

Chevrolet



YOU'LL BE AHEAD WITH CHEVROLET

Beauty AND VALUE BEYOND ITS PRICE .

Once again Chevrolet steps ahead . . . this year with a range of Standard and Master de Luxe models that represent in style, performance, and luxury of appointments, a degree of excellence comparable only with cars of much higher prices.

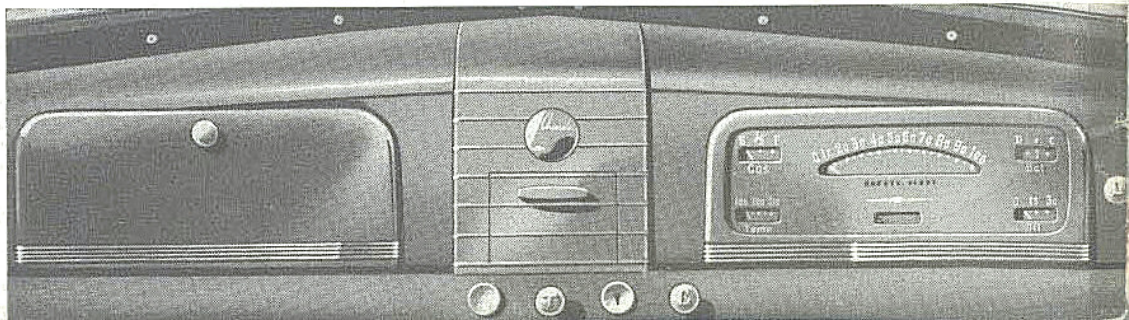
We invite you to study the new Chevrolets so that you may realise how fully they conform to your particular requirements. You will find in Chevrolet a full measure of all the qualities a motor car should have — not any one quality emphasized at the expense of others, but each one developed to the greatest degree consistent with a proper balance of all essential qualities. Beauty is balanced with practicability, performance and power with economy and durability. If one quality can be said to predominate, it is *Safety*, the factor which guides every step of Chevrolet engineers in their creation of a motor car.

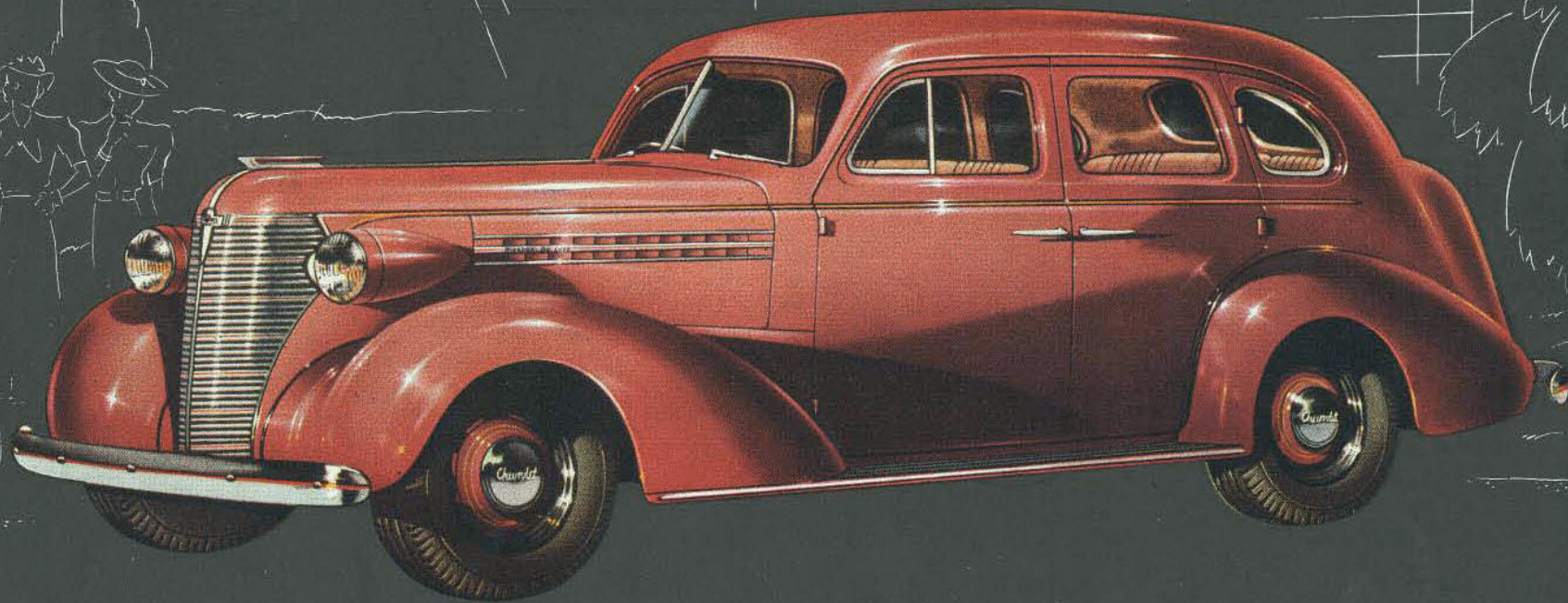
The following pages contain detailed information of the design and features of the new Chevrolet Standard and Master de Luxe Cars. We would like you to read these details carefully, because they are the facts which tell the real story of Chevrolet value. Remember, too, that Chevrolet is the *only* full-sized, low-priced car which gives you all the worth-while modern features including: The Six-Cylinder Overhead Valve Chevrolet Engine, world famous for durability and economy; the new Diaphragm Spring Clutch, an exclusive Chevrolet feature; Perfected "Full Contact" Hydraulic Brakes; Independent Front Wheel Springing (on Master de Luxe models); Luxurious Holden "Unisteel Turrettop" Body with Armourplate Safety Glass Windscreen and Side Windows; Box Girder Chassis Frame — the strongest known to engineering — another exclusive Chevrolet feature.

We want you to drive this splendid new Chevrolet — to take it out on the open road and actually experience its exhilarating performance, test its satisfying economy, enjoy its delightful comfort and its amazing ease of control. And so we invite you to have a free 5-mile drive — any time, anywhere to suit you. Accept this invitation and learn how true it is that You'll Be Ahead With Chevrolet.

NEW INSTRUMENT PANEL.

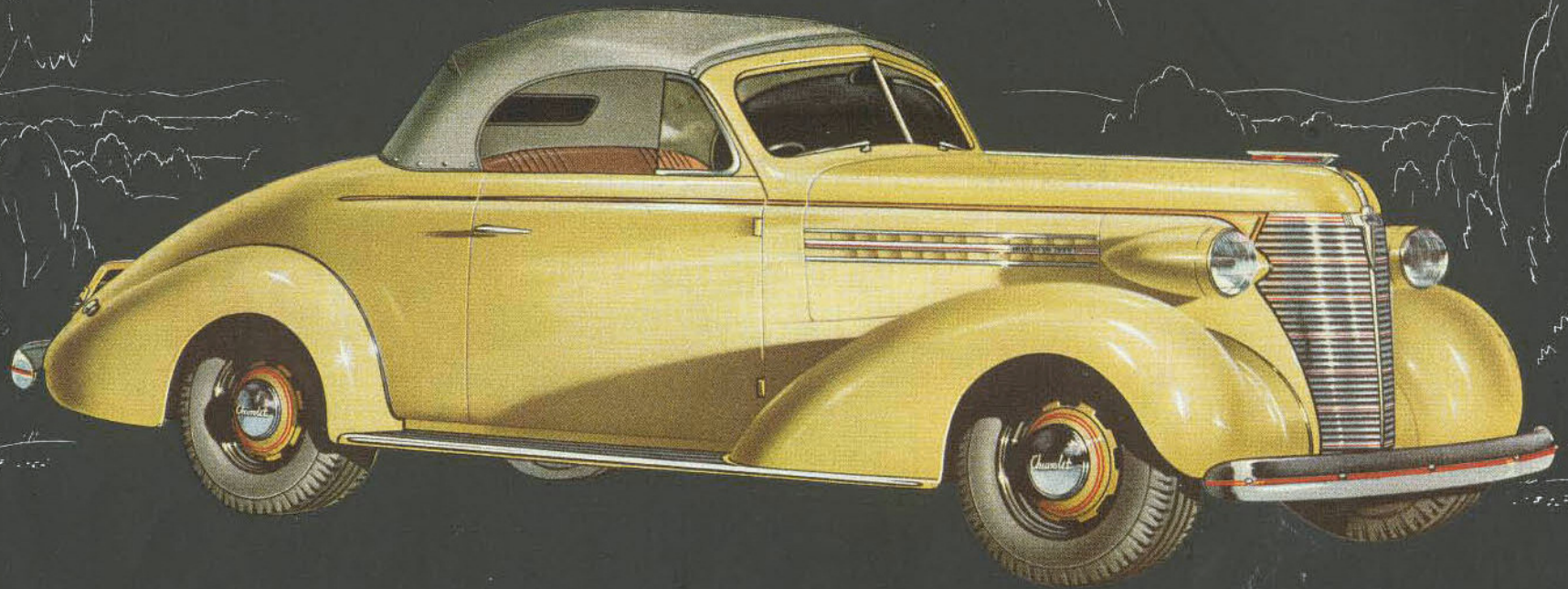
Beauty and practical utility are combined in the re-styled instrument panel of the Chevrolet Master de Luxe. Speedometer, oil pressure and fuel gauges, temperature indicator and battery charge meter are neatly grouped for quick easy reading by the driver. A large glove compartment with a new flush type safety lock occupies a corresponding space on the left. The centre of the panel is equipped with an ash receiver. Clear-vision dials, bright stainless steel and colour achieve perfect harmony of design. Provision is made for fitting radio controls in the centre of the panel.





