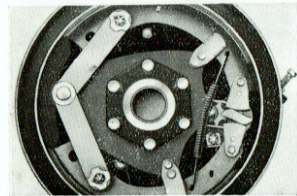
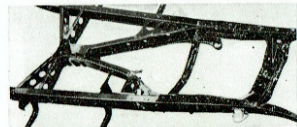
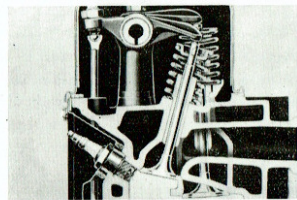
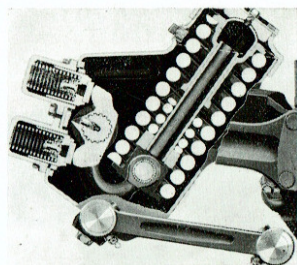


The CHEVROLET Utility Trucks

● The full range of Chevrolet Utilities is complete enough to serve every requirement for light commercial deliveries. The series comprises eleven vehicles, six of which are on the Standard Chevrolet chassis and five on the Master. Though there is a difference in size, power, and price between Master and Standard Utilities, both have the built-in value and dependability that have characterized Chevrolet over many millions of miles of service. This folder gives brief particulars of mechanical features, chassis, and models of the Utility Range. Any further information you require on features, specifications, equipment, or body work will be gladly given by your local Chevrolet dealer.



A Few of the Many Other Chevrolet Utility Features

Improved cooling system which employs special spraying nozzles to cool exhaust valve seats—Improved intake manifold giving easier starting and more economy—Combined pressure and splash lubricating system with a special oil line to lubricate the upper valve mechanism—Octane selector allows the spark timing to be controlled so that the maximum economy is obtained from any grade of fuel—Down-draught carburettor fitted with a silencer, air cleaner and flame arrester—Synchro-mesh gear box in the Master model allows quick, effortless changing and silence in second gear—Mudguards, headlamps and radiator are braced to form one single rigid unit and rest on a block of sound-absorbing and shock-absorbing rubber—Chevrolet has wire wheels fitted with large chromium hub caps and wide section tyres of low pressure—Instrument panel on the Master models has all instruments grouped at the right in front of the driver, whilst at left is a generous sized package compartment with lock.

KNEE-ACTION FRONT WHEELS

The illustration at left shows a cross section view of the neat weather-tight steel housing and the soft acting coil spring fitted to each front wheel in the Master Chevrolet Utility. Any irregularity in the road surface is immediately absorbed by these coil springs which are further controlled by built-in shock absorbers. Over any road you can be certain that your goods will receive an absolute minimum of shaking if they are delivered in a Master Chevrolet Utility.

IMPROVED PERFORMANCE

The cylinder head of the new Master Chevrolet Six has been redesigned. It still has the same bore and stroke, yet it gives 23% more power. In these new Master Utilities you have all the speed you want—up to 80 miles an hour—ensuring quick and efficient service.

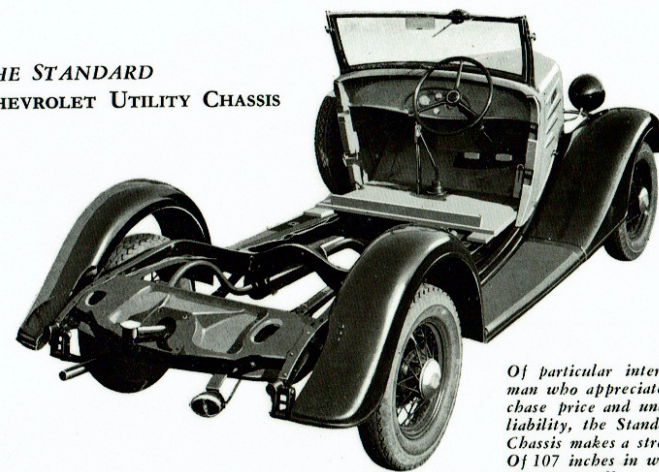
STRONG "Y-K" FRAME

The new frame of the Master Chevrolet is of cross-girder "Y-K" construction. The side rails of the forward section have double strength, because the two top arms of the "Y" extend along the inside of each rail. Especially designed for use with knee-action front wheels, the new Master Chevrolet frame is twenty times stronger than those of conventional design. No matter what your load or how many thousands of miles you run, the new Master Chevrolet frame will show no signs of torsional weave or strain.

