

Dependable . . . Economical . . . Attractive

CHEVROLET

UTILITIES

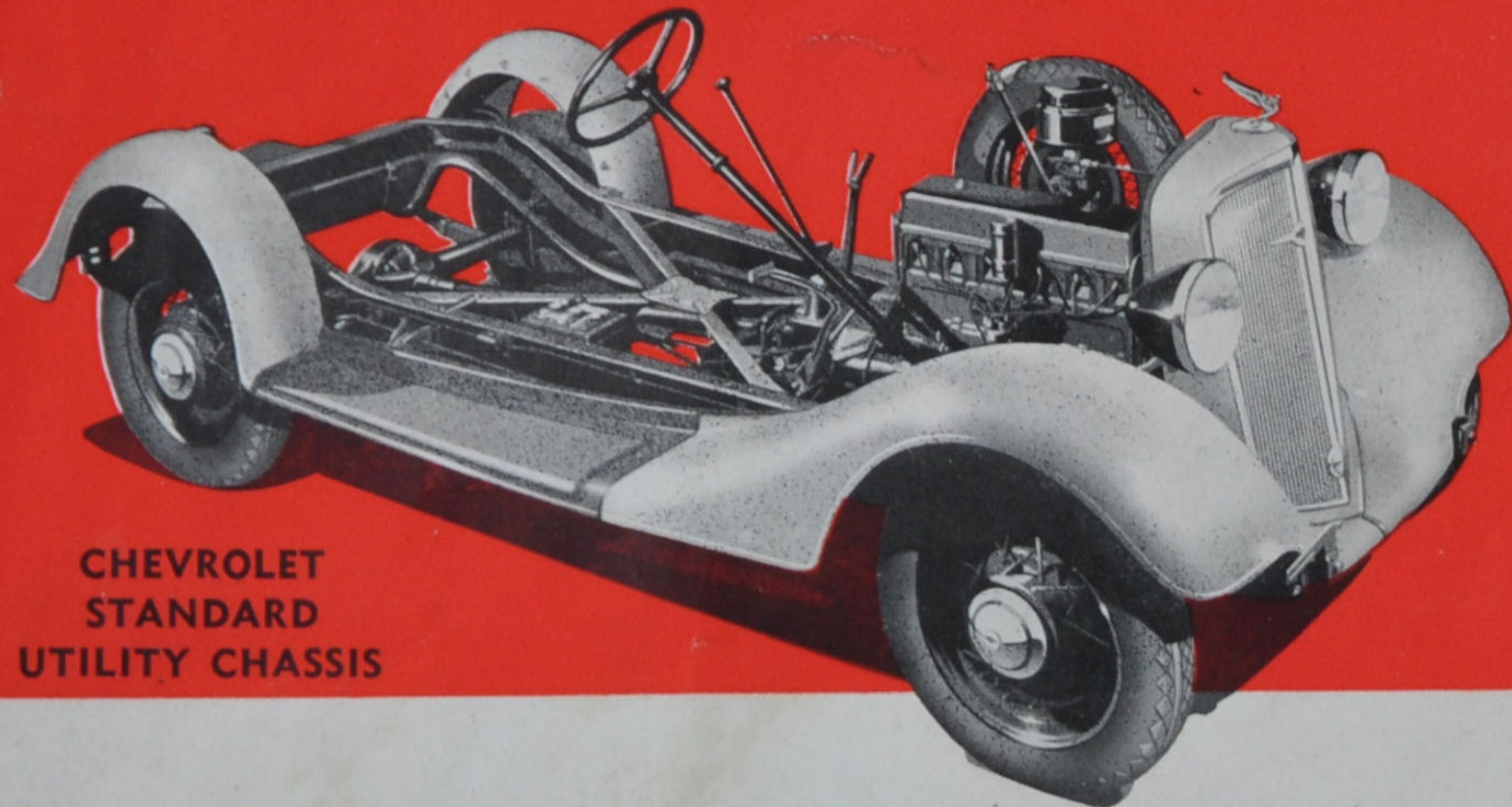
and the NEW

18 CWT.

COMMERCIAL CHASSIS

Two Sturdy Utility Chasses

FOR FAST DELIVERY AND ECONOMY

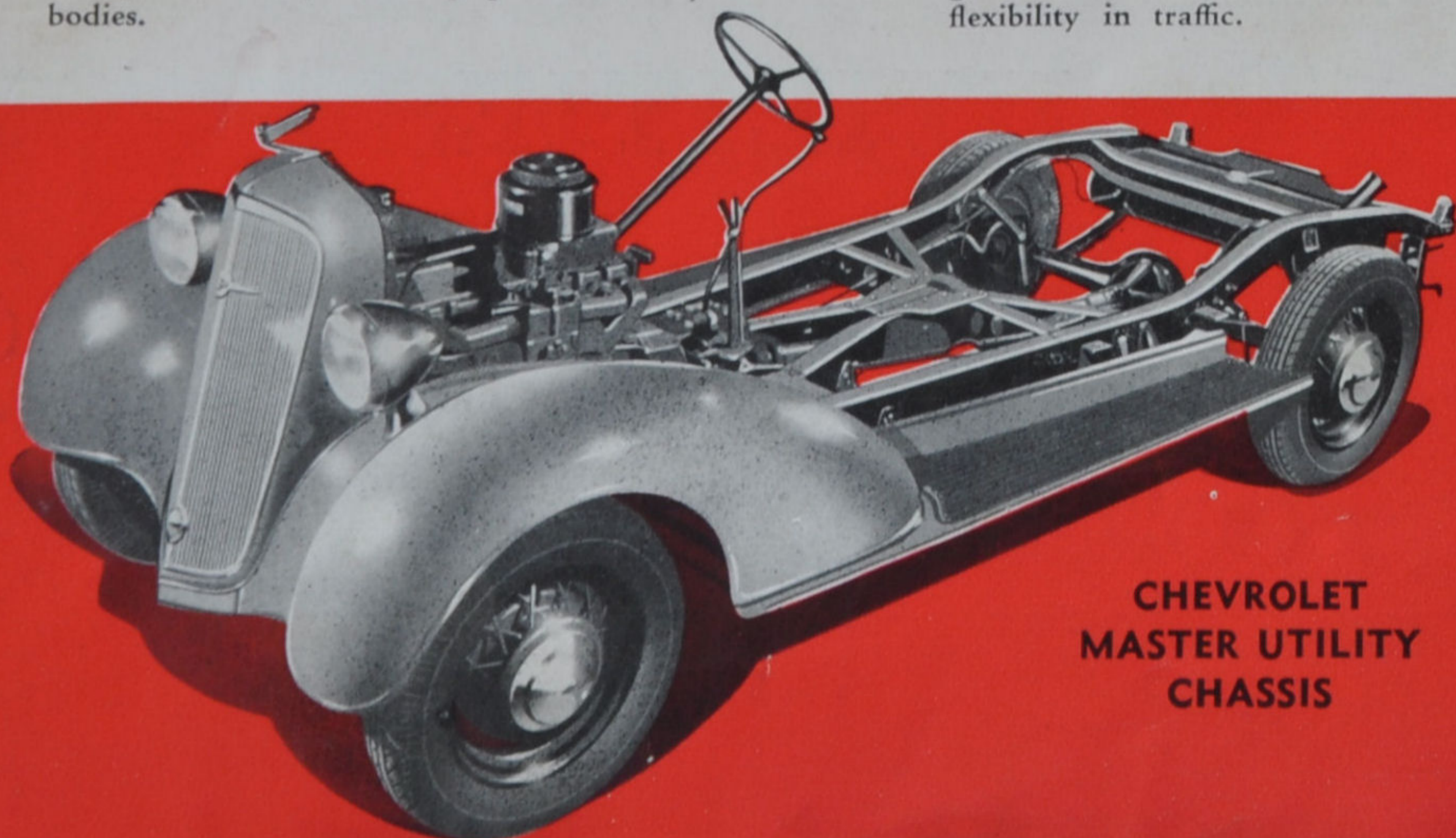


**CHEVROLET
STANDARD
UTILITY CHASSIS**

A CHEVROLET Master or Standard Utility is a sound investment for the man who wants a fast, dependable delivery unit. Not only are these two famous vehicles remarkably speedy and easy to handle, but their sound engineering and economy of operation assures longest, trouble-free service at the lowest ultimate cost per mile.

The STANDARD CHEVROLET UTILITY CHASSIS, illustrated above, has new "X" type frame. This is twelve times stronger than frames of conventional design, and offers increased rigidity and strength and greater load carrying ability. 107 in. wheelbase provides ample loading space on roomy bodies.

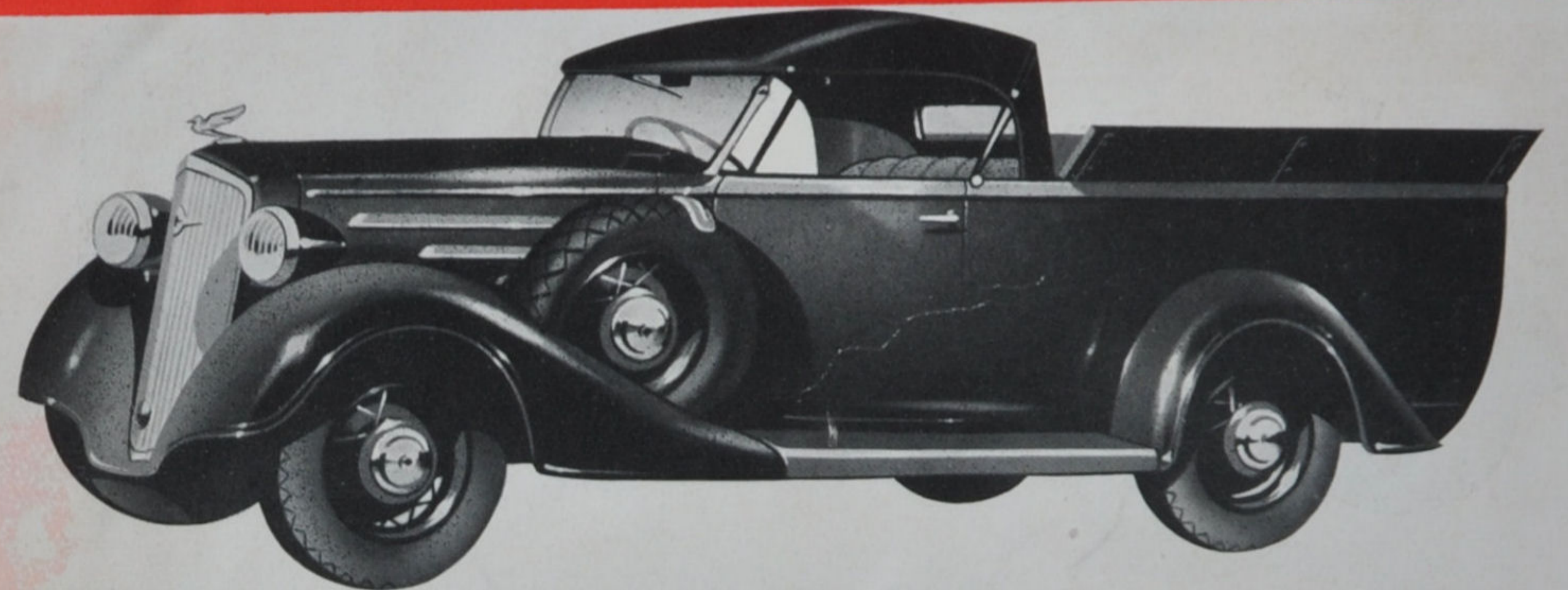
The MASTER CHEVROLET UTILITY CHASSIS, illustrated below, is built on 113 in. wheelbase. Knee Action front wheels and other unique constructional features make this model ideal for the transport of fragile loads. Synchro-mesh gears give greatest ease of control and flexibility in traffic.