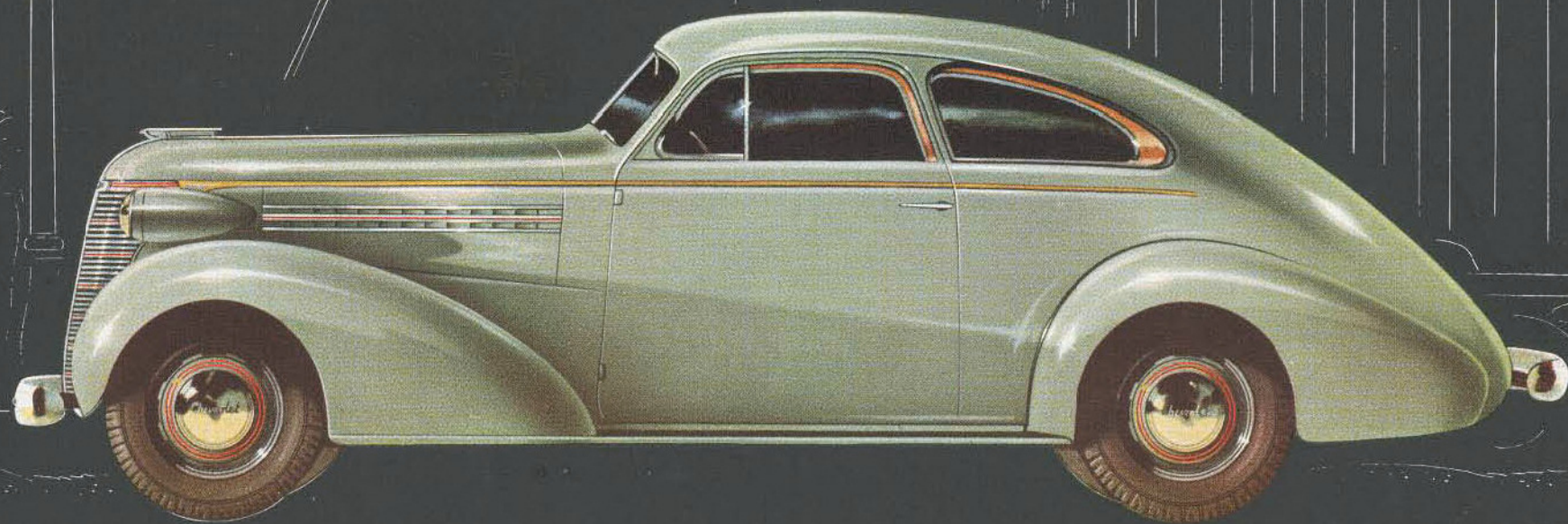
THE CHEVROLET SEDAN

Beauty and individuality of style are expressed in every detail of this fine new Sedan. The luxuriously comfortable body seats six passengers and there is ample luggage space in the rear trunk. Separate locking compartment for spare tyre accessible without removing luggage. Standard and Master de Luxe Sedans available.



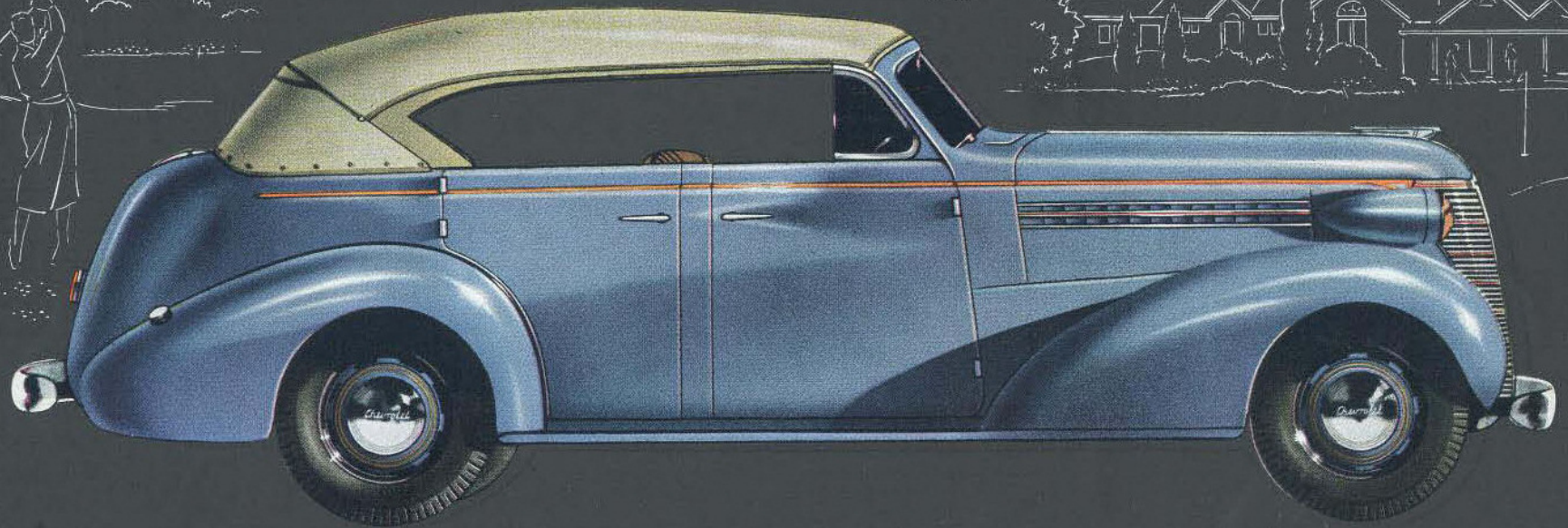
THE CHEVROLET SPORTS ROADSTER

This ultra-smart model will delight every Roadster buyer. Its clean lines are emphasised by a Sedan-type windscreen (with No-draught Ventipanes) and snug-fitting hood. Sports Roadsters with dickey seats available on both Standard and Master de Luxe models. Standard Roadsters, with commercial type back, provide large lock-up space for samples.



THE CHEVROLET COUPE

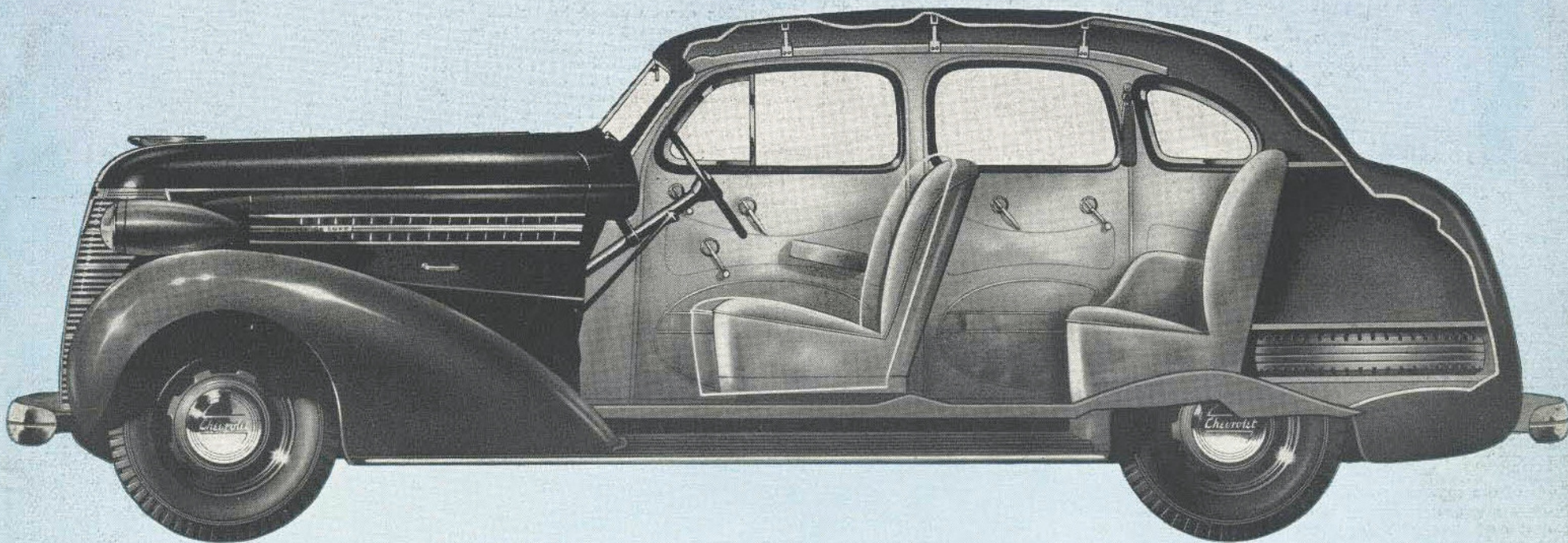
Graceful design is the feature of this beautiful six-passenger All-enclosed Coupe. Rear compartment is dual purpose —without passengers it provides tremendous luggage space extending from back of front seat to rear of body. With three rear seat passengers, it still has generous luggage space. Standard and Master de Luxe Coupes available.