IMPROVED BRAKES

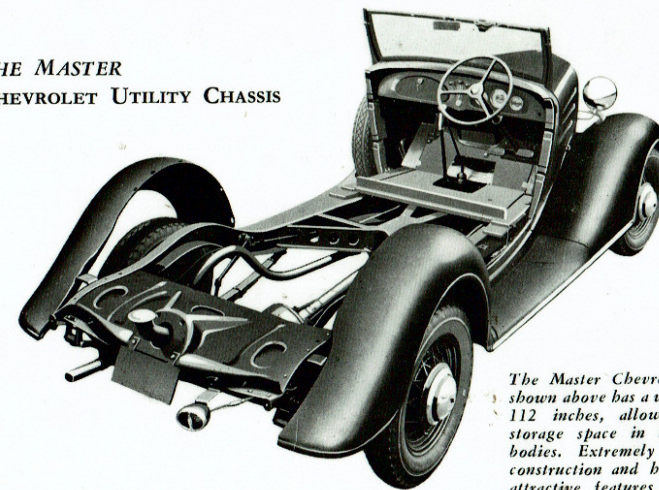
As a safety factor made necessary by the increased power and speed of the new Master Chevrolet engine, the brakes have been made more efficient in operation. The linings are permanently protected against dust and dirt, and braking on all four wheels is automatically equalised. In any weather, at any speed, on any road, Chevrolet brakes are safe, smooth, and certain.

THE STANDARD CHEVROLET UTILITY CHASSIS



Of particular interest to the man who appreciates low purchase price and undoubted reliability, the Standard Utility Chassis makes a strong appeal. Of 107 inches in wheelbase, it gives unusually roomy space in all the body styles, which are described in the centre spread of this folder.

THE MASTER CHEVROLET UTILITY CHASSIS



The Master Chevrolet Chassis shown above has a wheelbase of 112 inches, allowing larger storage space in the Utility bodies. Extremely rugged in construction and having more attractive features than ever before, it is the logical chassis for swift, low cost and dependable commercial deliveries.