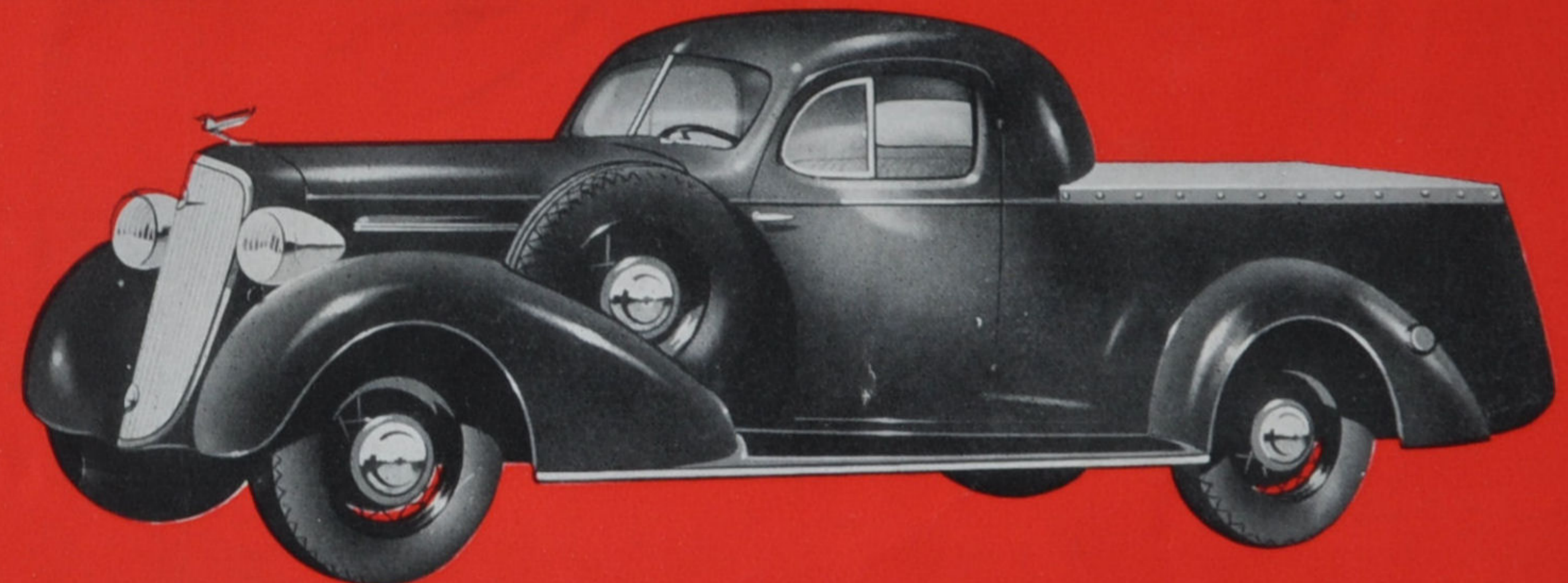
**CHEVROLET
MASTER UTILITY
CHASSIS**

Chevrolet Utility Body Styles

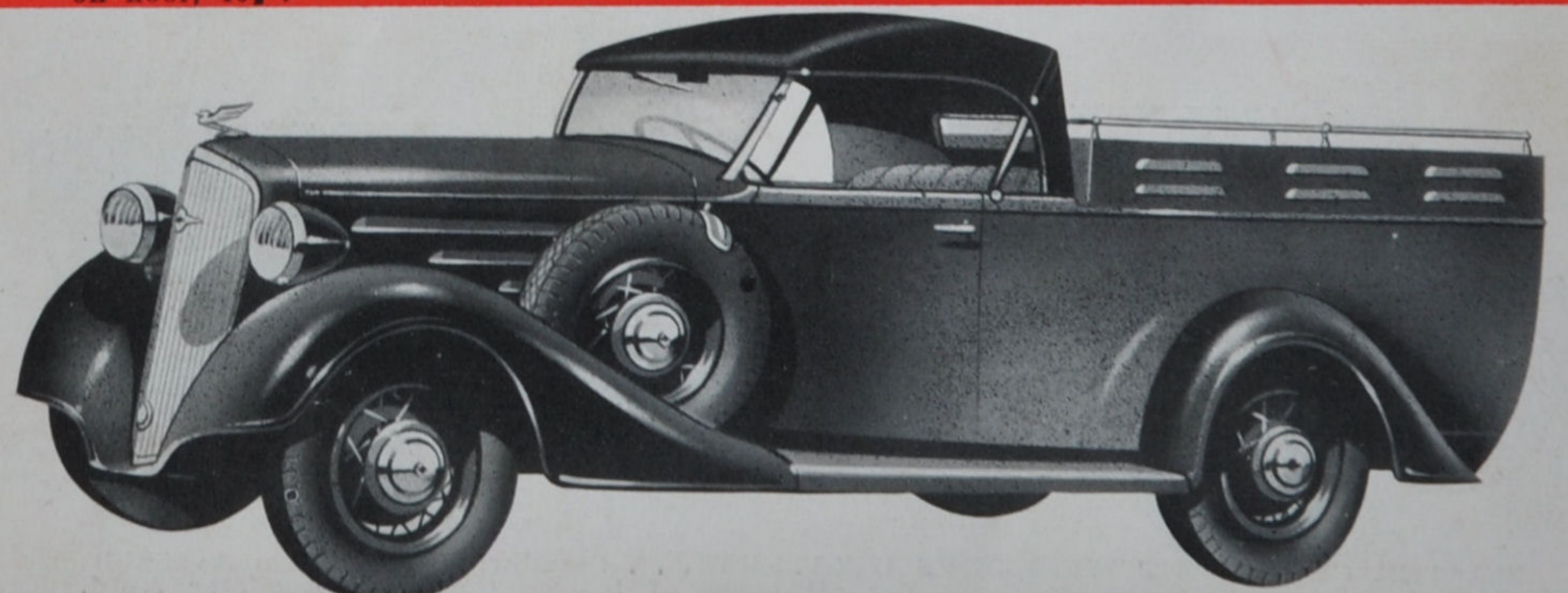
Available on Both Standard and Master Chasses



STANDARD CHEVROLET FLAREBOARD DELIVERY . . . Also Available in Master Range. A handy vehicle with a wide range of uses. Roadster or Coupe front.
Dimensions—Master: Length along floor, 75½"; height from floor to top of flare, 26"; width inside wheel housing, 45½"; maximum width on floor, 52½". **Standard:** Length along floor, 67"; height from floor to top of flare, 24½"; width inside wheel housing, 44½"; maximum width on floor, 46½".

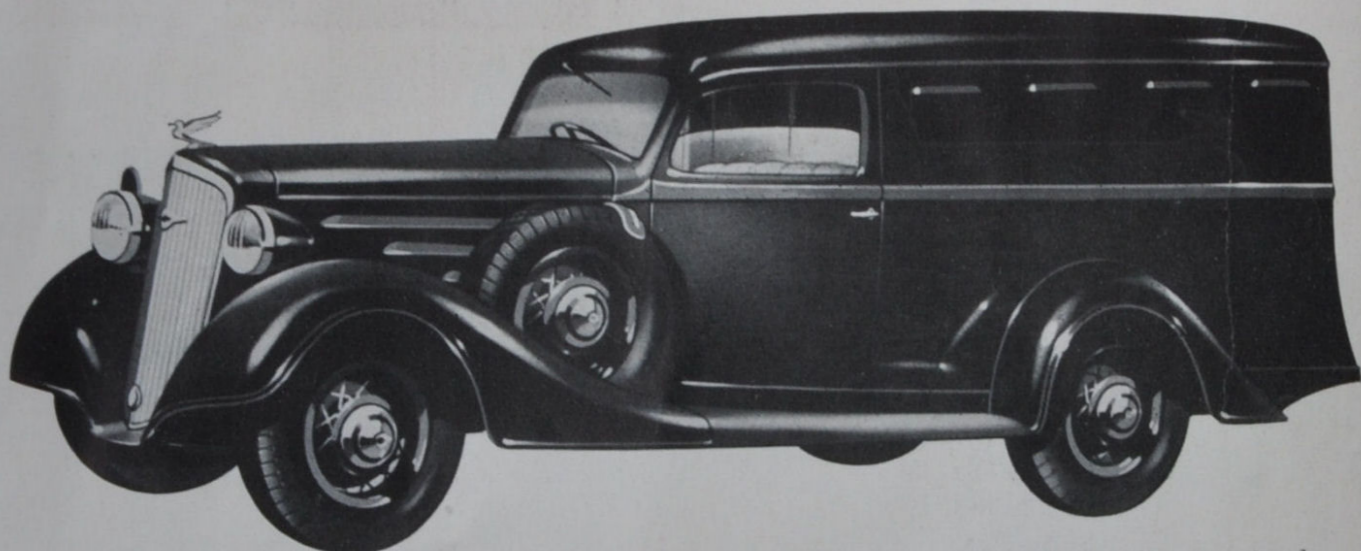


MASTER CHEVROLET OPEN DELIVERY . . . Also Available on Standard Chassis. With Coupe or Roadster front. Quickly adjustable waterproof top protects the load.
Dimensions—Master: Length along floor, 75½"; height from floor to top, 20½"; width inside wheel housing, 45½"; maximum width on floor, 52½". **Standard:** Length along floor, 67"; height from floor to top, 18½"; width inside wheel housing, 44½"; maximum width on floor, 46½".

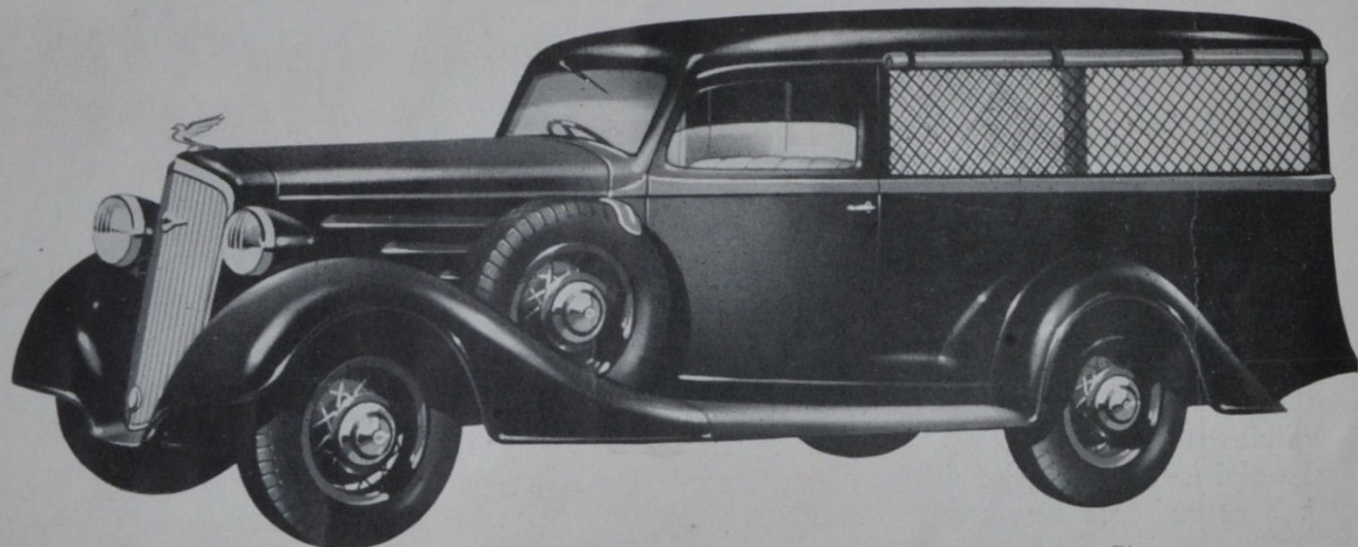


STANDARD CHEVROLET CLOSED DELIVERY . . . Also Available on Master Chassis. A popular favourite. Complete weather and dust-proof protection for the load. Roomy interior may be fitted with racks if desired. Roadster or Coupe front.
Dimensions—Master: Length along floor, 75½"; height from floor, 24½"; width inside wheel housing, 45½"; maximum floor width, 52½". **Standard:** Length along floor, 67"; height from floor, 24½"; width inside wheel housing, 44½"; maximum floor width, 46½".

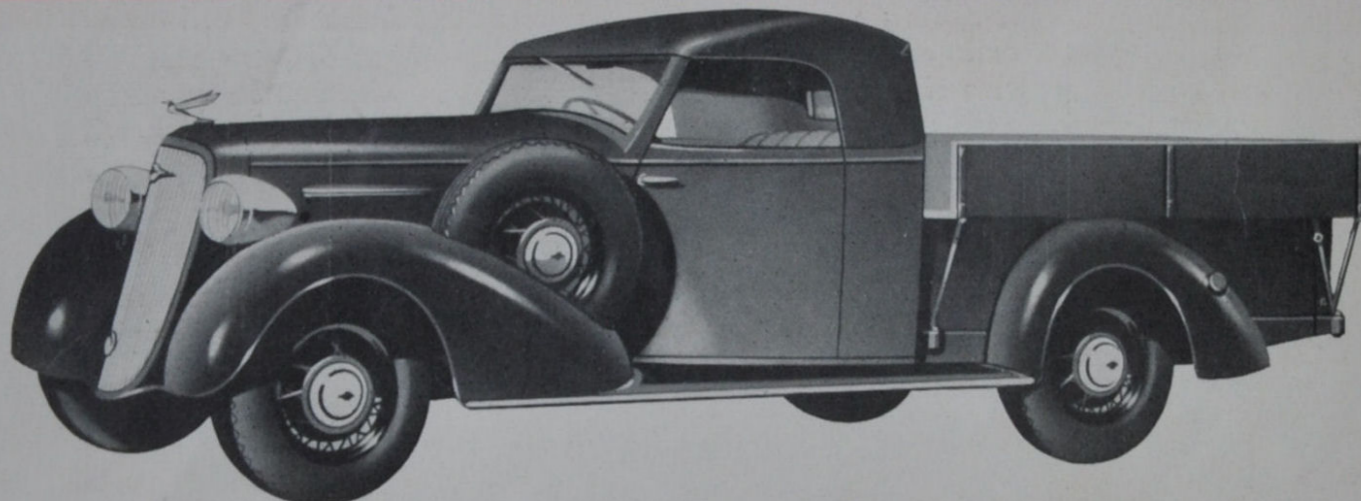
A Complete Range of Body



STANDARD CHEVROLET PANEL VAN. Closed comfort for the driver. Roomy load space is fully protected. Accessible from driver's compartment by sliding partition.
Dimensions—Standard: Length along floor, 67½"; height from floor to top of body, 43½"; width inside wheel housing, 44½"; width inside uprights, 51½"; maximum width inside, 54¾".



STANDARD CHEVROLET SCREEN SIDES VAN . . . As Special Order. Strong screen sides. Weatherproof side curtains are attached at top by sturdy tab-fastened hooks.
Dimensions—Standard: Length along floor, 67½"; height from floor to top of body, 43½"; width inside wheel housing, 44½"; width inside uprights, 51½"; maximum width inside, 54¾".



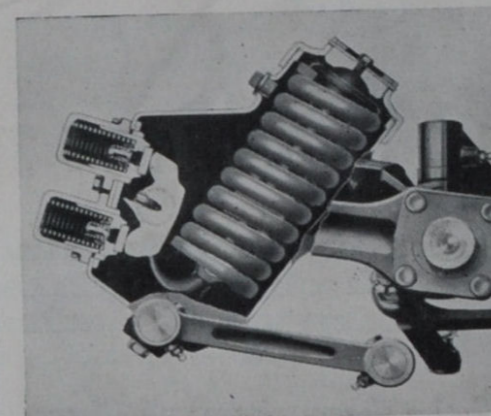
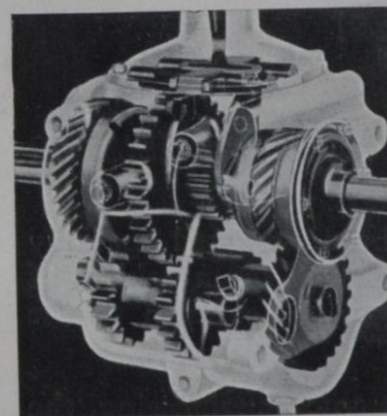
MASTER CHEVROLET WELLSIDES DELIVERY . . . Standard Chassis also Available. Roomy body provides ample space for all types of loads. Coupe or Roadster front.
Dimensions—Master: Length along floor, 74¾"; height from floor to top of side, 19"; width on floor, 43½"; maximum width at top, 69¾"; height from floor to top of shelf, 12½".
Standard: Length along floor, 68"; height from floor to top of side, 18¾"; width on floor, 42½"; maximum width at top, 64¾"; height from floor to top of shelf, 11½".