THE CHEVROLET STANDARD TOURER

The modern style of this attractive new Standard Tourer will enhance its popularity with a wide range of users. Windscreen is Sedan type (with No-draught Ventipanes). Neat, well-tailored hood and side curtains give complete weather protection. An inbuilt luggage trunk at the rear provides generous luggage carrying space.

HARMONIOUS MODERN DESIGN



SECTIONAL VIEW OF NEW CHEVROLET SHOWING SPACIOUS INTERIOR WITH LUXURIOUS "RELAX-O-FORM" UPHOLSTERY.

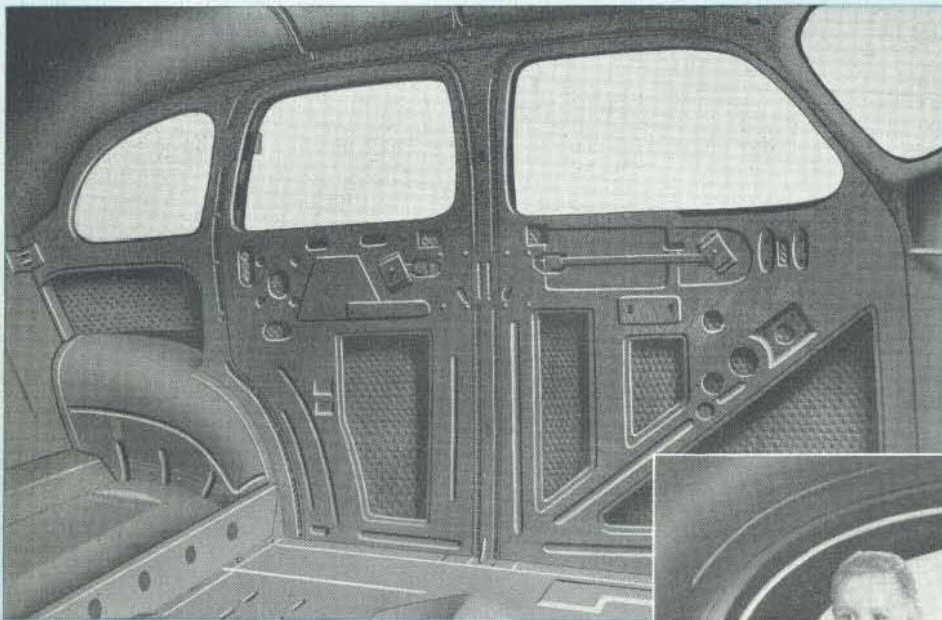
The art of motor car body building reaches its highest expression in the all-steel, all-silent construction of this Chevrolet "Unisteel Turretop" body. No other competitive body can contribute so much to the qualities you desire in a modern car. To *safety* it adds the positive protection of complete steel enclosure. To *beauty* it brings a smoothness and sleekness of style. It gives maximum *comfort* by increased spaciousness and silence; and its material is a guarantee of *durability* and *economy*. Unisteel construction alone makes possible the creation of a body such as Chevrolet gives you.

The above sectional view of the Master de Luxe Sedan illustrates the spacious and luxurious interior comfort of the Chevrolet body. Nothing has been overlooked that could add to your restfulness and safety in driving or riding . . . Exclusive "Relax-o-form" upholstery in genuine hide has deep, wide seats, big, built-in armrests for rear seat passengers and a front seat which

is adjustable to eight different positions . . . Smart new upholstery trim with newly designed door interior treatment and large pockets on all doors of sedans . . . For added safety, top of front seat is padded . . . Flat, thickly carpeted floor and comfortable footrests . . . Cloth headlining, giving better sound absorption and well-tailored finish . . . Genuine, No-draught ventilation . . . "Armourplate" Safety Glass windscreen and side windows . . . Assist loops and flexible robe rail . . . Wide parcel shelf behind rear seat . . . Extra large luggage trunk with separate compartment for spare tyre which is accessible without removing luggage.

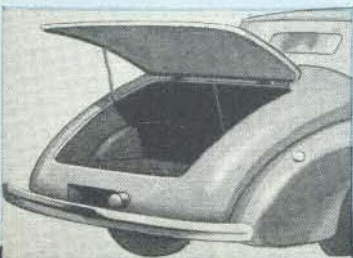
The above illustration shows also the all-steel construction of Chevrolet's exclusive Holden body and indicates the elaborate method of roof insulation. Further details of the structure of this body—the finest and strongest ever built—accompany the illustration on next page.

CHEVROLET IS FIRST IN . . .



HOLDEN "UNISTEEL TURRETOP" BODY.

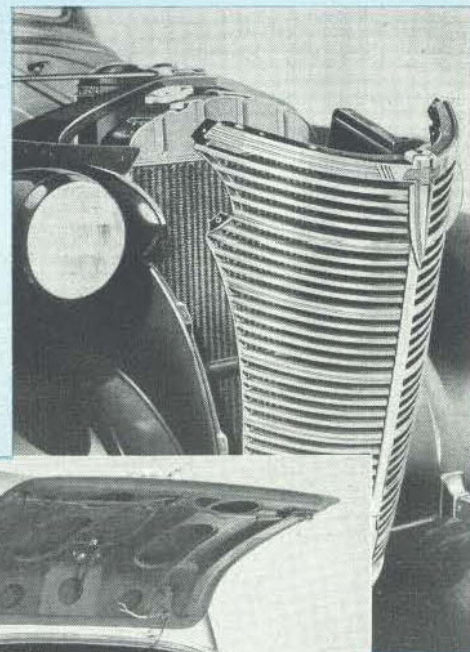
Each of the separate sections that make up the Chevrolet body is a strong and rigid steel unit. Sides, floor, cowl, and the "Turrettop" roof, which is reinforced with deep channel-section steel bows, are all welded to each other and to the solid steel body frame to make a complete unit of immense strength. Not one bolt, screw or rivet — not an ounce of wood — is used in building the body structure. Patented "Unisteel Turrettop" construction permits the use of new insulating materials which completely eliminate noise and protect the interior of the car against extremes of temperature.



COMMERCIAL TYPE BACK ON ROADSTER. A commercial type back is available if desired for the Standard Roadster. A top-hinged locking compartment as illustrated provides easy access to ample stowage space for samples, goods or luggage.

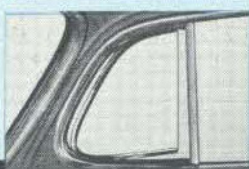
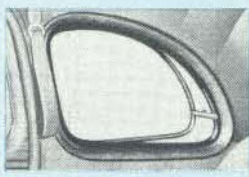
BEAUTIFUL NEW RADIATOR GRILLE EASILY DETACHED FOR SERVICING.

Gleaming chrome-plated horizontal bars are the outstanding feature of the beautiful new Chevrolet Radiator Grille. Shaped like a rounded shield, the Grille carries a distinctive new emblem and is surmounted by a streamlined radiator ornament. In addition to its ultra-smart appearance, the new Grille has an economy angle which every motorist will appreciate. It is made in two separate sections joined vertically down the centre and not only can it be removed quickly and easily for radiator servicing, but in the event of damage to one side that section can be replaced without removing the other.