SPECIFICATIONS

MASTER Chevrolet Utility

Engine.—Six cylinders; valve-in-head type; bore, 3 3/8"; stroke, 4"; R.A.C. rating, 26.3 h.p. Brake horsepower, 80 at 3,300 r.p.m.
Cylinders.—Cast on bloc, integral with upper half of crankcase.
Valves.—Intake: 1 1/4" diameter; exhaust, 1 1/8" diameter.
Connecting Rod Bearings.—Diameter: 2 1/4". Length: 1 3/8".
Crankshaft.—Statically and dynamically balanced with harmonic balancer built into fan drive pulley and recalibrated to the new engine characteristics. Main bearings steel backed, babbit lined. Crankshaft weighs 63.5 pounds.
Crankshaft Bearings.—Front: 2 1/8" diameter by 1 49/64" long. Centre (thrust): 2 1/8" diameter by 1 1/2" long. Rear: 2 1/8" diameter by 2 11/64" long.
Camshaft.—Three-bearing, drop-forged, heat-treated steel.
Oiling System.—Semi-pressure system, pressure feed to main bearings, camshaft bearings and rocker arm shaft, with oil outlet in top of rocker arms to feed oil to ball sockets and valve stems. Vane type pump in crankcase. Oil pressure gauge on instrument panel.
Carburettor.—Improved Carter down-draught type. Equipped with an accelerating pump which delivers fuel only when the accelerator pedal is suddenly depressed, and butterfly valve choke with automatic control to prevent over-choking. A.C. air cleaner, flame arrester, and silencer.
Fuel Supply.—A.C. suction pump with air dome. Filter chamber located on top; 12-gallon tank at rear. Petrol gauge on instrument panel.
Ignition.—Delco-Remy separate units.
Transmission.—Selective sliding gear type incorporating Synchro-mesh for second and high speeds. Three speeds forward, one reverse, with quiet helical constant mesh second speed gears.
Instrument Panel.—New and larger pointer type speedometer, combination petrol and water temperature gauge, and combination ammeter and oil pressure gauges conveniently grouped on panel directly in front of driver. At left of instrument panel is a storage compartment provided with a lock and key. In the centre, between the instrument panel and storage compartment, is a triangular-shaped pad carrying the ignition switch and the choke throttle and lighting control buttons. Headlamp dimmer switch is located conveniently on the toe board.
Clutch.—Single dry plate, 9" diameter. Much improved in design; all chatter is eliminated.
Cooling.—Ribbed cellular core radiator; centrifugal impeller type pump with 4-bladed fan.
Front Wheel Suspension.—Dubonnet type independent front wheel suspension replaces conventional front axle and springs in this model.
Rear Axle.—Semi-floating, pressed steel banjo housing.
Brakes.—Fully enclosed, four wheel service internal expanding type on 12" brake drums front and rear. Handbrake operates on all four wheels.
Wheels.—Five de luxe wire wheels, spare carried in left front fenderwell.
Tyres.—5.50 x 17 balloons.
Steering Gear.—Semi-reversible, fully adjustable, worm and double-tooth roller type. Ratio, 16 to 1.
Rear Springs.—Long underslung semi-elliptic chrome vanadium springs, 54" long by 1 1/2" wide.
Frame.—Double-drop type "Y-K" type cross bracing.
Equipment.—All models equipped with high pressure fittings for manual lubrication; theft-proof ignition lock; complete tool kit; combination tail and stop lamp; rear view mirror; full vision windscreen and automatic windscreen wiper; Delco-Remy vibrator type horn, mounted under hood; two-beam headlamps with parking bulbs; cowl ventilator.

Prices, equipment, and specifications subject to change without notice.

SERVICE EVERYWHERE

In addition to Chevrolet's unusual service policy, there are throughout Australia hundreds of specialised Chevrolet dealers with properly trained and equipped mechanics... conversant with Chevrolet. Thousands of people have bought Chevrolet cars on the convenient and attractive G.M.A.C. plan of deferred payments. You, also, can purchase a new Chevrolet on the convenient G.M.A.C. deferred payment plan.

G.M.A.C. Deferred Payment Plan . . .

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 your new Chevrolet purchase on a plan fitted to your requirements. Ask him to discuss details with you to-day.

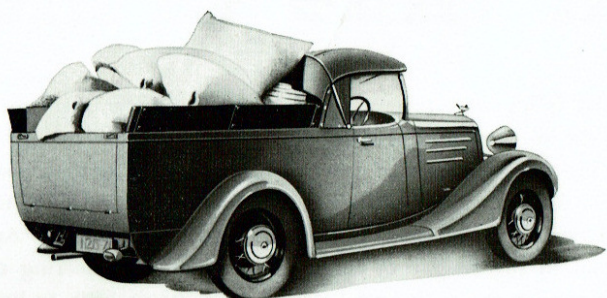
GENERAL MOTORS-HOLDEN'S LTD. . . . Brisbane - Sydney - Melbourne - Adelaide - Perth