Styles for every Type of Load



STANDARD CHEVROLET COMMERCIAL ROADSTER. Ideal for the Commercial man. Has all the smartness and style of a passenger car. Spacious boot, so easily accessible offers ample loading space for sample cases, boxes, etc.

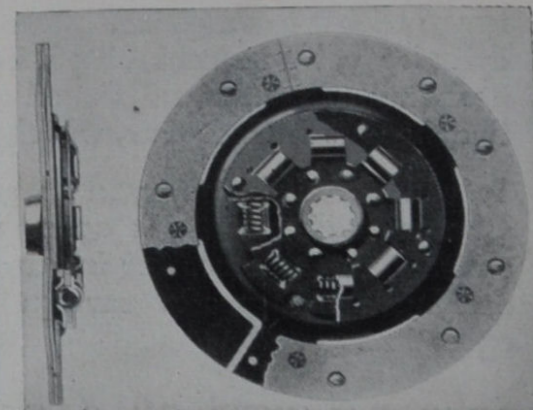
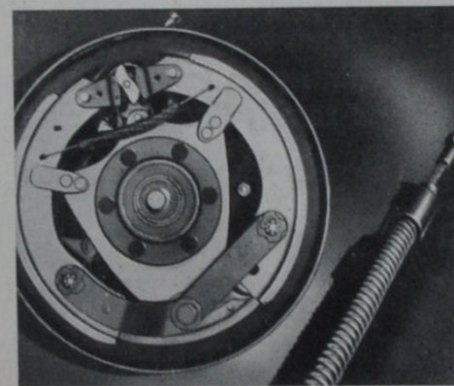
AMONG CHEVROLET'S MANY FEATURES ARE THESE IMPORTANT REFINEMENTS



SYNCHRO-MESH TRANSMISSION: Extreme Left. Permits quick easy gear changing under all conditions. Silent and smooth in second gear. Gear lever has been altered to keep clear of driver's and passengers' knees. (Master Model only.)

KNEE ACTION: Inside Left. Front wheels of Master Models are independently sprung to absorb road shocks and vibration, and eliminate "pitching" and jolts over roughest roads.

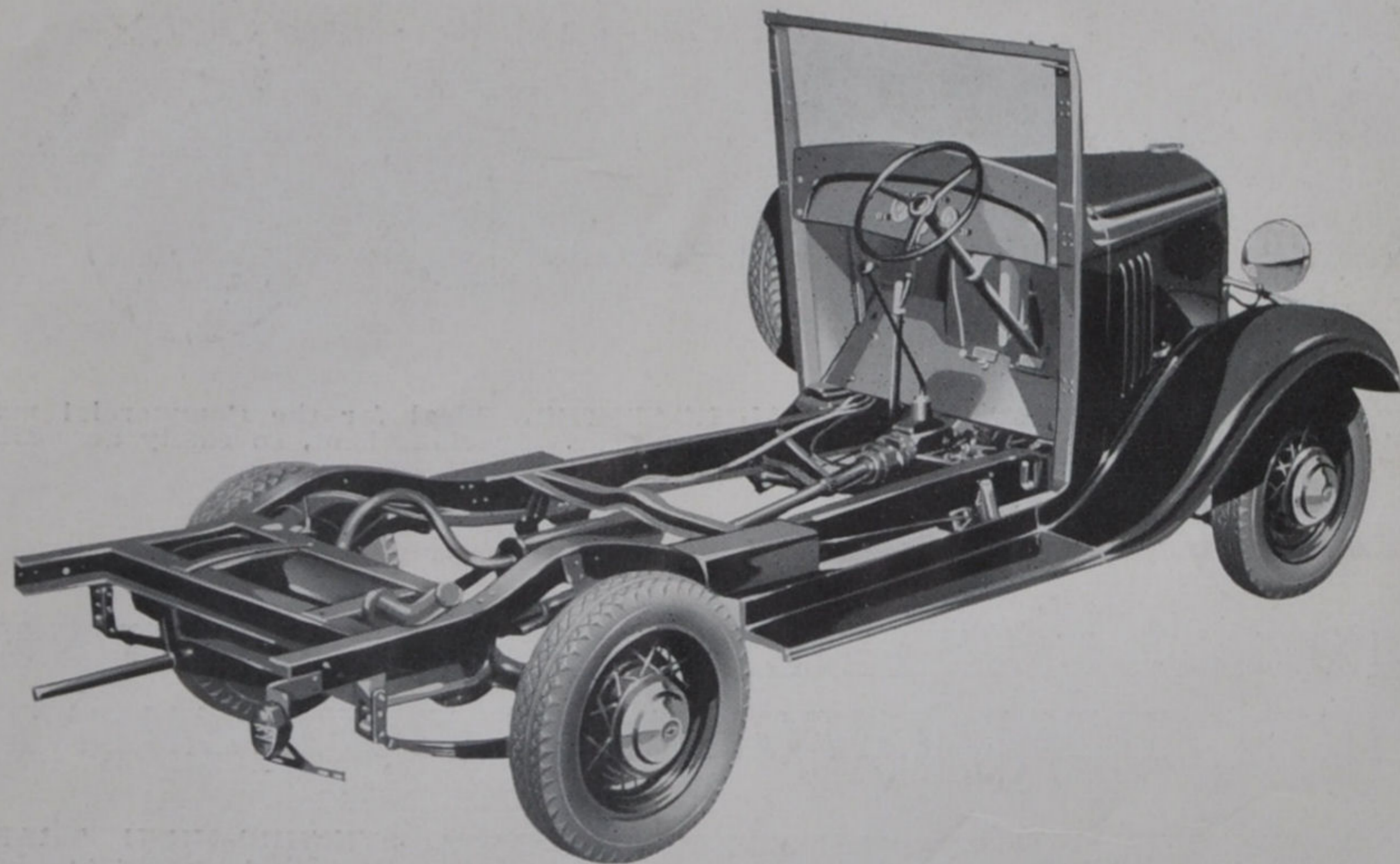
IMPROVED BRAKES: Inside Right. Chevrolet's oversize Cable-controlled brakes give quick, positive stopping under all conditions. Articulated shoes force every square inch of brake lining into contact with carefully machined drums. This results in increased safety and longer lining life. Brakes are fully enclosed and protected from dust and water by a special shield.



RUGGED CLUTCH: Above. Smooth, chatter-free operation of the clutch is due to a clutch plate of new design. Facings are more durable and free from the effects of atmospheric changes. The clutch hub is spring cushioned for easy engagement.

And Now . . . An 18 cwt Chevrolet Commercial Chassis

BUILT ESPECIALLY FOR THE MEDIUM-HEAVY LOAD



A Real Truck . . . With Real Truck Features

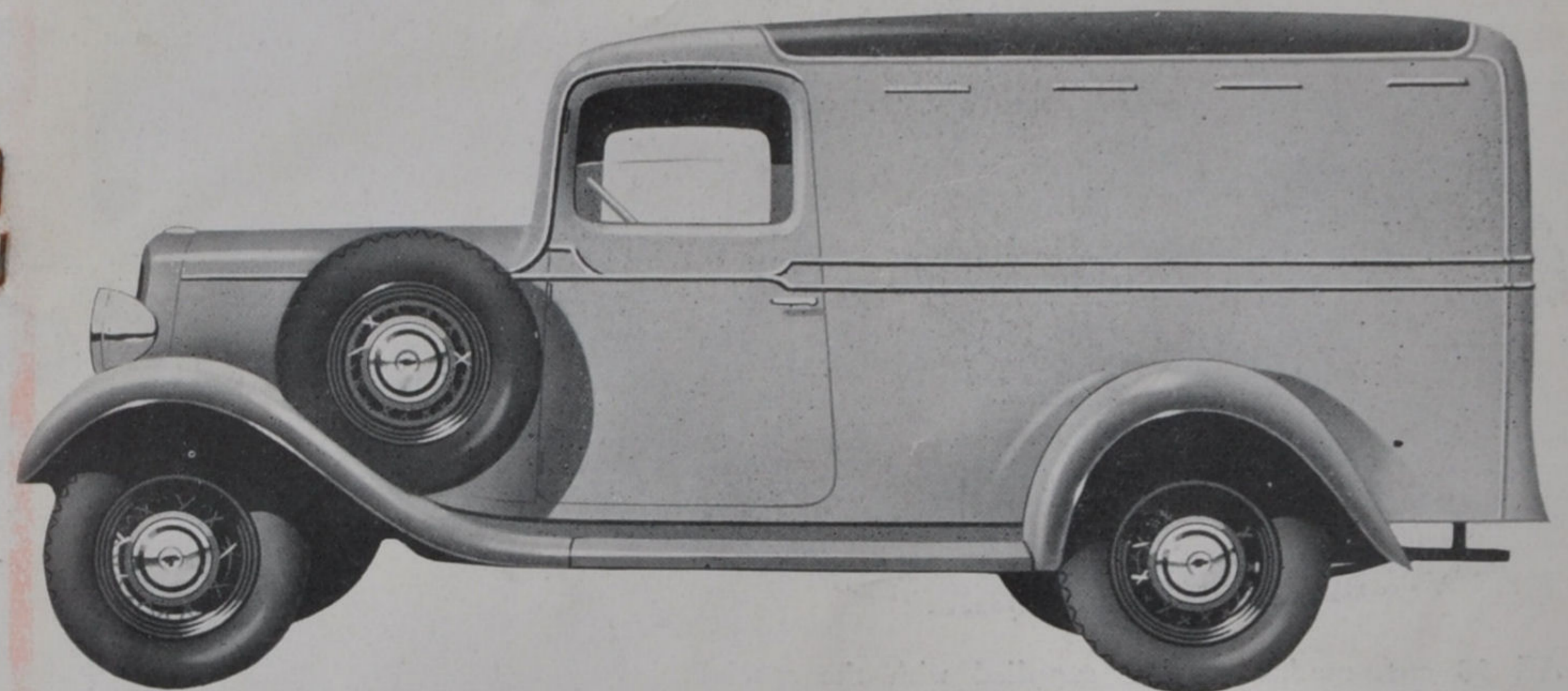
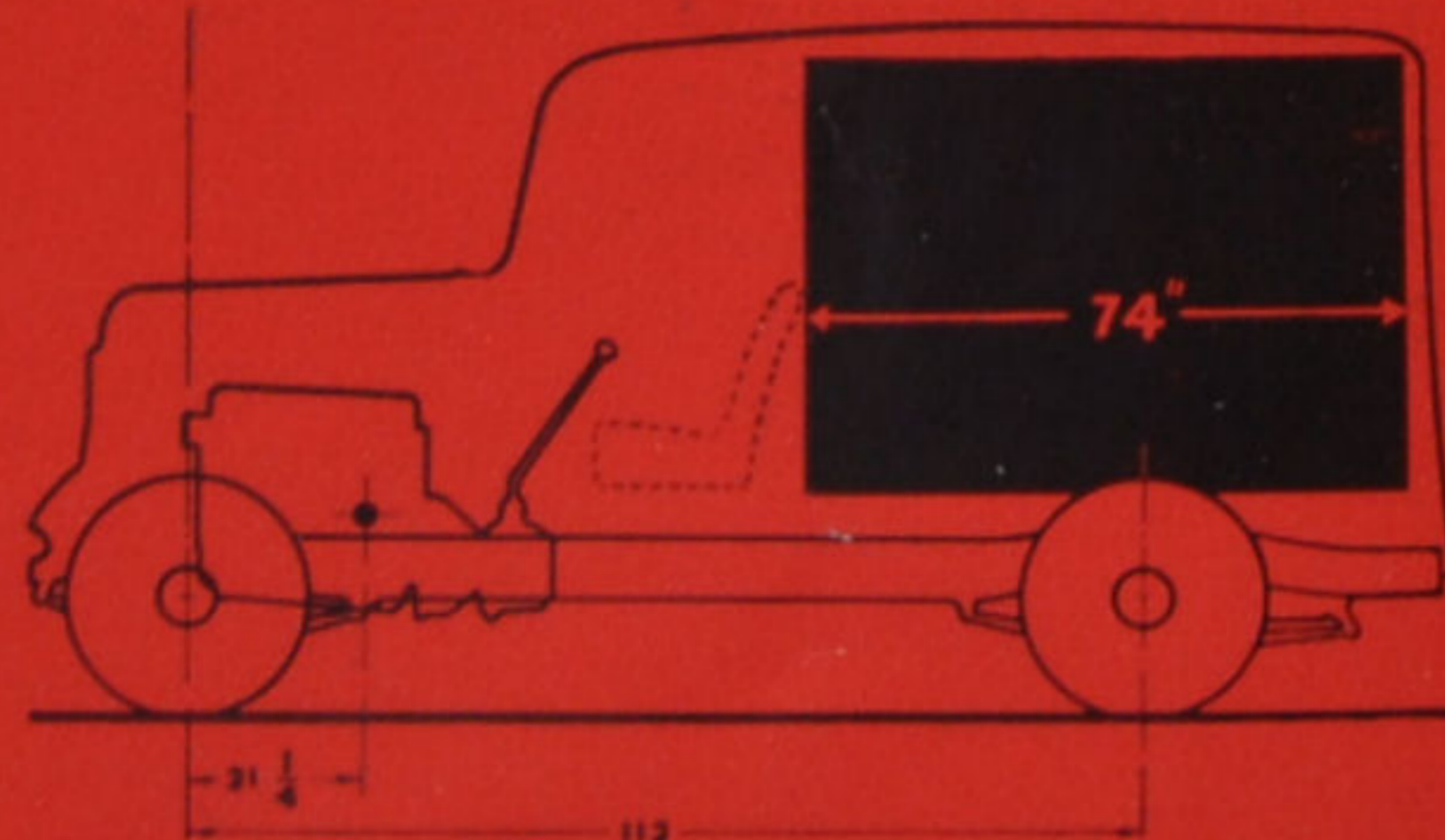
THIS new 18 cwt. Chevrolet Commercial Chassis has been designed specially for medium-heavy haulage. It cuts costs on jobs which call for a vehicle of this particular rating, and brings true truck endurance and stamina to the medium-heavy field.

