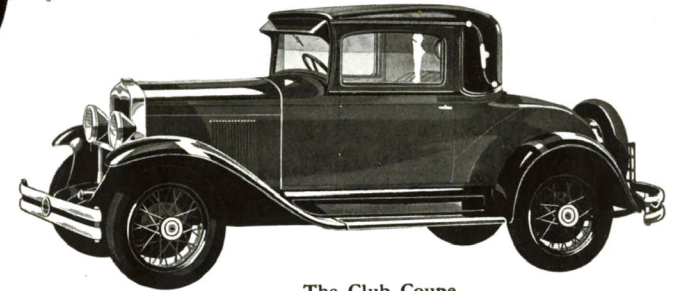
VALUE UNAPPROACHED IN THE LOW PRICE AREA



The Club Roadster—brilliant in design, coloring and performance, typifies the high Chevrolet standard of quality and service.



The Suburban Sedan



The Club Coupe

*Beautifully stream-lined bodies
on the improved chassis of the*
CHEVROLET SIX



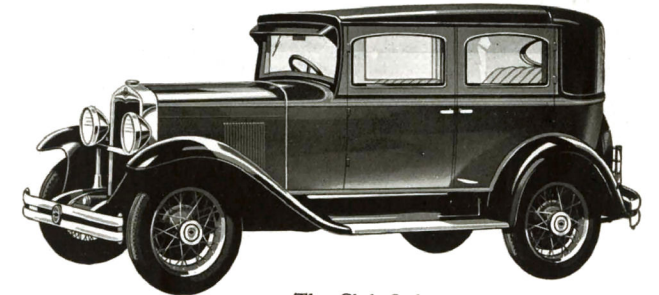
The Suburban Roadster

WITH the improved mechanical features of Chevrolet—features which add to the riding and driving comfort of this low priced quality car, comes new and beautiful body styling.

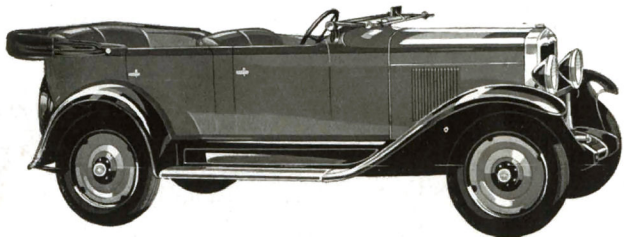
Chevrolet bodies are now available in two series—The Suburban series with disc wheels, and the Club series with wire wheels.

There are seven body types—here illustrated—all of which are pleasing—comfortable and generously proportioned for ample accommodation.

The fineness of design and workmanship that has always characterised Chevrolet is reflected in the all-Australian body work.

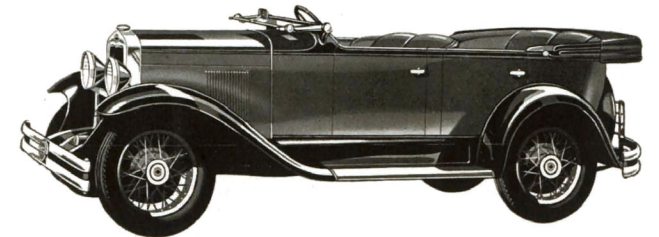


The Club Sedan



The Suburban Tourer

**FOR EVERYBODY
—EVERYWHERE!**



The Club Tourer

WITH PROVED ECONOMY

ALL the value features of the Chevrolet Six take on added significance when the outstanding economy of this fine motor car is considered. Nowadays economy is vital—and so the purchase of a Chevrolet is an act of practical thrift.

Chevrolet's low initial cost speaks for itself—it is by long odds the lowest priced quality car on the market—it is the only six in the price range of the four.

Its quality construction renders it long-lived and easy to maintain.

And as for running costs, published herewith are **facts** brought out in state-wide performances under official supervision and control.

The figures shown are records for quality cars. Surely they indicate a con-

sistency of economical performance—the tests were held over the every-day type of going with which every motorist is familiar.

Economy with performance: economy with true riding and driving comfort: economy with a beauty of appearance which makes you surprised at the car's low cost: economy which caps all the reasons you will find for Chevrolet superiority: economy which requires no sacrifice of value—that is Chevrolet economy, and it has been *proved* on Australian roads.