STANDARD Chevrolet Utility

Engine.—Six cylinders; valve-in-head type; bore, 3 3/8"; stroke, 4"; R.A.C. rating, 26.3 hp. Brake h.p., 60 at 3,000 r.p.m.
Cylinders.—Cast on bloc, integral with upper half of crankcase.
Valves.—Intake 1 29/64" diameter. Exhaust: 1 1/8" diameter.
Connecting Rod Bearings.—Diameter: 2 1/4". Length: 1 3/8".
Crankshaft.—Statically and dynamically balanced. Main bearings steel backed babbit lined. Weight of crankshaft 57 pounds.
Crankshaft Bearings.—Front: 2 1/8" diameter by 1 49/64" long. Centre (thrust): 2 1/8" diameter by 1 1/2" long. Rear: 2 1/8" diameter by 2 11/64" long.
Camshaft.—Three-bearing, drop-forged, heat-treated steel.
Oiling System.—Semi-pressure system—pressure feed to main bearings, camshaft bearings, and rocker arm shaft, with oil outlet in top of rocker arms to feed oil to ball sockets and valve stems. Vane type pump in crankcase; oil pressure gauge on instrument panel.
Carburettor.—Carter down-draught type. Equipped with an accelerating pump which delivers fuel only when the accelerator pedal is suddenly depressed, and butterfly valve choke with an automatic control to prevent over-choking. A.C. air cleaner, flame arrester, and silencer.
Fuel Supply.—A.C. suction pump; 9-gallon tank at rear; petrol gauge on instrument panel.
Ignition.—Delco-Remy separate units.
Transmission.—Selective sliding gear easy change type. Three speeds forward, one reverse, with quiet helical constant mesh second speed gears.
Instrument Panel.—Indirectly lighted. Includes ammeter, oil gauge, speedometer, theft-proof ignition lock, lighting switch, carburettor choke, throttle control, and petrol gauge.
Clutch.—Single dry plate, 9" diameter. Cushion mounted clutch disc with moulded facings.
Cooling.—Ribbed cellular core radiator; centrifugal impeller type water pump and 4-bladed fan.
Front Axle.—Redesigned for increased front tread. Drop-forged modified "I" beam section, reversed Elliott type.
Rear Axle.—Semi-floating type; one piece banjo type pressed steel housing.
Brakes.—Four wheel service internal expanding type on 10" brake drums, front and rear. Radial reinforcing ribs in brake drums, increasing rigidity of drums.
Wheels.—De luxe wire wheels, drop centre type.
Tyres.—5.25 x 17 balloons.
Steering Gear.—Semi-reversible, fully adjustable, worm and sector type. Ratio, 14 to 1.
Springs.—Long chrome vanadium steel, semi-elliptic type. Front springs 33" long x 1 1/2" wide; rear springs 64" long x 1 1/2" wide; self-adjusting shackles.
Frame.—Double drop type. Pressed steel channel section side members with five sturdy cross members. Double channel front cross member. Depth of frame, 5 3/8"; thickness, 1/2"; width of flange, upper 2", lower 2 1/2".
Equipment.—All cars equipped with high pressure fittings for manual lubrication; theft-proof ignition lock, complete tool kit, combination stop and tail lamp; rear view mirror; full vision windshield and automatic windshield wiper; Delco-Remy vibrator type horn mounted under the hood on manifold; two beam headlamps with parking bulbs; cowl ventilator; full bumpers front and rear on Commercial Roadster.
Wheelbase.—107".

An Unusual Owner Service Policy for YOUR PROTECTION

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 without charge.

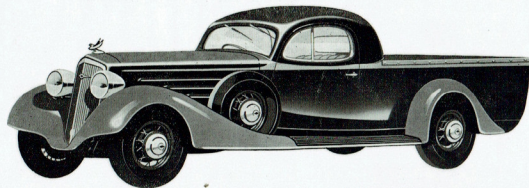


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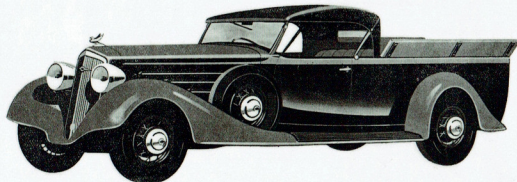
CHEVROLET Utility Trucks

● The full range of Chevrolet Utilities is complete enough to serve every requirement for light commercial deliveries. The series comprises eleven vehicles, six of which are on the Standard Chevrolet chassis and five on the Master. Though there is a difference in size, power, and price between Master and Standard Utilities, both have the built-in value and dependability that have characterized Chevrolet over many millions of miles of service. This folder gives brief particulars of mechanical features, chassis, and models of the Utility Range. Any further information you require on features, specifications, equipment, or body work will be gladly given by your local Chevrolet dealer.