Built by Chevrolet, with all the thoroughness of Chevrolet truck engineering, the 18 cwt. Commercial chassis can stand up to the gruelling shocks of every-day usage without complaint. Ample power is assured by the famous Chevrolet Six cylinder valve-in-head Truck Engine, renowned for its simplicity of design and economy of operation. Speed and flexibility in traffic is enhanced by Chevrolet's Synchro-mesh Gear Box, which permits rapid, clash-less changing at all speeds.

It will definitely pay you to study closely the features of this sturdy 18 cwt. Chevrolet chassis. It opens up entirely new avenues for increased earnings and greater savings in operation.

LOAD BALANCED ON CHASSIS

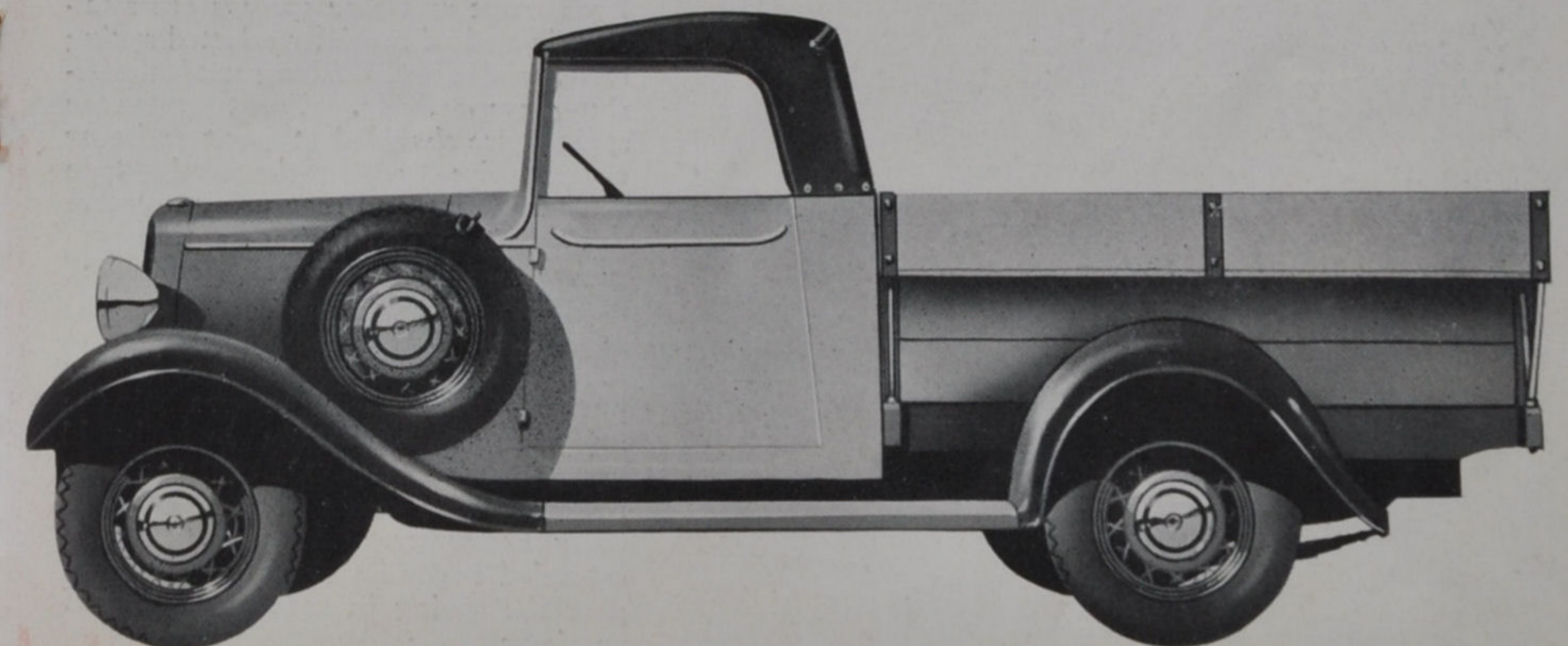
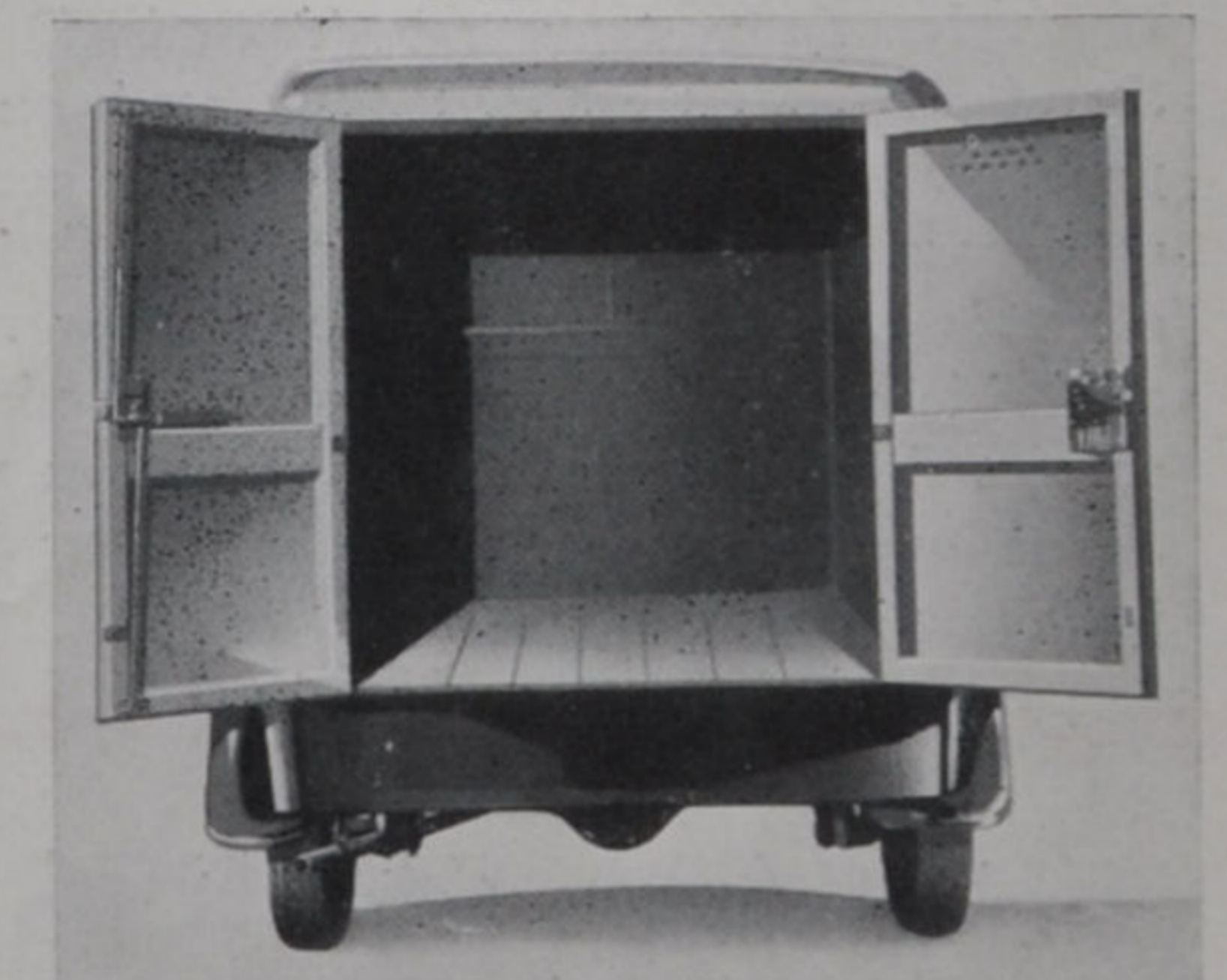
The diagram at right shows how the chassis has been designed for correct load distribution. Note how the frame supports the length of the body.



THE 18 CWT. PANEL VAN

One of the most practical applications of the 18 cwt. unit . . . a roomy good-looking panel van that combines the advantages of unique load carrying capacity with speed and flexibility.

The spacious van interior may be fitted with racks if desired, and is accessible from the driver's compartment by a sliding partition. The special sedan type cab is complete with every essential driving and comfort convenience, and is absolutely weather and draught proof.

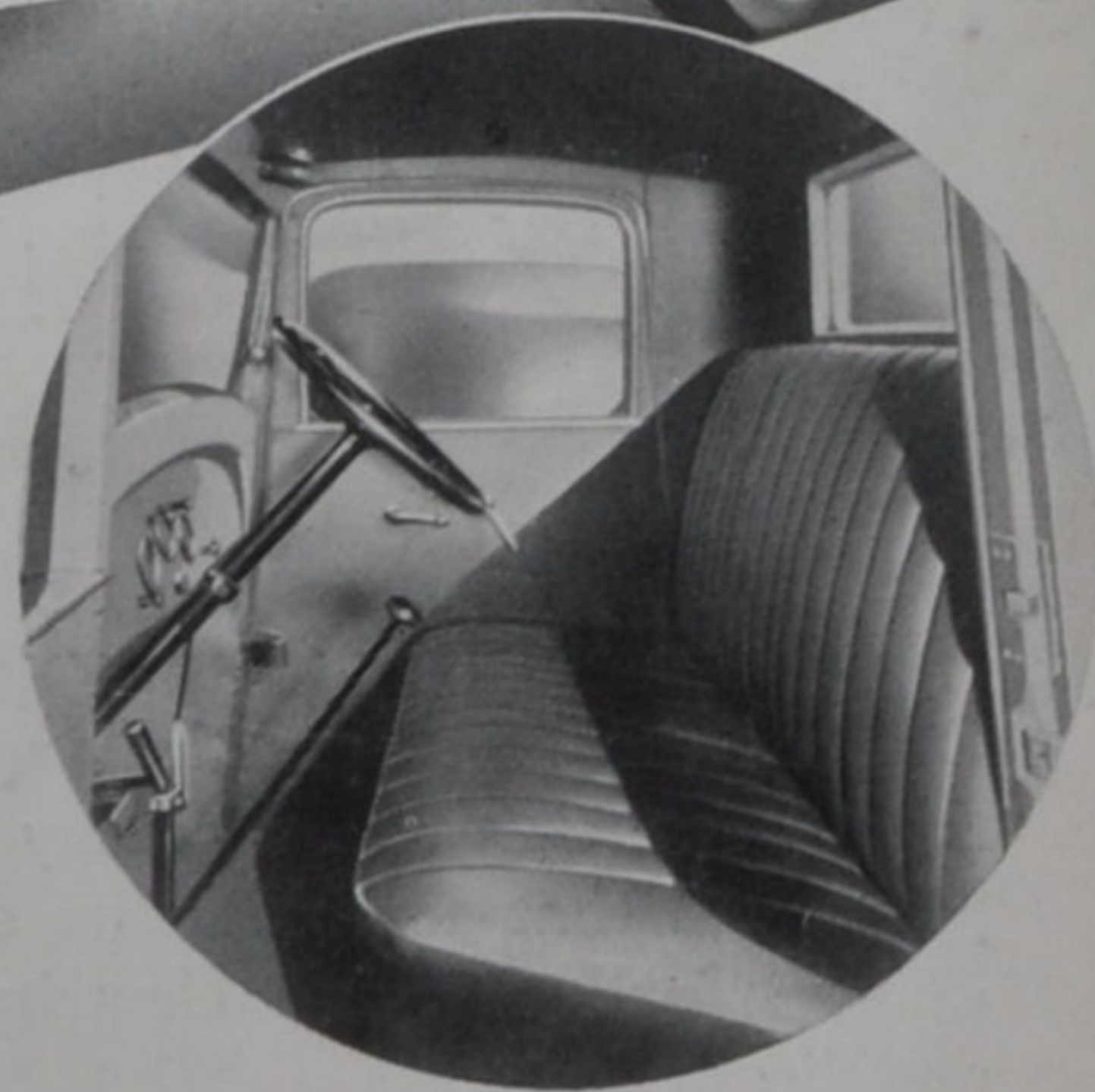


18 CWT. WELLSIDES DELIVERY. Note here the Roadster front, standard on all vehicles throughout the range. The special closed cab described on the next page can be supplied to special order. The body is of selected hardwood, thoroughly seasoned and well finished.