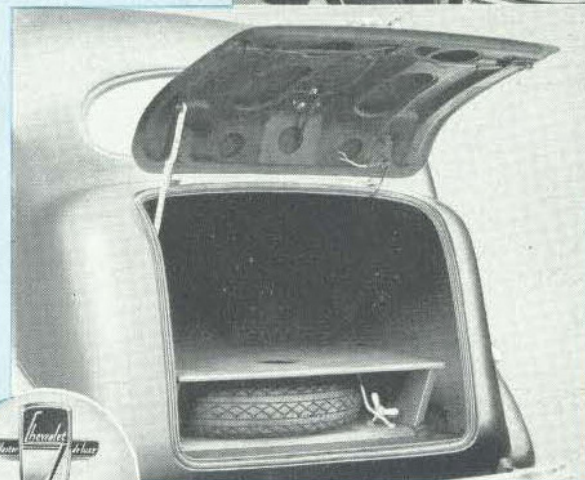


"ARMOURPLATE" SAFETY GLASS.

"Armourplate" Safety Glass in windscreen and all side windows gives perfectly clear vision and is tremendously strong. Only a terrific impact can break it, and then it simply crumbles into small, round, harmless pieces.



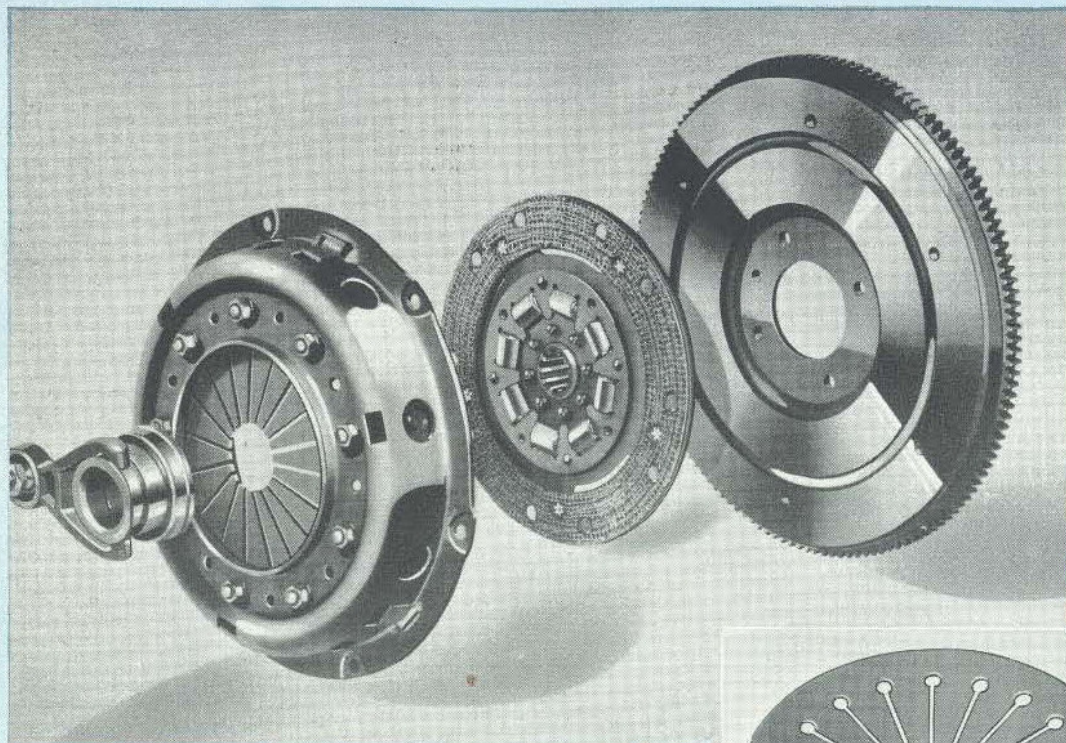
GENUINE NO-DRAUGHT VENTILATION. The simplest and most efficient ventilating system ever devised. Adjustable to any position, the Ventipanes draw clean, fresh air into the car, expelling stale air, tobacco smoke, etc. Standard equipment on every Chevrolet model. On the Master de Luxe Sedan rear quarter windows are hinged to allow fresh air circulation without draughts.



ROOMY LUGGAGE TRUNK.

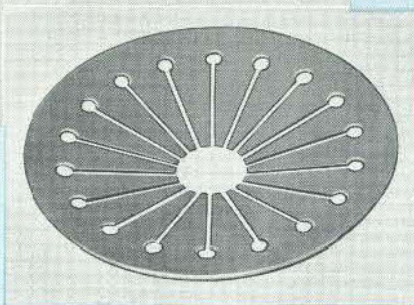
An extra large luggage space is available in the trunk of the new Chevrolet Sedan. A separate compartment is now provided for the spare wheel, which is accessible without disturbing the luggage. The weather-tight door is hinged at the top to allow easy access to the luggage — (note the extreme height of the door opening). It is automatically supported in this open position by a folding steel arm. The new Chevrolet emblem (inset) mounted on the trunk door is an attractive addition to the rear end appearance.

STYLE . . . COMFORT . . . SAFETY



NEW SMOOTHER DIAPHRAGM SPRING CLUTCH.

The revolutionary design of the new clutch-mechanism is an exclusive Chevrolet feature. The whole clutch construction and assembly has been simplified beyond belief by the introduction of a steel diaphragm pressure spring. This single spring steel disc replaces the nine coil pressure springs and their numerous accessories used in ordinary clutch construction. With this elimination of many friction surfaces, wear in the new clutch is reduced to a minimum. Clutch engagement is smoother and more positive under all conditions. Disengagement is effected with a very light pedal pressure which decreases as the pedal is depressed. Fatigue caused by constant clutch operation in heavy traffic is entirely eliminated. A spring loaded shock absorbing disc with braided moulded faces, and a permanently lubricated throw-out bearing add still further to the wonderfully smooth action and long life of the new clutch.

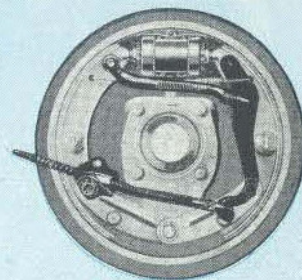


STEEL DISC CLUTCH SPRING.

When you squirt oil from the spout of an oil can by depressing and releasing the flexible steel base, you duplicate roughly the action of this new clutch spring when operated by foot pressure on the clutch pedal. Engagement is effected by the firm thrust of the outer edge of the spring against the pressure plate. The diaphragm spring itself is fashioned from highly tempered shot-blasted steel $\frac{1}{8}$ in. thick.

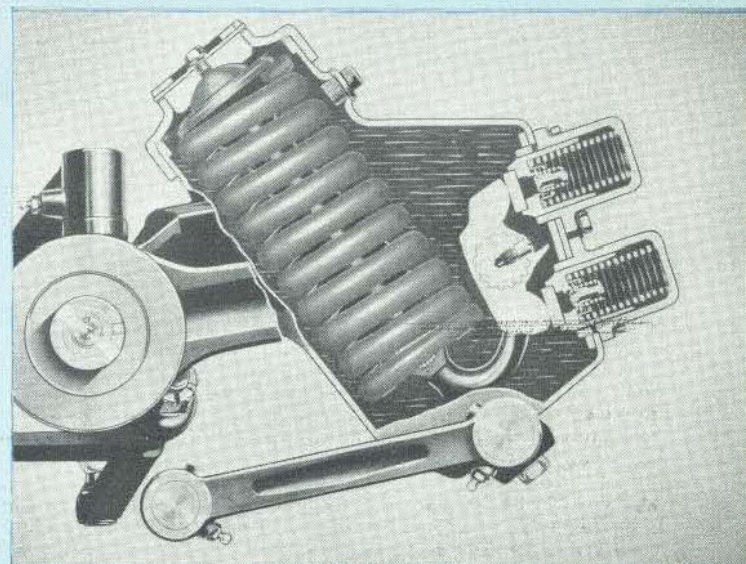
PERFECTED "FULL-CONTACT" HYDRAULIC BRAKES.

Chevrolet's Hydraulic Brakes are the safest, smoothest, most dependable brakes ever fitted to any low-priced car. Double-articulated linkage operates to bring the full lining surface into contact with the brake drums, an exclusive Chevrolet feature which ensures greater safety and long brake lining life. A separate mechanical hand parking brake operates directly on the rear wheels.