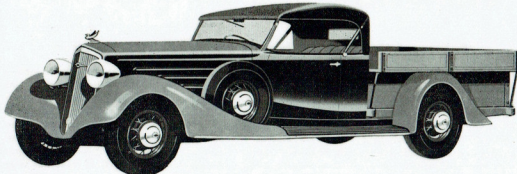
On Time all the Time—*with a Chevrolet Utility!*



1934 CHEVROLET OPEN DELIVERY . . . also available with Roadster front
The utmost in comfort and appearance—fitted with all-weather top for protection of load. Dimensions with Roadster front, Standard—width 44½", length 68½", height 26". Master—width 46½", length 71½", height 26".



1934 CHEVROLET FLAREBOARD DELIVERY . . . also available with Coupe front
As in all Chevrolet utilities, floors are of specially selected Australian Hardwoods. Loading capacity: Standard—width 44½", length 68½", height 24". Master—width 46½", length 71½", height 24".

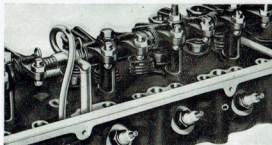


1934 CHEVROLET WELL-SIDES UTILITY . . . also available with Coupe front
A very popular model because of its adaptability for all types of delivery work. Load space on the Standard measures 69" long, 42½" wide, 18½" high; the Master measurements being 72½", 44½", and 18½" respectively.

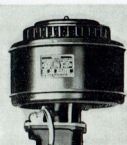
Chevrolet is an asset to any business . . . a sturdy, fast worker that in getting the job done is on time all the time. Its speedy, dependable service allows prompt deliveries of urgent jobs or running to schedule to the minute. And Chevrolet does its job more economically, too. Petrol, oil and tyre bills are lower when you use a Chevrolet. And, just as important in the long run, sound, dependable engineering means continuous service the year round without the repair bills or hold-ups that run away with your profits and upset your transport arrangements.

Chevrolet will bring you business . . .

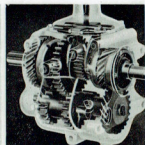
A Chevrolet Utility can be a sound advertisement for you. Its smart, businesslike appearance instantly brings favourable attention to your business. It's the sort of job people like to see at their doors. In driving comfort, too, Chevrolet is a better investment. Ease of handling under all conditions, effortless power and passenger car riding comfort lessen the fatigue of a working day enormously. You can prove this at any time. The local Chevrolet dealer will be glad to let you take the wheel of the model you prefer . . . not just for a run around the block, but for as many miles as you like. Five miles on the road . . . and you'll WANT to invest in a Chevrolet. There is a model to meet your business requirements.



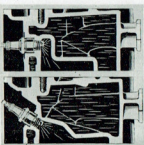
The Engine again embodies the proven valve-in-head construction, but a modification of the combustion chamber gives more speed, power, and fuel economy. Lubrication is improved too—passing through a screen in the crankcase, a constant stream of oil is pumped to overhead valves, crankshaft bearings, and camshaft bearings. The special oil line for the overhead valves is shown above, completely lubricating each moving part.



Down-draught Carburettor—another feature that gives Chevrolet more miles per gallon. Silencer eliminates allowing quick, effortless changing and silence in second gear. Its rubber mounting to eliminate vibration is another example of sound designing.