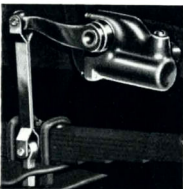
454 Chevrolet Six motor cars, all body styles and under ordinary driving conditions, hung up a grand average of 29.75 miles per gallon.

233 of these cars did *better* than 29.75 miles per gallon.

112 of them did *better* than 32 miles per gallon.

Many owner-drivers have turned in performances of 38, 39 and 40 miles per gallon, and one has done 43.3 miles per gallon.

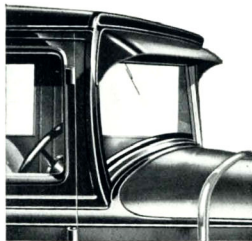
NEW FEATURES of RIDING and DRIVING COMFORT



Hydraulic Shock Absorbers

Four shock absorbers are standard equipment on the Chevrolet.

They are positive and quiet in their action and ensure elimination of road shocks and increased riding comfort.



The V.V. Non-glare Wind-screen.

An improved safety feature. Glare of head lamps approaching from rear are reflected downwards from driver's eyes. The glass can be raised or lowered for any degree of ventilation desired.

Self-adjusting Spring Shackles

The new spring shackles have been so designed that the two side plates are constantly under tension making them self-adjusting.



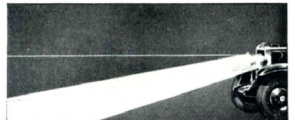
The shackles are provided with Alemite fittings, leading into an oil reservoir which makes frequent lubrication unnecessary.



The improved Instrument Panel makes available to the driver every feature necessary to comfort and complete control of the car.



New, larger, full balloon Tyres 5.00 ins. x 19 ins. Actually 5-2/10 in. sectional diameter. The reduced wheel size adds to appearance — larger tyre improves riding.



Two-Beam Head Lamps.

Instead of dimming your lights you change the angle of the light beam. You can be courteous without the danger of dim lights.

A foot control switch operates the change, leaving both hands free for the wheel.

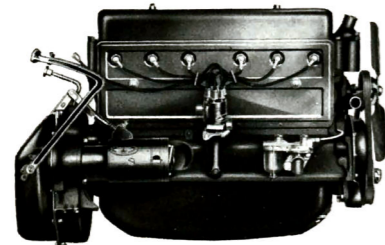
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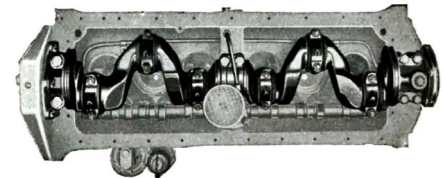
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It requires no lubrication—is self-adjusting and fully enclosed.



The Crankshaft—Accurately balanced. It is equipped with large, thoroughly lubricated main and connecting rod bearings.



Steering Gear

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SAFETY with fully enclosed, equalising four wheel brakes

Fully Enclosed 4-Wheel Brakes

Brakes are powerful, positive and certain in action, giving the driver complete control in any traffic situation. Emergency brake system is entirely separate—operated by hand brake lever.

Front Brakes are internal expanding type. 1 1/2 in. in diameter. Fully enclosed. Each brake has two shoes of a design which ensures full



Rear Axle

is enclosed in a strong one-piece banjo-type housing. Large ring and pinion gears are made of finest nickel steel. Driving pinion is in one piece with shaft, insuring proper meshing of gears and greatly increased strength.

Rear Brakes

also of internal expanding type—designed with four brake shoes. Two of these shoes operate as a service brake and the other two as the emergency brake.



surface application to the brake drum. This ensures better braking and longer life with fewer adjustments.

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MOTOR: Six-cylinder, valve-in-head type; 3-5/16 in. bore, 3-3/4 in. stroke.

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CONNECTING ROD BEARINGS: 2 in. diameter, 1 3/8 in. long.

CRANKSHAFT BEARINGS: Front, 1 15/16 in. diameter, 1 3/4 in. long; centre, 2 in. diameter, 2 in. long; rear, 2 1/16 in. diameter, 2 3/16 in. long.