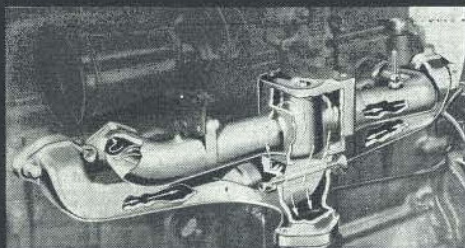
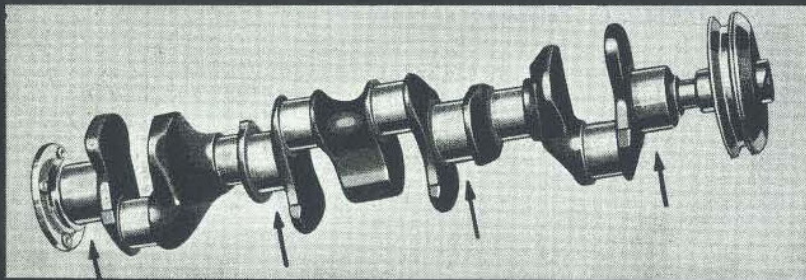


INDEPENDENT FRONT WHEEL SPRINGING.

The Master de Luxe Chevrolet brings you Frictionless Independent Front Wheel Coil Springing — a suspension system proven by hundreds of thousands of car owners. Independent front springing is now standard equipment on practically all the world's most expensive cars and is the *only* suspension that ensures a really smooth, level, safe ride. When the wheel rides over a bump, the shock is swallowed by a heavy coil spring, the action of which in both directions is controlled by double-acting hydraulic shock absorbers. The whole mechanism is completely enclosed in a sturdy housing which is filled with a fluid that both lubricates and acts as a shock absorber fluid. Because Independent Springing keeps the wheels in constant contact with the ground, it alone makes possible the feather-light, shockproof steering which is a feature of the Master de Luxe Chevrolet.

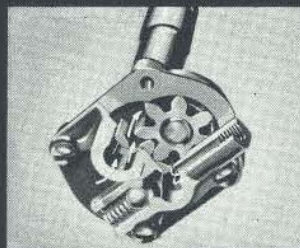


GREATEST ECONOMY...LONGEST LIFE



MANIFOLD HEAT CONTROL

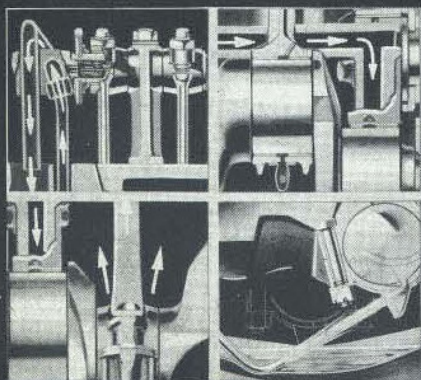
The temperature of the fuel mixture for the Chevrolet engine is controlled by a special manifold warming chamber. This ensures a quick warm-up and swift acceleration without spluttering and excessive use of the choke. As the engine temperature increases, a thermostatic by-pass control automatically diverts the exhaust gas direct to the exhaust pipe.



GEAR TYPE OIL PUMP

A smooth, even flow of oil, ample in pressure at even the highest speeds is assured by this efficient oil pump.

Simple construction, long life and positive action are the three principal features of this type of pump.

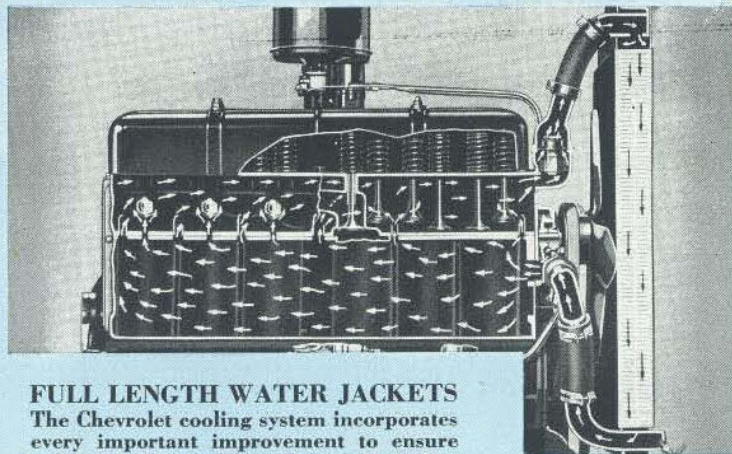


4-WAY LUBRICATION SYSTEM

1. **OVERHEAD PIPE.** A water-jacketed tube leads temperature controlled oil to the entire valve mechanism.
2. **DIRECT PRESSURE.** Constant oil supply is forced to crankshaft and camshaft bearings via drilled passages in the engine block.
3. **PRESSURE SPLASH.** Connecting rod dippers hitting pressure jets, spray oil to piston walls and pins.
4. **PRESSURE STREAM.** Solid high-pressure jets of oil flood the connecting-rod bearings at high speeds.

FOUR-BEARING CRANKSHAFT.

This four-bearing, accurately counterweighted, 68 lb. crankshaft contributes greatly to the smooth running of the famous Chevrolet engine. The stiffness of the crankshaft is materially increased by overlapping of crankpin journals with the main journals. The four large main bearings have an effective bearing surface of 42.12 inches. Chevrolet's crankshaft design also incorporates a sensitive harmonic balancer which dampens out inherent torsional vibrations — a costly engineering feature found in few low-priced cars. A short, rigid cylinder and crankcase casting and a rigid four-bearing camshaft are further contributions to the remarkable smoothness of the Chevrolet engine.

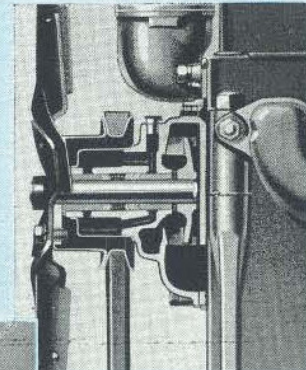


FULL LENGTH WATER JACKETS

The Chevrolet cooling system incorporates every important improvement to ensure long, trouble-free life and the best engine performance under all conditions. Large water areas are provided around spark plugs, valves and the full length of the cylinder walls. Oil is carried to the overhead valve mechanism through a water jacketed copper pipe. The big copper-core radiator has a thermostat in the water outlet which provides a close regulation of engine temperatures. A big four-bladed fan ensures a generous supply of cool air being drawn through the radiator to circulate around engine surfaces.

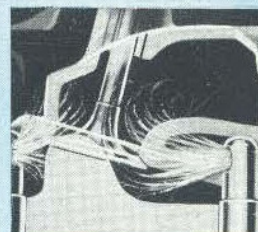
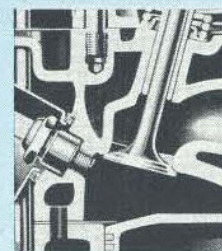
BLUE FLAME COMBUSTION.

Chevrolet's high compression combustion chamber is so shaped and proportioned that the burning of the fuel mixture progresses at exactly the right rate to produce full power from every atom of fuel. Observed through a quartz covered peep hole, the fuel is seen to burn with a clear blue flame, indicating complete combustion. Compression ratio is 6.25 to 1.



LEAKPROOF WATER PUMP.