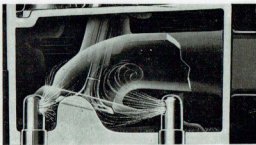
The Synchro-mesh gear box of the Master model gives Chevrolet more miles per gallon. Silencer eliminates allowing quick, effortless changing and silence in second gear. Its rubber mounting to eliminate vibration is another example of sound designing.



New Combustion Chamber construction on the Master Chevrolet means that every charge burns correctly—without waste. Thus the 1934 Master Chevrolet gives more power and greater economy.



Octane Selector. A simple adjustment controls spark timing to get the maximum economy and prevent "knock" or splutter with any grade of fuel. This feature gets the best from Ethyl-compound petrols.



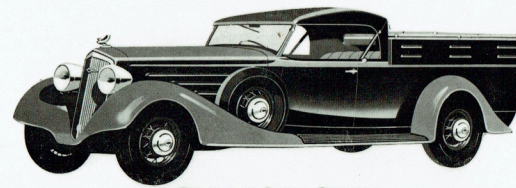
Exhaust Valve Cooling. Besides an efficient water-pump, radiator and fan, Chevrolet uses eight special spraying nozzles to cool the exhaust valve seats. The coolest water in the system is taken and sprayed through these nozzles to keep the valves and valve-seats cool. Valves have a longer life and adjustments are reduced to a minimum—engine economy is increased and performance improved.

A profit-maker for any business . . .

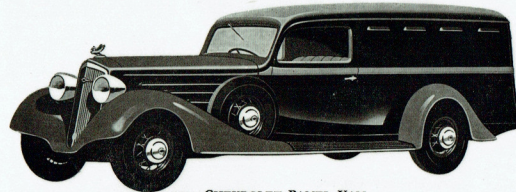
Whatever your business, a Chevrolet Utility will pay for itself in sheer saving, in delivery costs and a quickening-up of your service to customers. Here are just a few of the businesses in which Chevrolet Utilities are proving their worth: Grocers . . . Departmental Stores . . . Laundries . . . Butchers . . . Bakers . . . Sweet Manufacturers . . . Greengrocers . . . Dry-cleaners . . . Wholesale Houses . . . Carriers . . . In fact, wherever there's an efficient delivery service to be maintained, you'll find satisfied and enthusiastic Chevrolet users. Take your delivery problem to a Chevrolet dealer and he'll quote you facts and figures that will put you on the right path to real Utility Truck economy and efficiency.

Chevrolet's new coupe front . . .

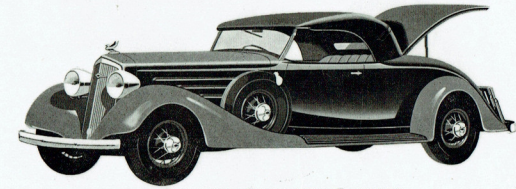
Special attention is drawn to the new Coupe front, shown in the illustration of the Open Delivery Model. This new front provides genuine closed car comfort and protection for the Utility driver. In addition, its interior appointments have car comfort and its smart lines and attractive appearance possess undoubted advertising value for its owners. It is available on the Open Delivery, Flareboard Delivery and Well-sides bodies.



1934 CHEVROLET CLOSED DELIVERY
Very popular with those requiring maximum protection of the load from weather, dust, etc. The interior, which can be fitted with racks, etc., measures 68½" x 44½" x 26" on the Standard, and 71½" x 46½" x 26" on the Master. Railed top gives extra loading space.



1934 CHEVROLET PANEL VAN
This popular model gives closed comfort for the driver, handsome appearance and roomy yet fully protected load space. Easily fitted interior measuring 69" long, 54" wide, 43½" high (Standard) and 72½" x 54" x 43½" (Master).



1934 CHEVROLET COMMERCIAL ROADSTER
Ideal for Commercial men who will be quick to appreciate the performance and economy of the Chevrolet Roadster. The large boot is particularly roomy and is covered with a hinged top. All-weather curtains are standard equipment. Available on Standard chassis only.