CAMSHAFT BEARINGS: Front, 1 13/16 in. diameter, 1 13/16 in. long; centre, 1 25/32 in. diameter, 1 1/8 in. long; rear, 1 5/8 in. diameter, 1 11/32 in. long.

OILING SYSTEM: Splash, centre main bearing pressure feed, vane-type pump in crankcase, individual oil pockets; oil pressure gauge on instrument board.

CARBURETTOR: Carter, with accelerating pump and venturi choke. A.C. air cleaner.

FUEL: Mechanical fuel pump; 8 1/2 gallon tank in rear of all passenger car models; petrol gauge on instrument panel.

IGNITION: Delco-Remy, with high-tension wires, waterproofed.

STARTER & GENERATOR: Delco Remy.

INSTRUMENT PANEL: Equipped with ammeter, oil gauge, speedometer, theft-proof ignition lock, lighting switch, motor heat indicator, carburettor choke, spark and throttle control, automatic windshield wiper control on all closed models, gas gauge. Indirectly lighted.

TRANSMISSION: Selective type, sliding gear, three speeds forward and one reverse—unit power plant construction.

CLUTCH: Dry single-plate type, completely enclosed. Requires no lubrication.

COOLING: Large Harrison honeycomb radiator with water pump and fan.

FRONT AXLE: Drop-forged "I" beam. Four New Departure ball-bearings in wheels.

REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing. Differential and driving gears in unit. Propellor shaft is made integral with pinion shaft by

means of a splined sleeve. Large rear cover for inspection and adjustment. Six heavy-duty New Departure annular ball bearings. Extra heavy spiral-cut bevel driving gears.

BRAKES: 4-wheel service internal expanding type on 1 1/2 in. brake drum front and rear. Width of service brake lining 1 1/2 in.

WHEELS: Steel disc wheels standard equipment on all Suburban models. Five wire wheels on all Club models.

TYRES: 5.00 x 19 in. balloon standard equipment on all passenger models.

FINISH: All passenger car models finished in attractive colors. Chromium plated brass radiator shell, head lamp rims and standards.

DRIVE: Right side; gear shift and emergency brake levers in centre; horn button located on top of steering wheel; foot accelerator; dimmer switch foot-operated; spark and throttle controls on instrument panel.

STEERING GEAR: Semi-reversible, ball-bearing full worm-and-gear type mounted in bracket riveted to frame. 17 1/4 in. black finish steering wheel with rubber-covered spider.

SPRINGS: Long, chrome-vanadium, semi-elliptic type, front and rear on all passenger car models. Rear springs underslung.

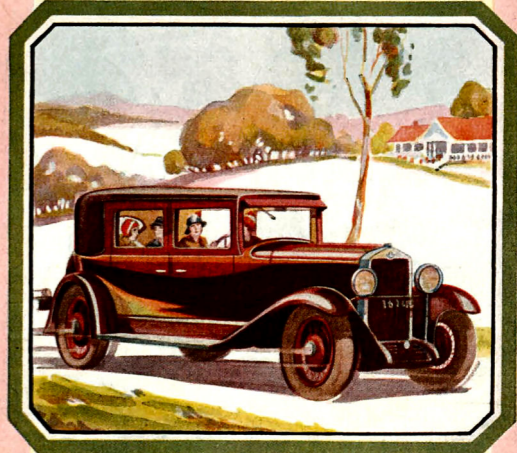
WHEELBASE: 107 in.

EQUIPMENT: All cars equipped with Alomite lubricating system. Theft-proof ignition lock. Two beam type head-lamps with parking bulbs, operating from lighting switch. Storage battery, with composition case. Motor driven Klaxon horn. Complete tool kit. Weather-proof pedal enclosure. Automatic stop-light. Rear vision mirror. Open cars have curtains that open with the doors, a full vision windscreen with rubber weather strip and wiper. Enclosed models are equipped with Military sun visor, a one-piece V.V. new type windscreen with automatic windscreen wiper.