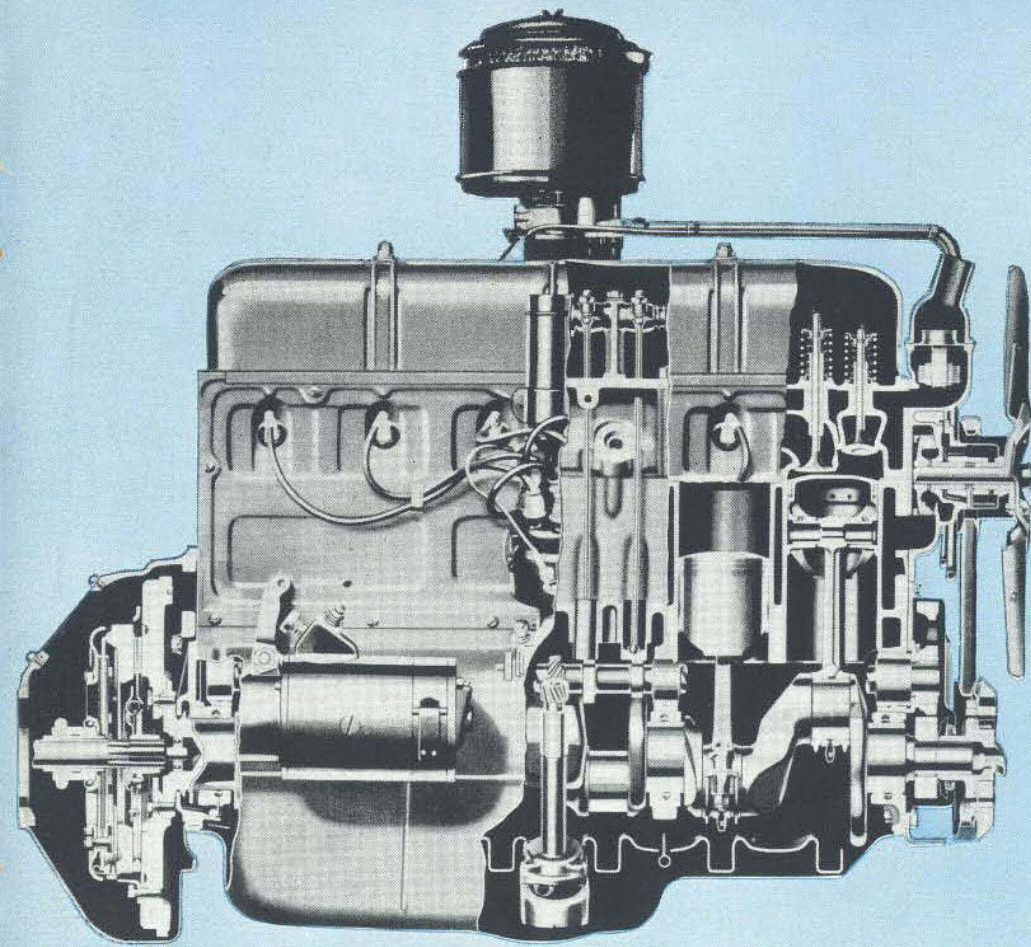
A new leak-proof water pump is mounted directly behind the fan, and ensures an unflinching water circulation. The packing is now enclosed in the pump housing and a water-tight fit is maintained by a spring under heavy compression. There are no packing nuts to require frequent inspection and adjustment.



SPRAY COOLED EXHAUST VALVES

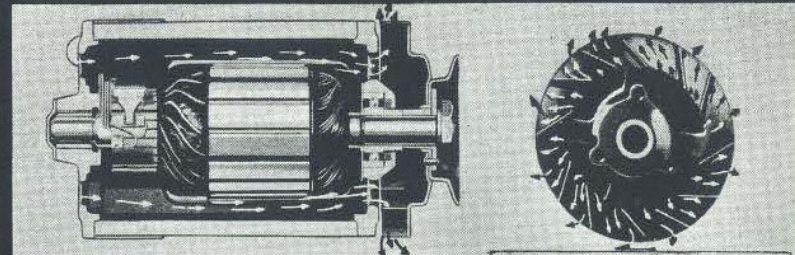
The metal surrounding the exhaust valve seats, subjected to the intense heat of the burning mixture, is cooled by eight nozzle-spray outlets which circulate water round these points.

WITH FAMOUS CHEVROLET ENGINE



CHEVROLET 6-CYL. OVERHEAD VALVE 85 H.P. "BLUE FLAME" ENGINE.

The overhead valve type engine is acknowledged by engineers to be at least 10% more efficient, size for size, than engines of any other design. Economy, performance, durability — the three qualities for which Chevrolet's overhead valve engine has long been famous, are developed to new heights in the new improved model. High efficiency — the ability to get the most out of each drop of fuel — accounts largely for both its performance abilities and its economy. Its durability is the natural result of excellent design and Chevrolet standards of quality in materials and in workmanship. Each of these important qualities is in proper balance with the others; that is, an ideal ratio is attained, each quality fully developed, yet no one quality over-emphasized at the expense of any other quality.

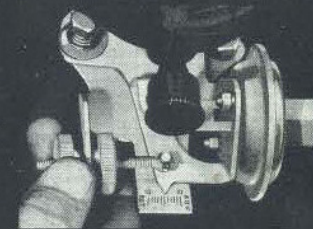
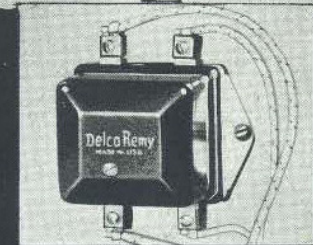


NEW ELECTRICAL SYSTEM.

HIGH OUTPUT GENERATOR: The new Chevrolet has an extra large air-cooled generator which provides ample current to the battery for operating radio and other accessories in addition to its essential functions.

NEW VOLTAGE REGULATOR: To safeguard the battery, a new vibrator type voltage regulator automatically assures ample charging rate for full current load under all normal driving conditions.

VACUUM SPARK CONTROL: Operated from a special suction chamber in carburettor riser, the distributor timing is automatically and instantaneously adjusted to every variation in engine speed, providing greatly increased engine efficiency and improved petrol economy.

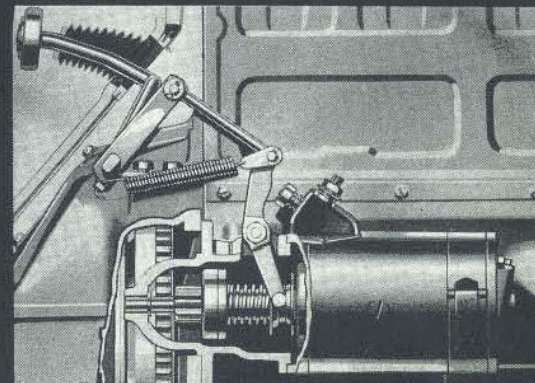


NEW MECHANICAL STARTER ENGAGEMENT

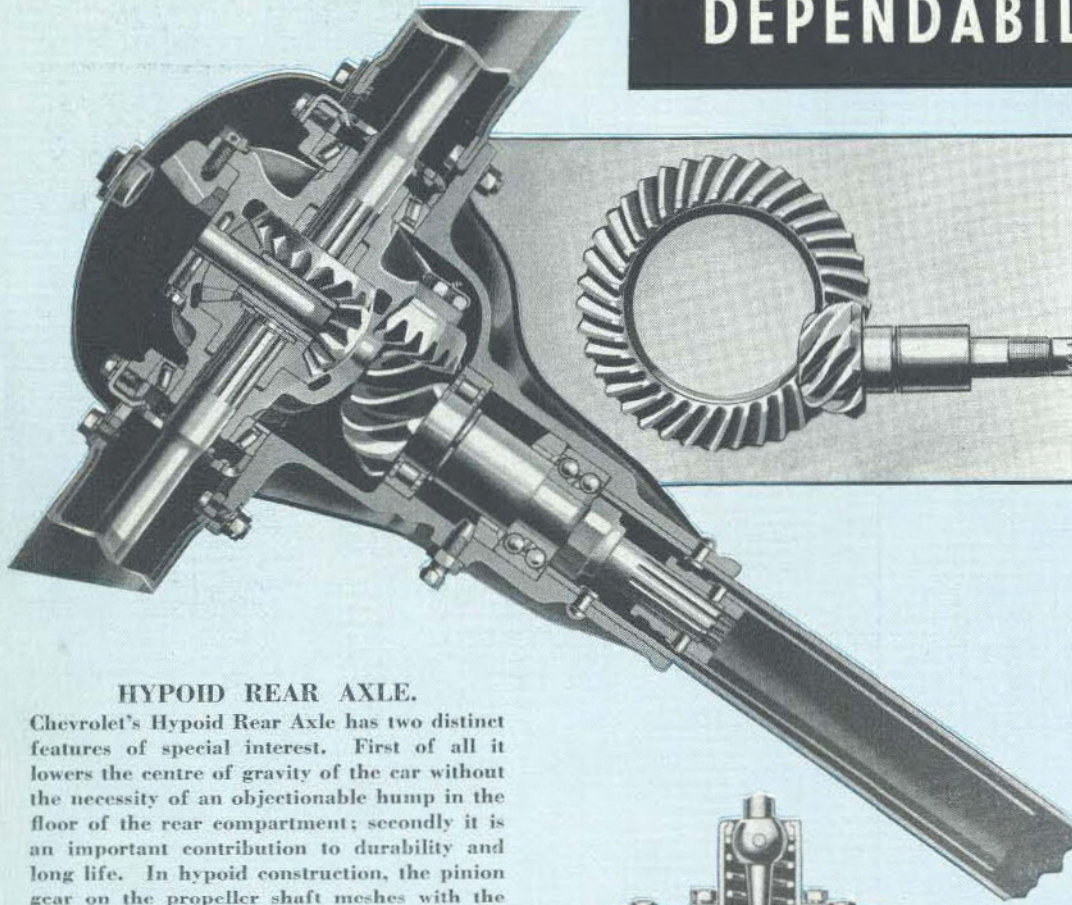
When the starter pedal is depressed, the starter pinion is moved into positive engagement with the flywheel ring gear before the pedal closes the switch that sets the motor in motion. The pinion remains in engagement until a positive start is effected. This mechanical starter engagement entirely eliminates the possibility of damage to the starter pinion or flywheel gear.