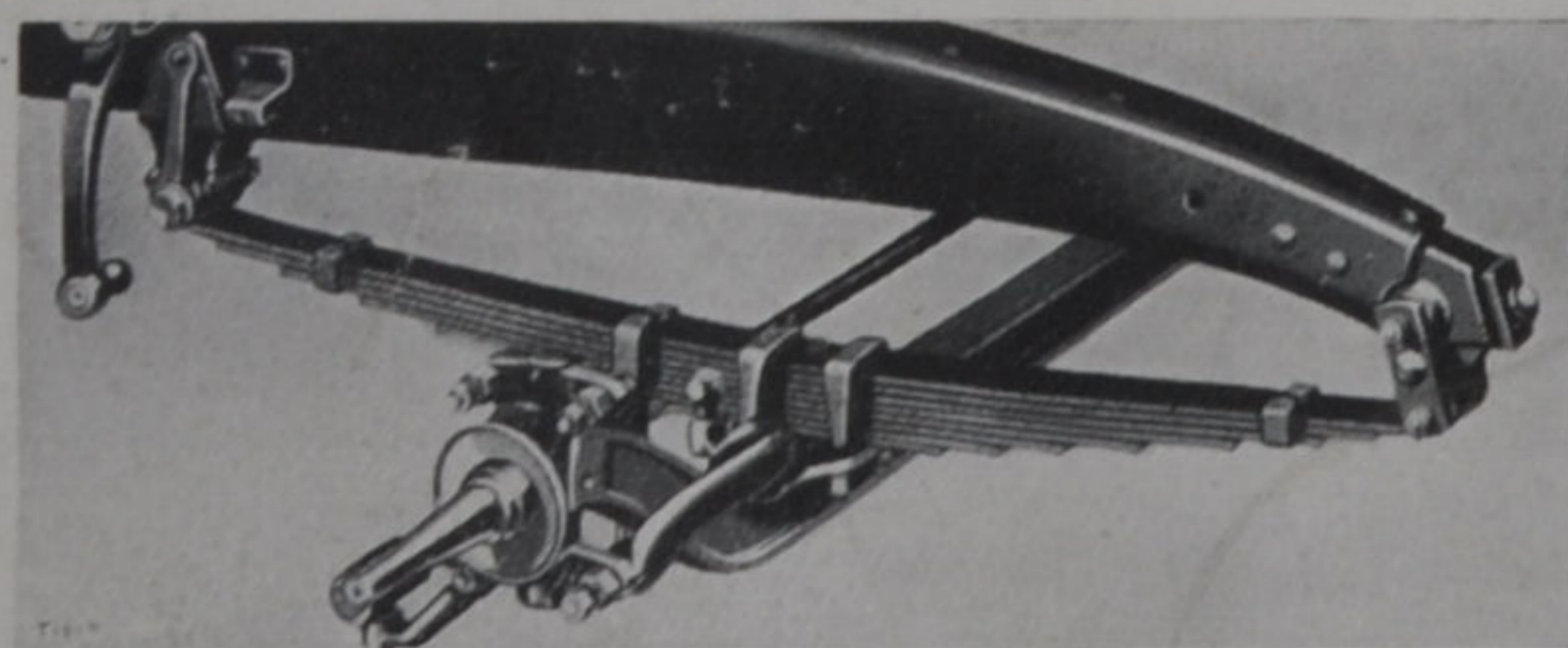
18 cwt. also available with Sedan Type Truck Cab (AS SPECIAL ORDER)



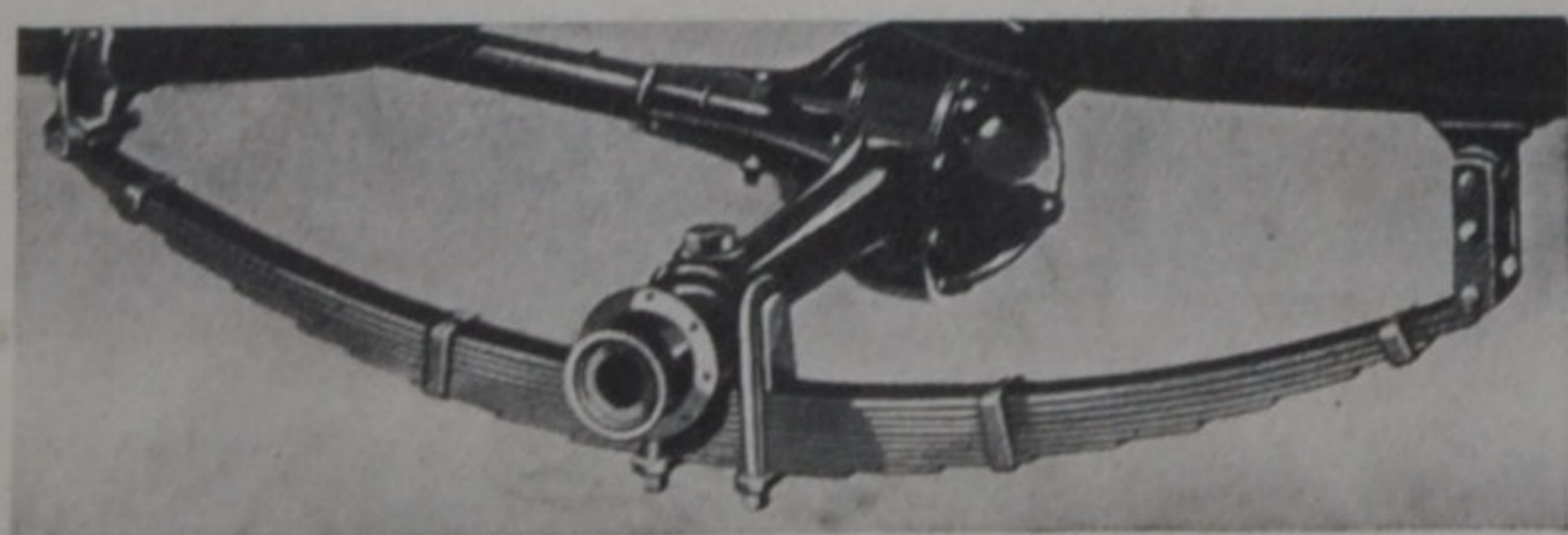
All 18 cwt. models can be supplied with the special Chevrolet Sedan-type cab if desired, instead of the Standard Roadster front illustrated on the preceding page. This cab provides all-weather comfort for driver and passengers, and incorporates all instruments and controls necessary for comfort and convenience. Seats are wide and deep, leather upholstered, and set at the correct driving angle. The windscreen may be open or closed quite easily, and the dash may be indirectly lit for night driving.



SPECIAL SPRINGING FOR 18 cwt. CHASSIS



Both front and rear springs are semi-elliptic and of specially selected spring steel, and are overslung and underslung respectively. Front and rear springs are shackled at front and rear respectively; with threaded type shackles front and rear using a centre draw bolt to hold shackle links together against tapered ends of threaded ends of pins.

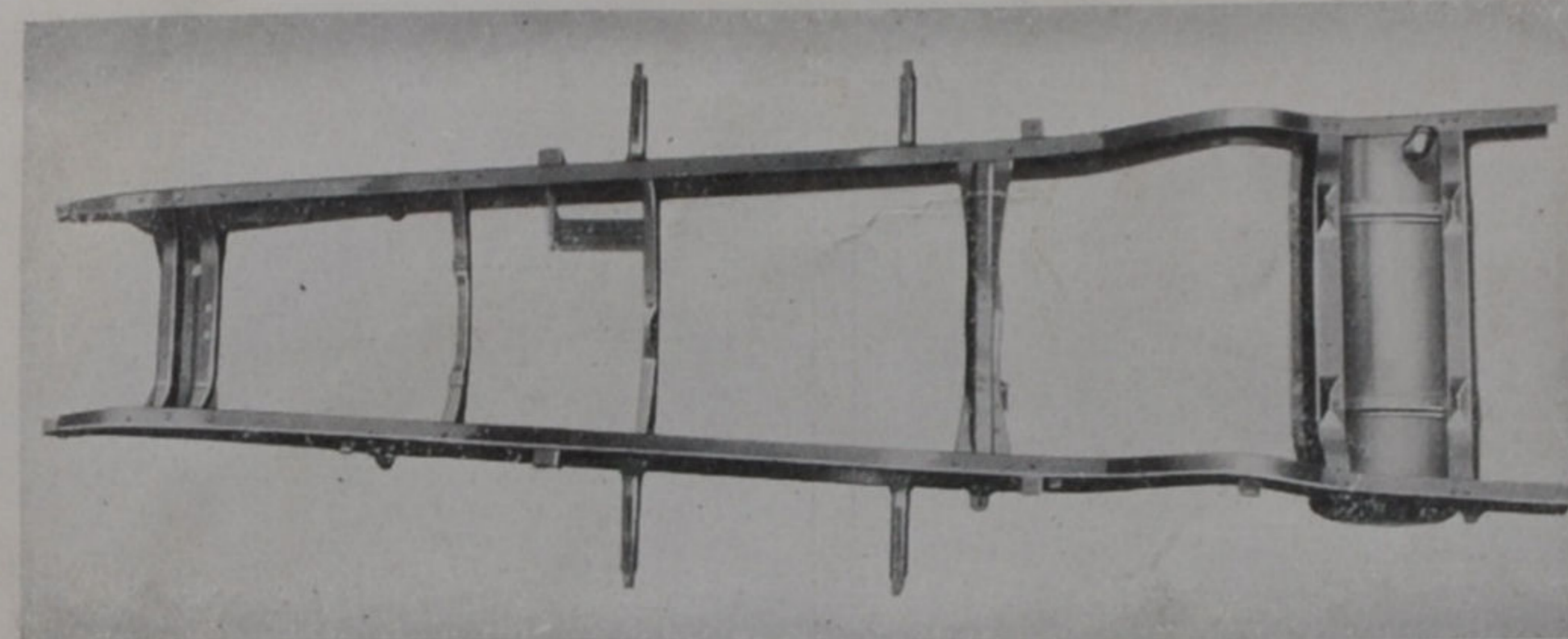


A stop in the front spring hanger prevents forward movement of the axle in case the main leaf should break between the axle and the rear hanger. The main leaf is substantially heavy, and the second leaf is extended beyond the rear eye to support the spring in case of main leaf breakage.

ABOVE: FRONT SPRING.

BELOW: REAR SPRING.

18 cwt Chassis Features



Sturdy Full Length Truck-Type Frame

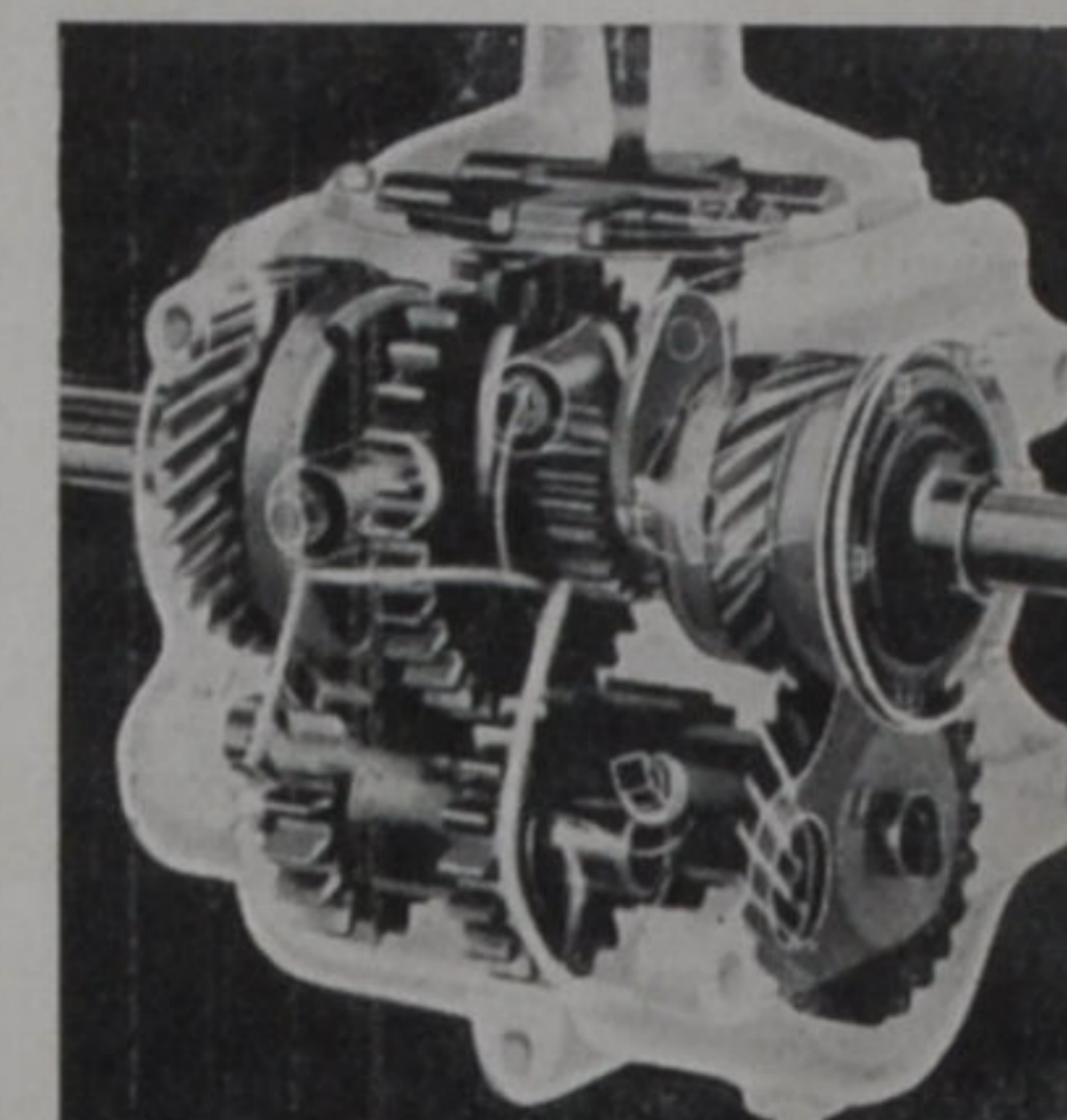
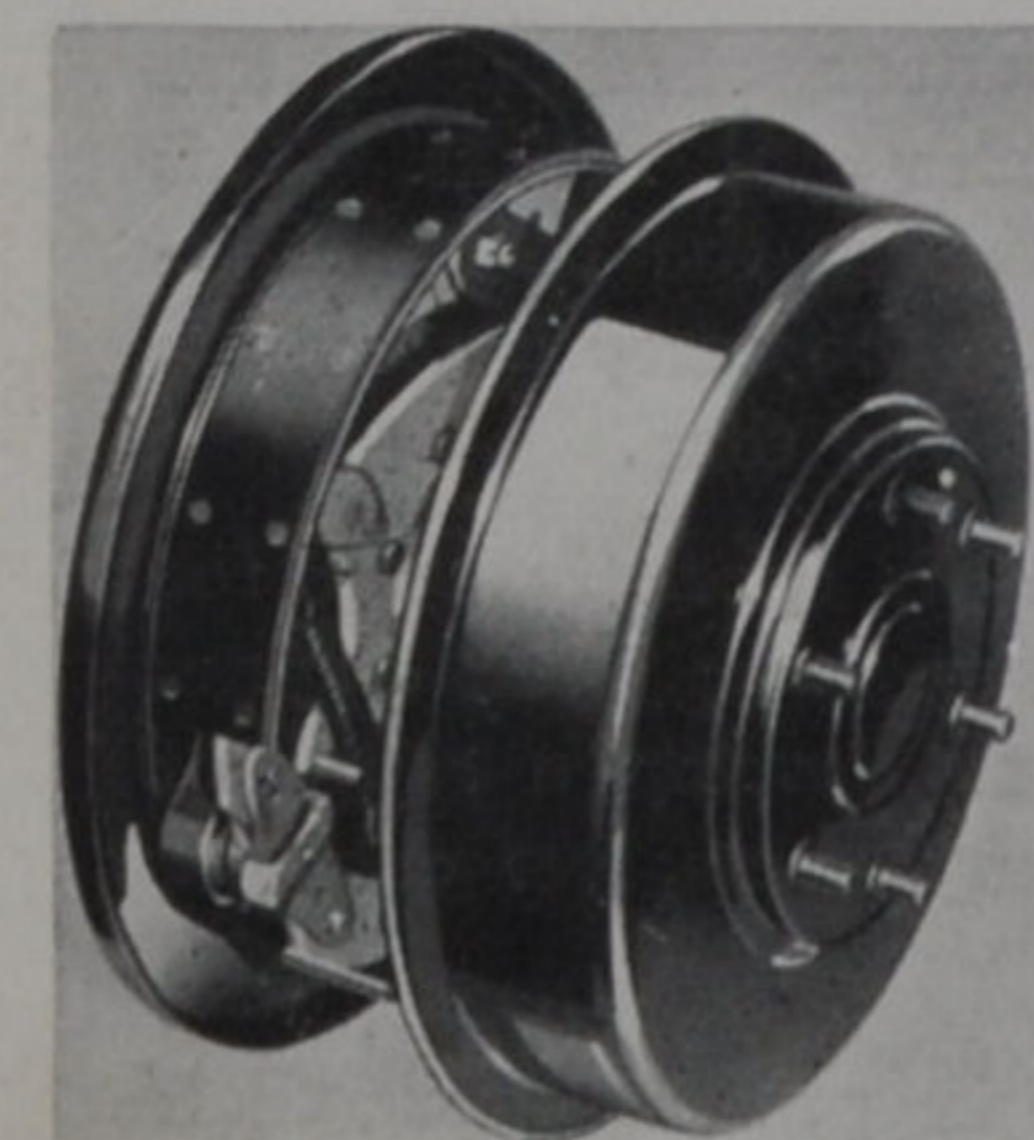
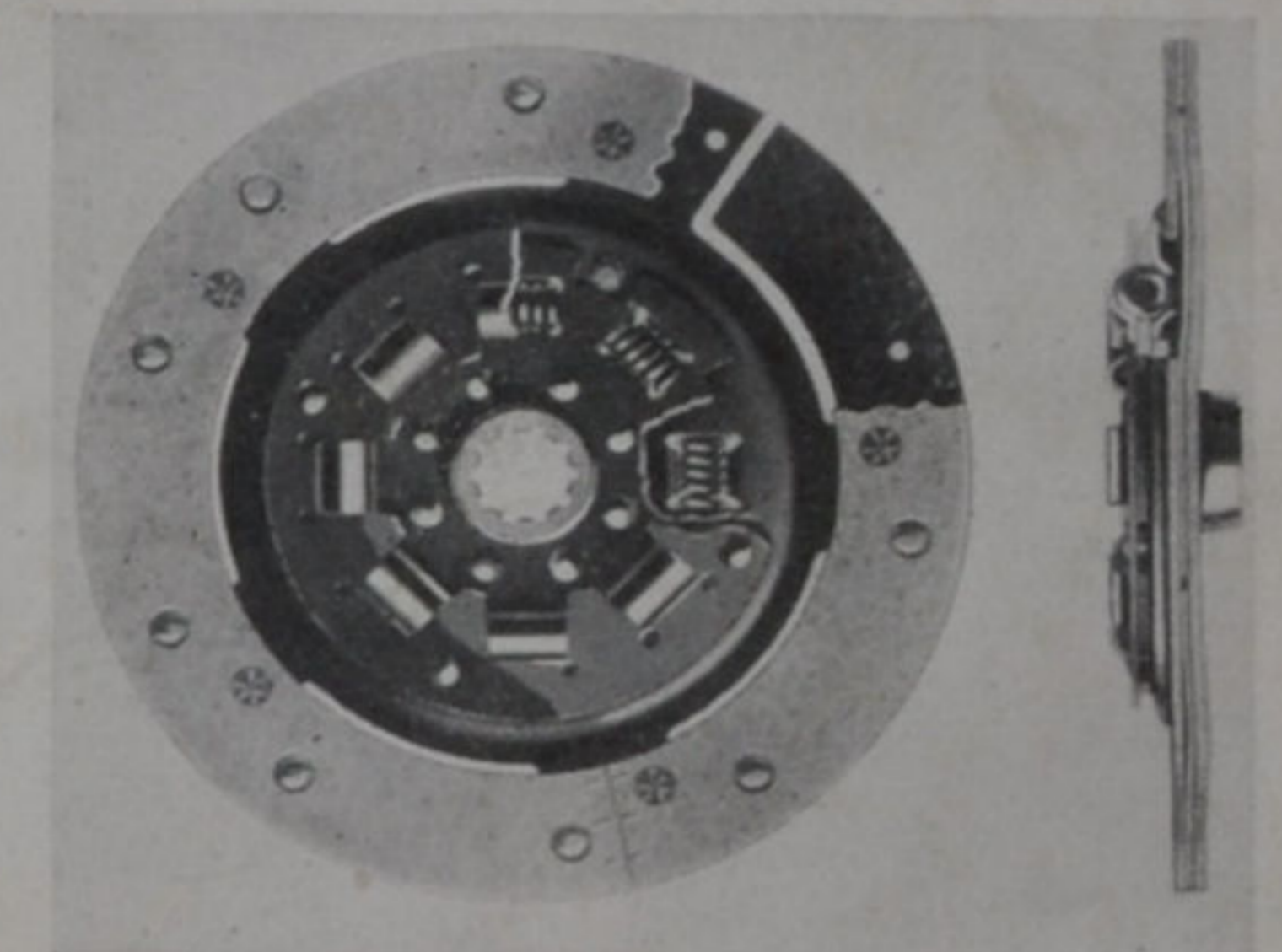
One most important feature of the 18 cwt. Chassis is its full length frame. This permits maximum loading space in roomy bodies, and extends beyond the rear axle to give full support to the body.