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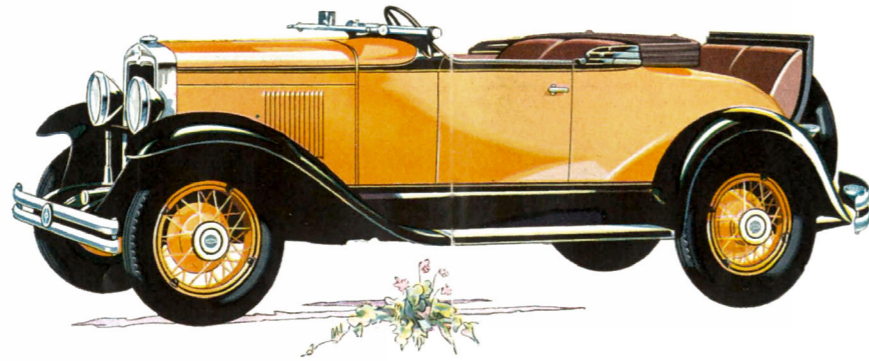
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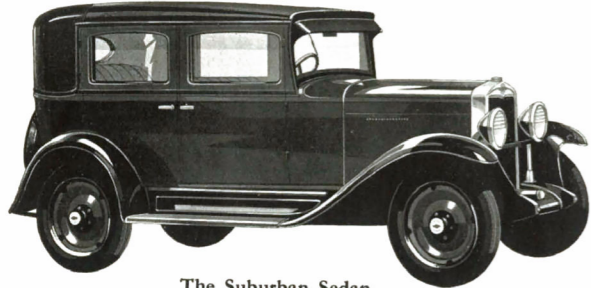
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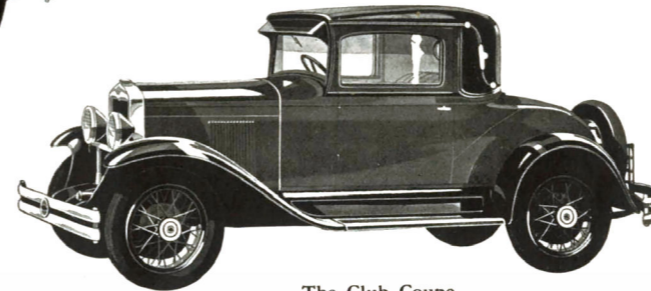
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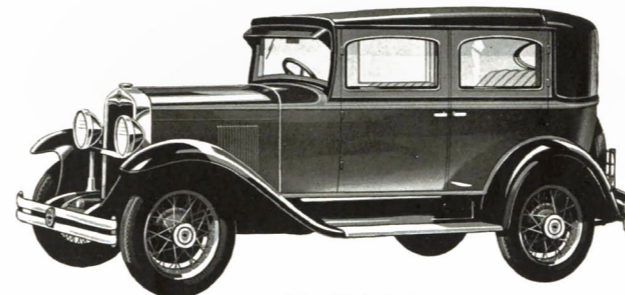
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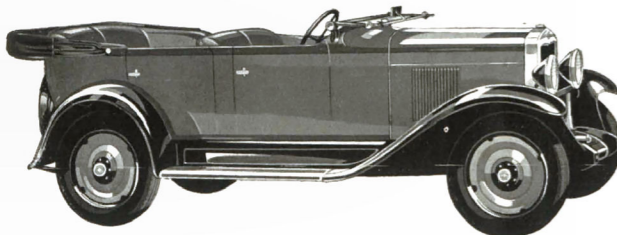
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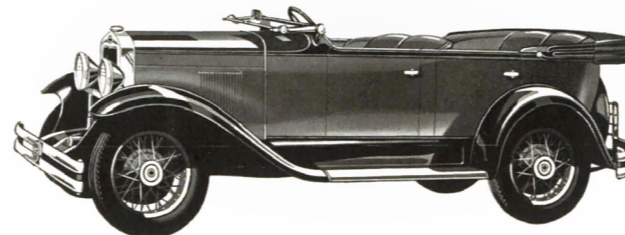
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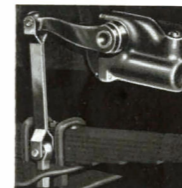


The Suburban Tourer



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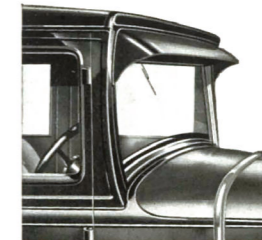
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