OCTANE SELECTOR

The Chevrolet Distributor timing can be quickly regulated so that the engine will get best results from any grade of fuel. A calibrated scale shows the amount of variation.



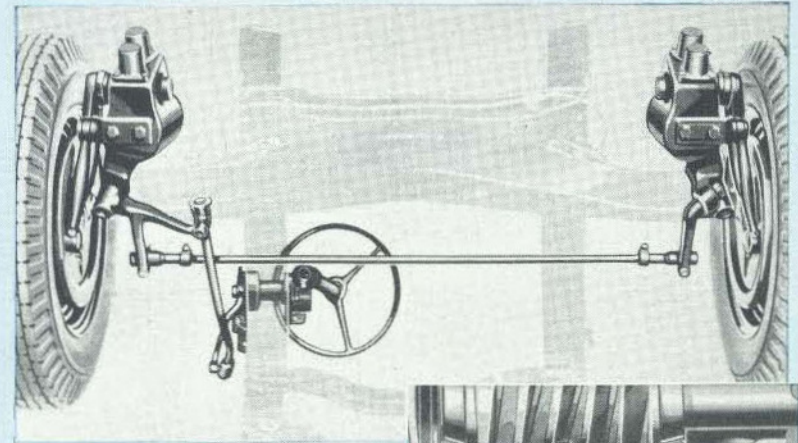
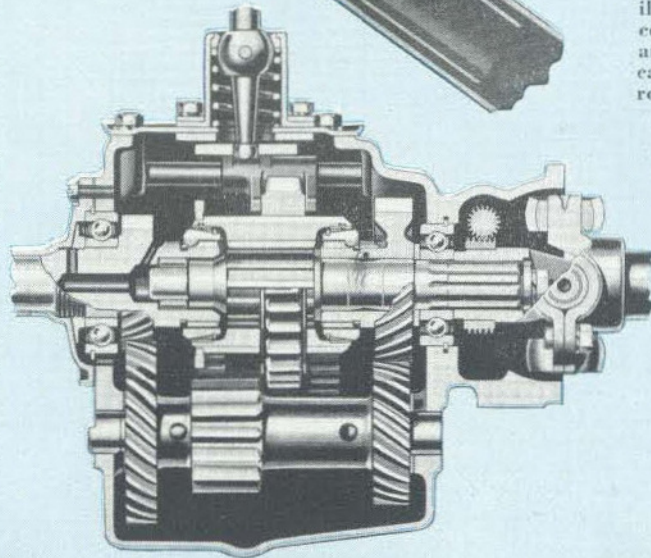
DEPENDABILITY and DURABILITY are



HYPOID REAR AXLE.

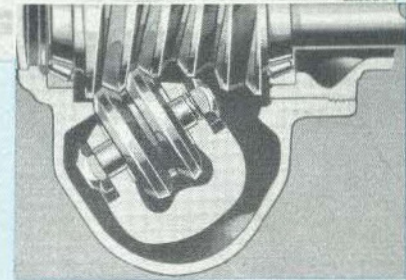
Chevrolet's Hypoid Rear Axle has two distinct features of special interest. First of all it lowers the centre of gravity of the car without the necessity of an objectionable hump in the floor of the rear compartment; secondly it is an important contribution to durability and long life. In hypoid construction, the pinion gear on the propeller shaft meshes with the ring gear at a point considerably lower than in the conventional type of rear axle. In addition, the contact surface between the pinion gear and ring gear is much greater than in ordinary axles. Greater contact means less wear on the teeth of the gears and in this way the life of the axle is greatly increased.

The axle is of semi-floating design with a differential housing of one-piece construction to provide perfect alignment of the pinion gears. The housing is equipped with an inspection plate for quick and easy servicing. A torque-tube prevents the rear axle from rotating under braking and driving reactions and relieves the rear springs of excess load.



SHOCK-PROOF STEERING

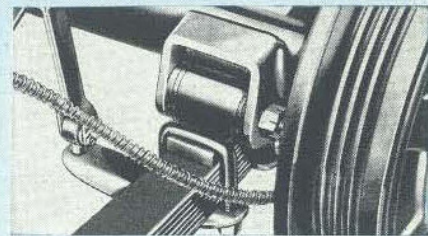
With Chevrolet steering only the lightest touch is needed to hold the car as straight as a ruled line at all speeds. As shown in the illustration above, the steering controls on the Master de Luxe are completely shock-proof because they are attached to the Independent spring unit which absorbs road shocks and movement of the wheels, leaving the steering undisturbed. Inset is a view of the steering gear which on the Master de Luxe has a ratio of $17\frac{1}{2}$ to 1. This not only provides for easier steering, but also acts as a further dampener to road shocks. The shockless steering on Standard models makes use of needle bearings for the roller tooth and has a ratio of 19 to 1.



SYNCHRO-MESH GEARS.

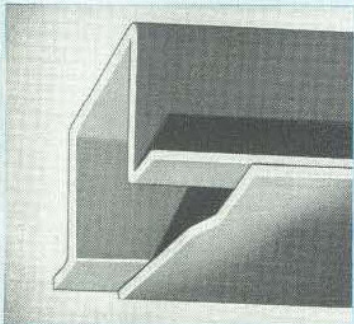
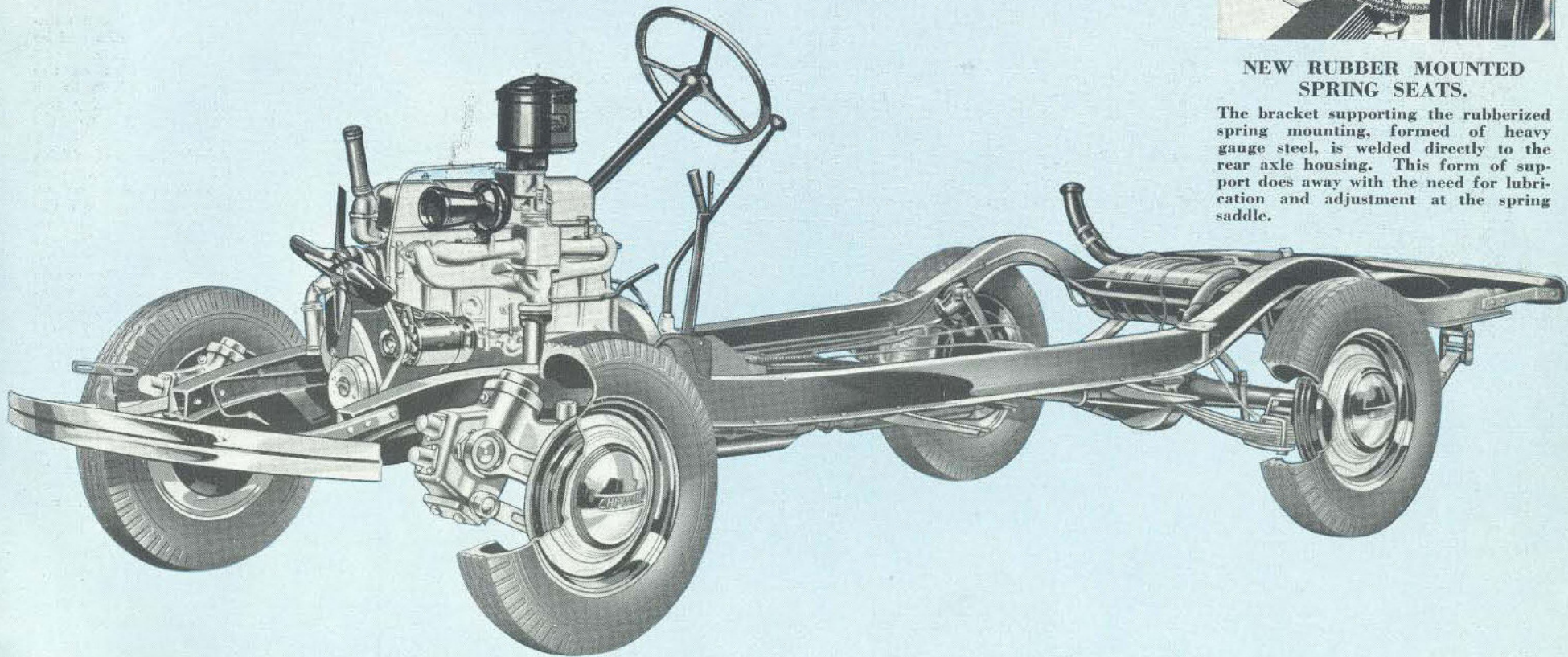
In Chevrolet's transmission assembly sturdy synchronizing cones ensure that all gears are brought to the same speed before being brought into contact for meshing. Because of this, different gears can be selected at any speed, smoothly and silently. Synchronized gears are an important contribution to driving safety, because they make it extremely simple to change gears at any time.