The frame overall is 164 inches long. The channel steel side members are 5 $\frac{3}{4}$ in. deep, with 2 $\frac{1}{4}$ in. flanges, and are braced into one rigid, shock-proof unit by six sturdy cross members. The 13-gallon petrol tank is protected by the rear cross member, and the filler cap is conveniently located on the right hand side.

CUSHION DISC CLUTCH:

Remarkably powerful in engagement, yet instantly responsive to light pedal pressure. Smooth and positive at all times, even when starting under capacity loads. New durable disc allows smooth operation.

The rim of the plate is divided into five equally spaced blades which are depressed against the fly-wheel in a smooth wave. The rim is tempered so that these waves will keep their shape, even under high temperature.

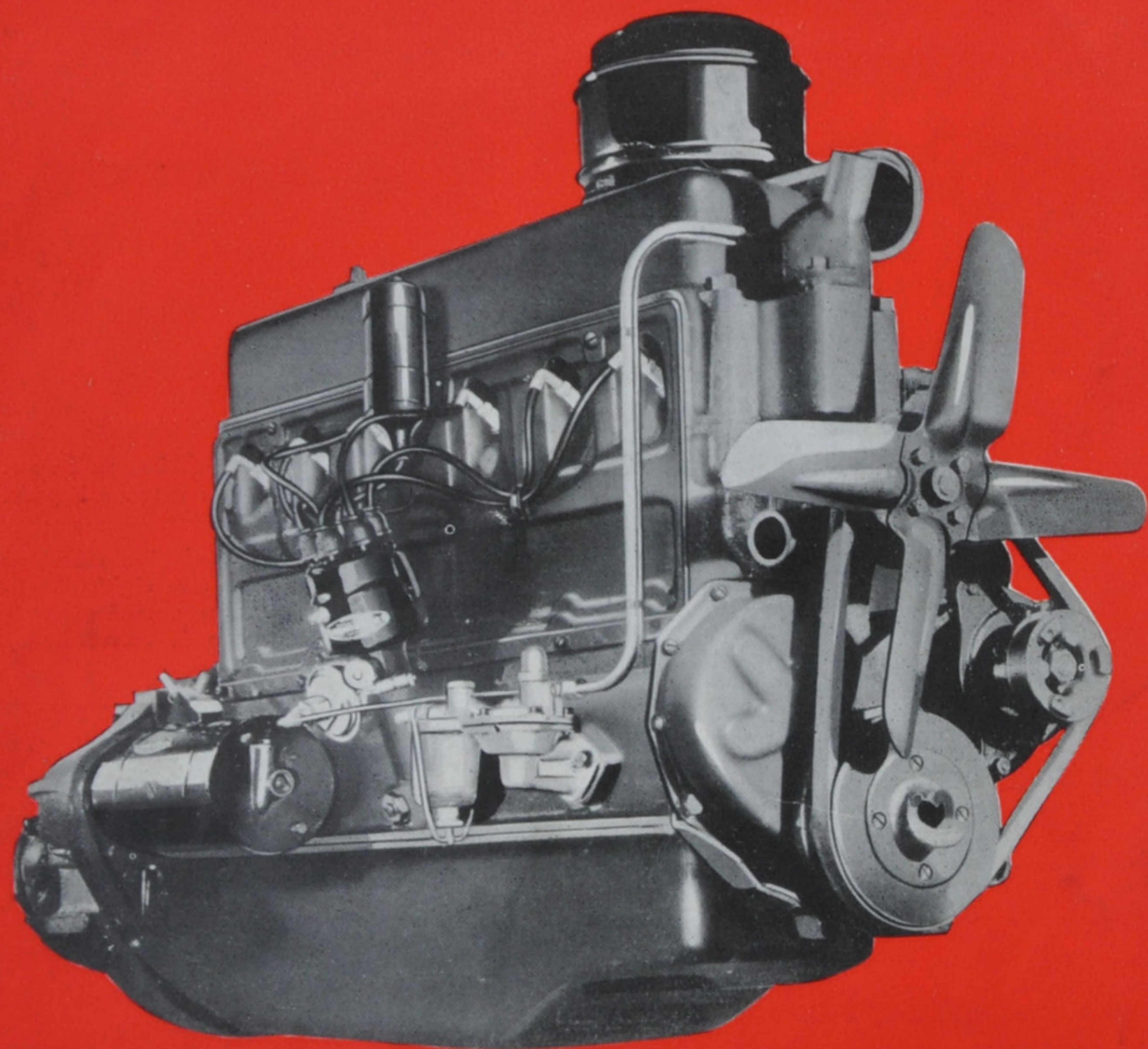


SYNCHRO - MESH GEAR BOX: (Left.) Speed and flexibility of the vehicle in traffic and on the road is assured by Synchro-mesh gears. This feature permits quick, effortless changing either up or down, and promotes silence in second gear. Resilient rubber mountings eliminate vibration and noise.

SAFETY BRAKES: CABLE CONTROLLED: 18 cwt. Brakes are designed for maximum efficiency and longest life. Linings are moulded to the curvature of the shoes, eliminating distortion due to after-forming, and have a high co-efficient of friction to provide greatest efficiency with low pedal pressure. The drum, of close-grained steel, resists scoring.

A stamped steel dust shield extends across the gap between the plate and the brake drum, and effectively excludes dust and dirt.

Features of the Chevrolet Six



BASICALLY, the design of Chevrolet engines, and the component parts used, are identical throughout the range of Passenger cars, Utility vehicles and Trucks. This is of distinct advantage to owners, particularly fleet operators, for the interchangeability of engines and engine parts, permits dealers and distributors to carry a complete range of spare parts—assuring prompt, efficient, and low-cost service at any time.

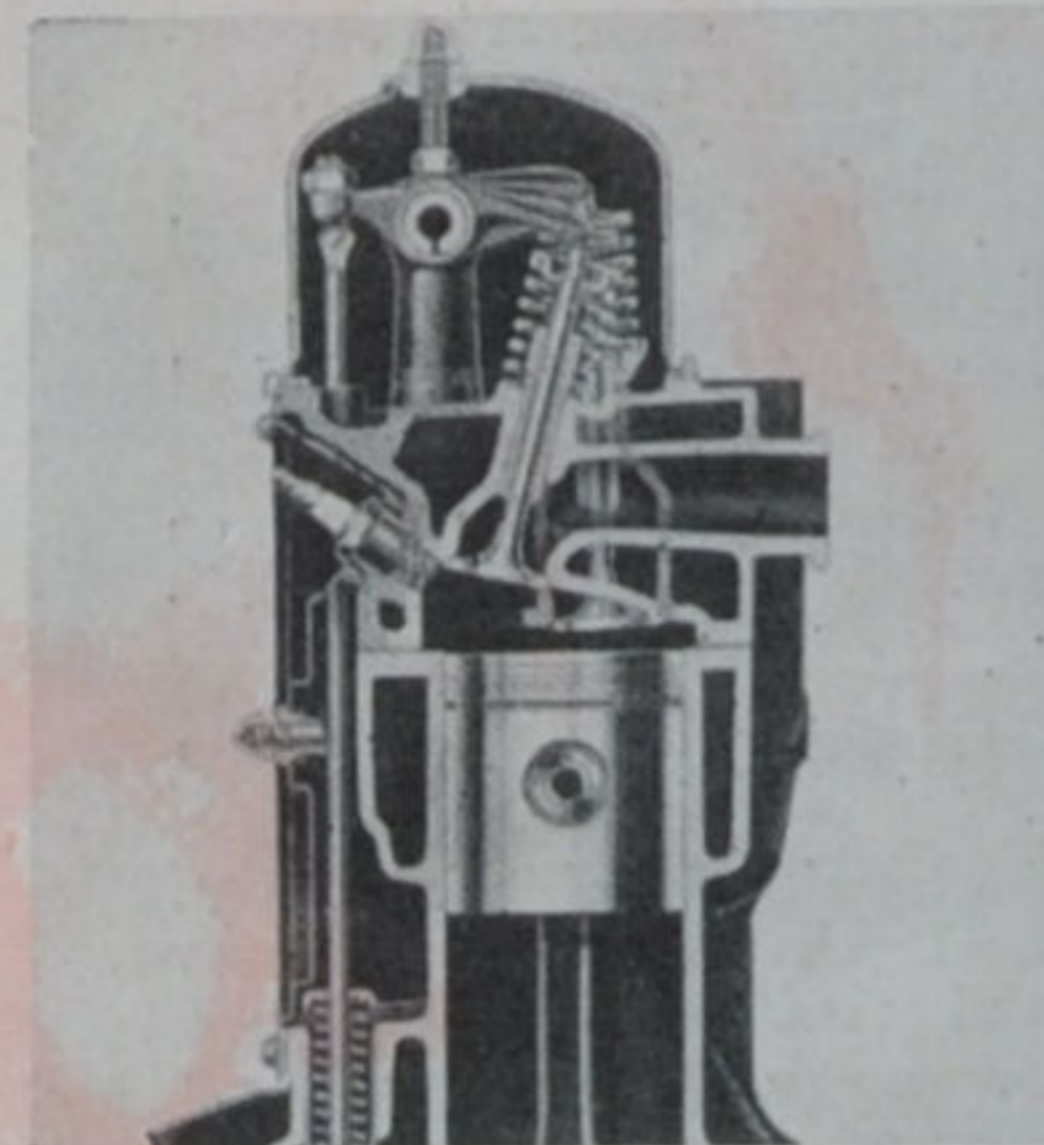
It should be clearly understood, however, that every Chevrolet engine is specially built for the purpose for which it is intended. Car engines differ from truck engines; truck engines differ from utility units. Skilful engineering has enabled Chevrolet to develop a range of engines which retains the advantages of similarity in design and components, yet each of which is ideally suited to its own particular purpose.

For instance, the Chevrolet Standard Utility engine is slightly lower in power output than the Master Utility engine; this because Standard vehicles are shorter in wheelbase, and slightly lighter in frame construction. Similarly the Truck engine fitted to the 18 cwt. Commercial Chassis is slightly different in detail, and—in conjunction with lower gear ratios—gives the necessary increase in pulling power at low engine revolutions.

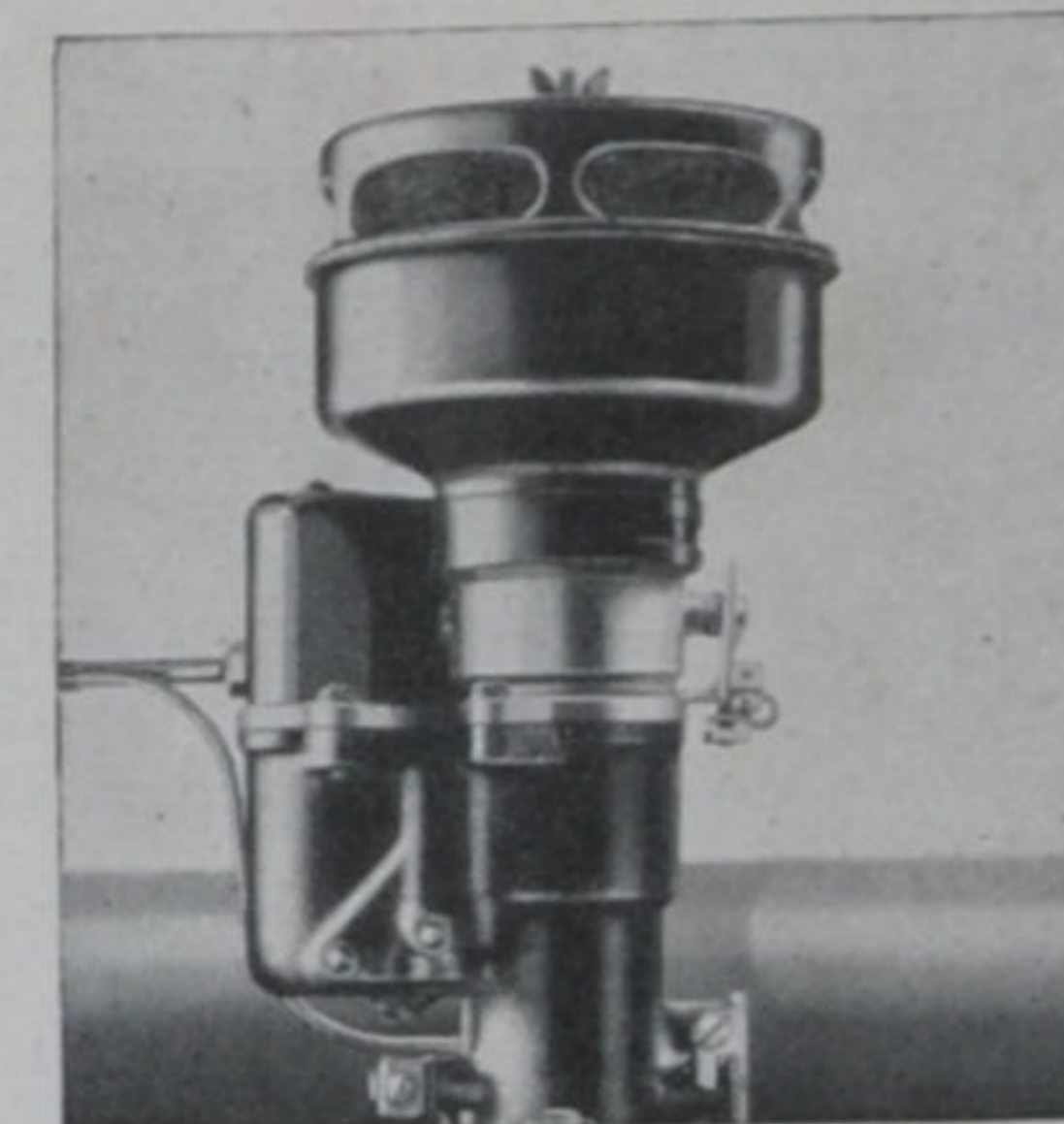
When you buy Chevrolet, you buy the right type of engine for your purpose—powerful, dependable, long-lasting and easy-to-service. Confidently, you can undertake the most gruelling work—assured of an economy of operation and maintenance which represents a definite saving on your present conception of essential running costs.

Cylinder Valve-in-Head Engine

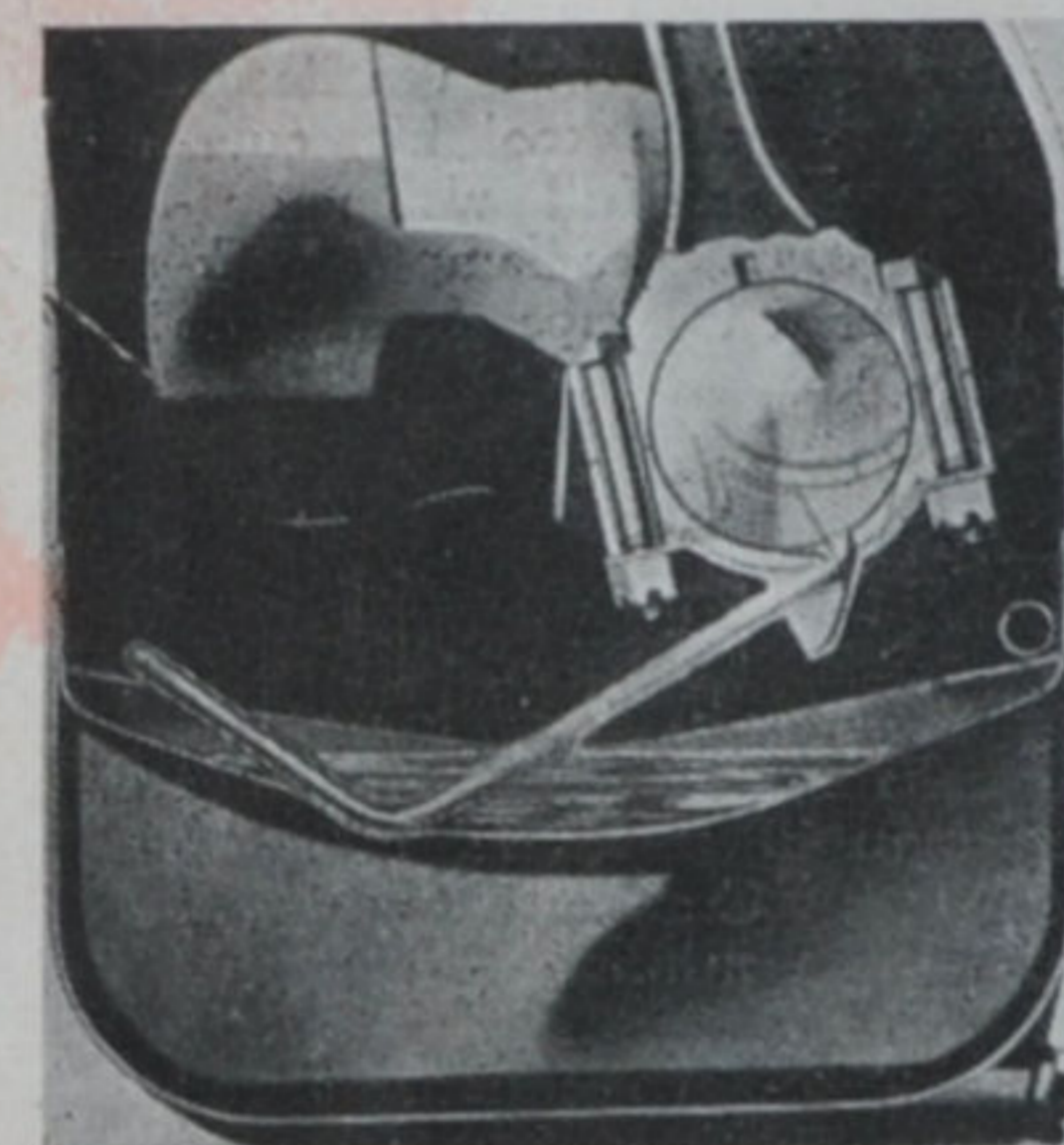
Important *ENGINE* Improvements



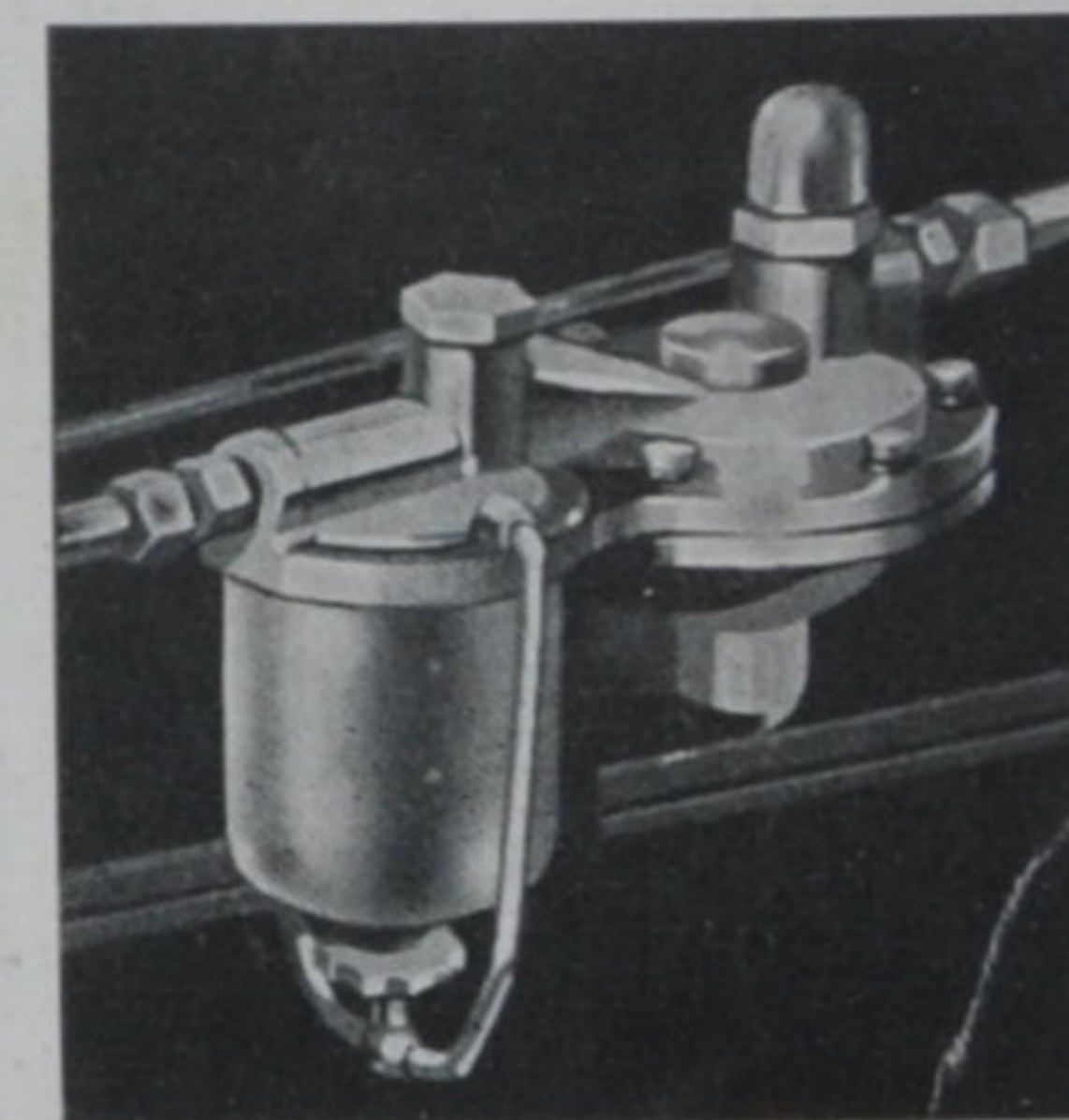
ENLARGED VALVES: (Left.) Valves are larger, and are placed for most efficient firing and exhaust escape. The inlet valve is placed away from the spark plug. The exhaust valve enters the firing chamber at an angle near the plug.



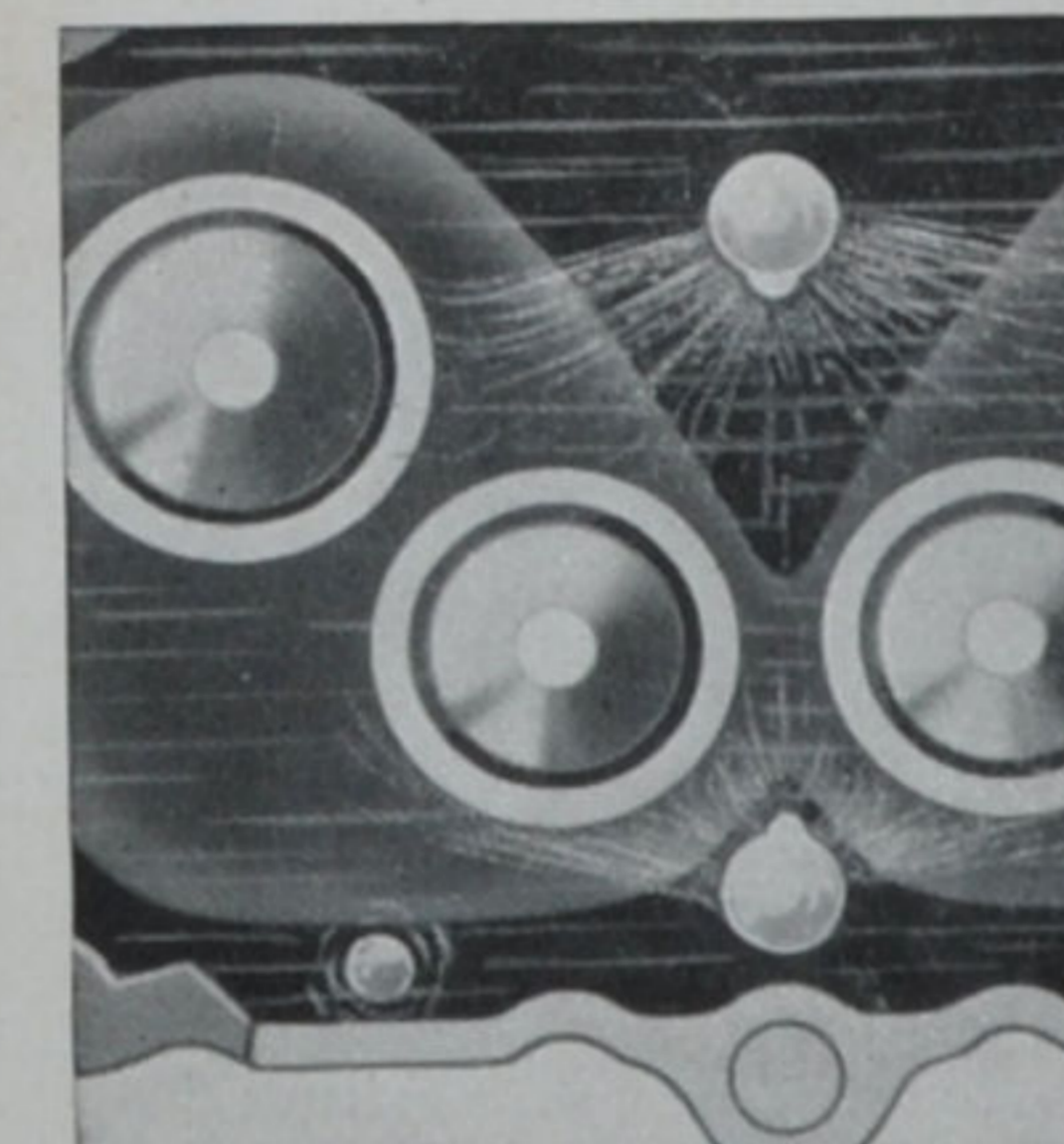
DOWN-DRAUGHT CARBURETTION: (Right.) Assures maximum power from every drop of fuel, and produces the best fuel mixture for power and economy. An Accelerating Pump supplies extra fuel for quick acceleration: an Air Cleaner and Flame Arrester is standard equipment.



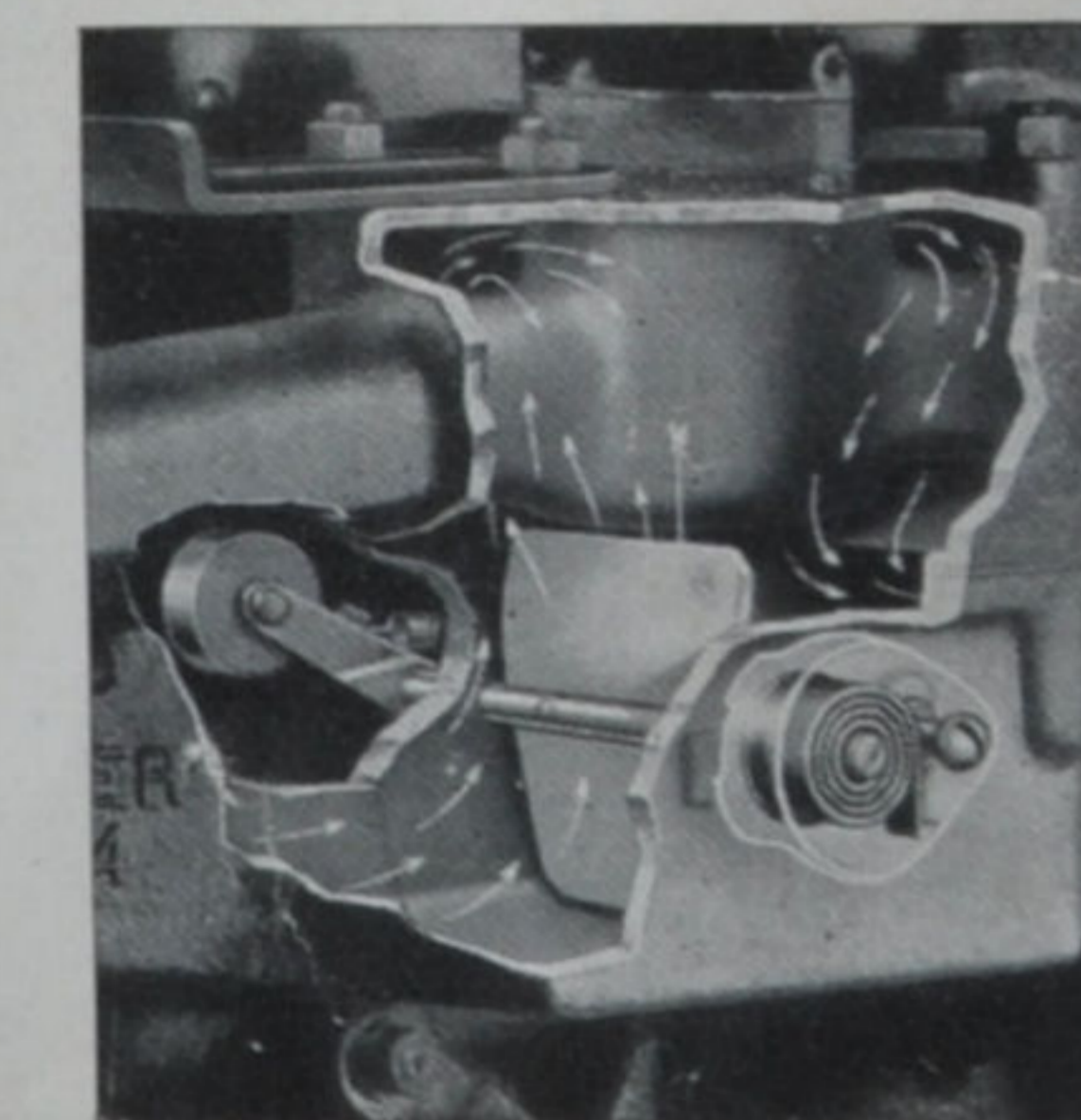
PRESSURE STREAM LUBRICATION: (Left.) Keeps the engine practically immersed in a bath of oil at all speeds. The sump has six jets through which oil is forced under pressure to each connecting rod bearing—oil enters special intake holes as the bearing comes round to intercept the oil streams.



CLEAR VISION FUEL PUMP: (Right.) The driver can see at a glance if sediment has formed in the glass inspection bowl. Cleaning, to forestall carburettor fouling, is a simple matter.



JET-COOLED EXHAUST VALVES: (Left.) Exhaust valve seats—normally the hottest parts of the cylinder head — are cooled by special spray nozzles which direct a constant stream of cool water under pressure around exhaust valve seats. Ensures positive cooling and prolongs valve life.



THERMOSTATIC HEAT CONTROL: (Right.) Fuel mixture is thermostatically regulated before it enters the combustion chamber, resulting in more effective firing and greater economy while the engine is warming in cold weather.

CONVENIENT G.M.A.C. PLAN OF DEFERRED PAYMENTS AIDS PURCHASE

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 purchase on a plan fitted to your requirements.

UNUSUAL OWNER-SERVICE POLICY

For 90 days, or for 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 you are also entitled to two thorough inspections and adjustments without charge.

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.

UTILITY SPECIFICATIONS

MASTER MODEL

ENGINE: 6 cylinders; valve-in-head; 3 5/16" bore; 4" stroke. R.A.C. Rating; 26.3 h.p. Develops 80 h.p.
TRANSMISSION: Synchro-Mesh silent-second design. 3 speeds forward, 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.
CLUTCH: Improved dry single plate. Single cushion-mounted clutch disc with braided-moulded facings.
BRAKES: 4 wheel service internal-expanding type. 12" drums front and rear. Width of brake lining, 1 1/4".
TYRES: 5.50 x 17 balloons.
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; threaded shackles. Delco-Lovejoy shock absorbers rear.
FRAME: Channel section 5 1/4" deep, width of flange 2 3/8". Stock thickness 1/8"; 5 sturdy cross members. Two sub-frames. "Y-K" shape sub-frame construction.
EQUIPMENT: Leather upholstery; wire wheels; theft-proof ignition lock; radiator mascot; cowl ventilator; high pressure gun lubrication; complete tool kit; automatic stoplight; rear vision mirror; "V" windshield (coupe fronts); dual electric wipers; vibrator-type horn; two-beam headlamps; parking bulbs on all models. Adjustable sun visor; adjustable driver's seat. No-draught ventilation.
WHEELBASE: 113".

STANDARD MODEL

ENGINE: 6 cylinders, valve-in-head 3 5/16" bore; 4" stroke. R.A.C. rating, 26.3 h.p. Develops 74 h.p.
TRANSMISSION: Helical constant mesh. 3 speeds forward, one reverse; unit power plant construction.
INSTRUMENT PANEL: Indirectly lighted. 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.
FRONT AXLE: I-beam section. 4 new departure ball bearings in wheels.
BRAKES: 4 wheel service internal expanding type on 10" drums, front and rear. Width of lining, 1 1/4".
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. Front, 33"; rear, 54"; Self-adjusting shackles. Delco-Lovejoy Shock absorbers front and rear.
FRAME: Channel section 5 9/32" deep. Width of flange, 2 1/16". Stock thickness, 7/64". 3 sturdy cross members. "X" type sub-frame construction.
EQUIPMENT: Leather upholstery, wire wheels, theft-proof ignition lock, radiator mascot, cowl ventilator, high pressure gun lubrication, complete tool kit, automatic stop-light, rear vision mirror, full vision one-piece windshield, wiper, two beam headlamps, parking bulbs, adjustable sun visor on coupe fronts, no draught ventilation.
WHEELBASE: 107".

MASTER AND STANDARD CHASSES

ENGINE: Cylinders cast en bloc, including upper half of crankcase. Head detachable.
VALVES: Intake, 1 41/64" diam. Exhaust, 1 15/32" diam.
CARBURETTOR: Carter down-draught. With Accelerating Pump. Single adjustment. Petrol filter in fuel pump. A.C. Air Cleaner, Silencer and Flame Arrester.
CONNECTING ROD BEARINGS: 2 1/8" diameter, 1 9/32" long. Material: Babbitt.
CRANKSHAFT: Weighs 69 lbs. Counter-balanced. Three main bearings.
CRANKSHAFT BEARINGS: Front 2 1/16" diameter by 1 49/64" long. Centre 2 1/8" diameter by 1 7/8" long. Rear 2 3/16" diameter by 2 11/64" long. Material: Steel-backed babbitt.
CAMSHAFT BEARINGS: Front 1 13/16" diameter by 1 27/32" long. Centre 1 25/32" diameter by 2 1/16" long. Rear 1 1/8" diameter by 1 3/8" 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 to that of rotation of connecting rod.
FUEL: Mechanical fuel pump. 9 gallon tank in rear (Standard model), 12 1/2 gal. (Master model). Petrol gauge on instrument panel.
IGNITION: Delco-Remy with high-tension wires water-proofed. Automatic and vacuum spark control. Octane selector connected to distributor.
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.
WHEELS: 5 wire wheels.

ABRIDGED SPECIFICATIONS 18 cwt. COMMERCIAL

CHASSIS WHEELBASE: 112".
ENGINE: 6 cylinder, valve-in-head. R.A.C. Rating. 26.3 h.p. Brake Horse Power, 70 at 3,200 R.P.M. Bore and Stroke:—3 5/16" x 4". Fuel pump, Air Cleaner and Flame Arrester A.C.
LUBRICATION: Semi-pressure system. Pressure feed to main bearings, camshaft bearings and rocker arm shafts, with oil outlet in top of rocker arms to feed oil to ball sockets and valve stems. A new system of delivering oil under pressure to connecting rod bearings ensures efficient lubrication at all speeds.
COOLING: Centrifugal impeller type pump. 4 blade fan, 16 1/4" diam. Radiator core ribbed circular type; sloping "V" front with grille.
BRAKES: 4 wheel mechanical internal expanding double articulated shoe type. Front and Rear:—12" drums, 1 1/4" lining. Emergency:—Interconnected with front and rear foot brakes. Hand lever located to left of gear shift lever.

TRANSMISSION: 3 speeds forward, one reverse. Ratio, 1st, 3.02 to 1; 2nd, 1.70 to 1; 3rd, Direct; Reverse, 3.40 to 1. Selective sliding Gear type; synchro-mesh for second and high speeds.
CLUTCH: Single dry plate, 9" diameter. Frictional area 65.9 sq. in.
REAR AXLE: Spiral bevel ring gear and pinion; Semi-floating Ratio 4.11 to 1.
FRAME: Pressed steel channel section side members with five cross members. Third cross member of "Alligator Jaw" type.
WHEELS: Five wire wheels with single fenderwell.
GENERAL DIMENSIONS AND WEIGHTS—

Wheelbase	112"
Overall length of chassis with tail lamp mounted	169"
Maximum Body width between Tyres	46"
Turning Circle	37' 8"
Total Allowable Gross Weight	4650 lbs.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE

GENERAL MOTORS-HOLDEN'S LTD.

BRISBANE - SYDNEY - MELBOURNE - ADELAIDE - PERTH