KEYNOTES OF CHEVROLET CHASSIS



NEW RUBBER MOUNTED SPRING SEATS.

The bracket supporting the rubberized spring mounting, formed of heavy gauge steel, is welded directly to the rear axle housing. This form of support does away with the need for lubrication and adjustment at the spring saddle.



BOX GIRDER FRAME. The Chevrolet has the strongest, most rigid frame known to engineering—that is, the box-girder frame, originated by and exclusive to Chevrolet. Both the side-rails and the cross-members are of deep box-section, forming a structure of extraordinary ability to resist distortion.

THE CHEVROLET CHASSIS.

Safety and durability are built into the Chevrolet Chassis—not only in its super-strong box-girder frame, but in every unit. Maximum strength of design and materials makes it safe; maximum durability ensures that it will remain safe. Chevrolet's exclusive chassis construction provides the safest car you can drive, because the box-girder construction has been recognized for years as the means of using to the greatest advantage the natural strength and sturdiness of steel. In the above illustration wheels are cut away to show the completely enclosed Independent Front Wheel Springing of the Master de Luxe, the ribbed brake drums, and the new rubber mounted rear spring seats.

Chevrolet Standard models have long flexible underslung front springs. With the exception of this and the necessary change in steering the Standard Chassis is the same as the Master de Luxe.

G.M.-H. ACCESSORIES FOR YOUR NEW CHEVROLET



"AIR CHIEF" RADIO.

"Air Chief" is the only set you should consider when you decide to instal a car radio.

Provision has been made in the design of Chevrolet to accommodate car radio and a special "Air Chief" model has been developed for this installation. The controls match the other furnishings of the instrument panel—the Speaker (an eight inch dynamic type) fits flush with the roof lining and the Receiver Unit, which gives 9-valve performance, fits right out of the way under the Dash panel.

The "Acoustinator" is an additional feature which provides the best possible reproduction of every type of programme. Ask your dealer for a demonstration.

The new Chevrolet models are completely equipped with every feature for your comfort and convenience. At the same time it is realised that many people, as in the furnishing of a home, like to add little touches of luxury and distinction to their new car.

With this in mind, General Motors—Holden's Limited have made available a number of inexpensive accessories for your new Chevrolet. The cost of any accessories selected when the car is purchased, may be included in the terms price of the car.

VISITORS TO ENGLAND . . .

If you are going abroad this year you may, before you leave, buy a Chevrolet through any Chevrolet dealer (trading in your present car in the normal way) and find your new car waiting for you in England. Registration in England, the obtaining of an English driving License, and English insurance with a company represented in Australia will be arranged—and a pro rata credit for the unexpired portion of the English policy will be given to be applied against the new policy you take out when you return to Australia.

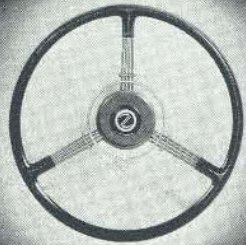
Full "after sale" service facilities will be made available in any part of England. You will also be relieved of worries attendant on the shipping of your car back to Australia; this will be arranged for you by the Overseas Sales and Service Division. If you prefer, the resale of your car in England will be assisted. Consult your Chevrolet Dealer about this special overseas service.

PROTECTIVE OWNER-SERVICE POLICY.

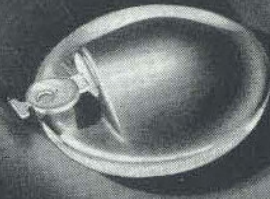
Chevrolet gives you the most complete after-sale service. For 90 days, or 3,000 miles of operation, whichever is first reached, you are protected against defective workmanship or material under the terms of General Motors—Holden's Ltd. unusual Owner Service Policy. In addition to this, you are entitled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

G.M.A.C. CONFIDENTIAL PAYMENT PLAN.

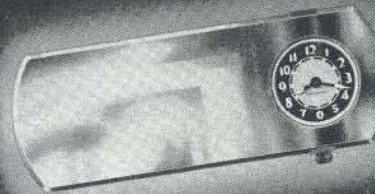
When you acquire your Chevrolet under the G.M.A.C. Confidential Payment Plan, you enter into business relations, not with an outside finance organisation, but with a Company which is a unit of General Motors, and thus has a direct interest in maintaining your satisfaction in your car. Because General Motors Acceptance Corporation is the largest Hire Purchase Institution in the world, it is able to offer low rental charges, and to arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. Plan and arrange your payments to suit you.



DE LUXE STEERING WHEEL.



PETROL TANK LOCKING CAP.



REAR VIEW MIRROR AND CLOCK.



FENDER LAMP.



INSECT SCREEN.



HEADLAMP BEAM INDICATOR.

OTHER CHEVROLET ACCESSORIES INCLUDE:—

Fancy Gear Shift Lever Ball
Fancy Horn Button
Nasco Leather Cleaner & Polish
Nasco Duco Cleaner & Polish

Cigarette Lighter
Instrument Panel Clock
Wheel Discs
Chromium Cleaner and Polish

Tyre Gauge
Matched Horns
Kool Kooshion
Hand Brake Lever Extension

Fender Marker
Visor Vanity Mirror
Wheel Moulding Trim Ring
Rear Fender Streamliners

YOUR MONEY GOES FURTHER IN A GENERAL MOTORS' CAR

YEAR after year, Chevrolet design and manufacture has been guided by a principle that is now over a quarter of a century old — “progress through constant improvement”. It has always been Chevrolet's goal to make each new car not only a better Chevrolet, but a better car than any other in Chevrolet's price class. Chevrolet is able to lead the way in providing “Quality transportation in the low-price field” chiefly because it has at its disposal the vast engineering and financial resources of General Motors, the world's greatest motor manufacturing organisation. In addition, and of particular interest to every Australian, there is behind Chevrolet production in Australia the unequalled assembly and body building facilities of General Motors-Holden's Ltd., with the equipment and local knowledge necessary to produce the ideal car for Australian conditions.

RESEARCH. New metals, new alloys, new materials of all kinds, as well as new ideas and developments in motor car construction, are constantly under review in the huge laboratories of General Motors Research Division. Every material used in the building of your new Chevrolet is thoroughly tested by engineers, metallurgists and chemists to ensure that it conforms to the most rigid quality standards.

MANUFACTURING. On the manufacturing side the ideas and recommendations of the Research Department take shape in metal. Production commences of the many hundreds of intricate parts that go to make up the modern car. Speed, accuracy and above all, quality are the keynotes of Chevrolet manufacture. Only the greatest production efficiency, the most modern machinery, controlled by the world's finest engineers could produce the Chevrolet car at the remarkably low price at which it is offered.

All Chevrolet bodies including the famous Holden “Unisteel Turrettop” body and the equally famous “All-enclosed” Coupe body are built at the great Holden Body works, Woodville, S.A., from Australian materials to designs specially developed for Australian conditions. At the Fisherman's Bend plant or at one of the plants located in each of the five capital cities, the engine and chassis together with the body and other Australian components are assembled to complete the beautiful, low-priced car you see at your Chevrolet dealer's—low-priced only because of the efficient manufacturing methods and equipment at the disposal of General Motors-Holden's Limited.

PROVING GROUND. When you buy a Chevrolet you make no experiment—you buy a car that has proved itself on the General Motors Proving Grounds under tests which far exceed the worst conditions ever likely to be encountered in actual use.

SERVICE AND SPARE PARTS. The close co-operation of G.M.H. Service Departments with Distributors and Dealers in all parts of Australia, has built up a Service organisation second to none. The Company has also established Service Schools which are regularly attended by Dealers' mechanical staffs. You can be assured therefore when you buy a Chevrolet that your Dealer is equipped to render the most efficient Service procurable. Genuine Chevrolet parts are available through every dealer at standard low prices.



S P E C I F I C A T I O N S

MASTER

ENGINE: Six cylinders, overhead valve; $3\frac{1}{2}$ in. bore, $3\frac{3}{4}$ in. stroke. S.A.E. or R.A.C. h.p. rating. 29.4 h.p. developing 85 h.p. at 3200 r.p.m.

VALVES: Intake, 1 $41/64$ in. diameter; exhaust, 1 $15/32$ in.

PISTONS: Light-weight cast-iron, with dome-head and slipper skirt; electroplated.

CONNECTING ROD BEARINGS: 2 $5/16$ in. diameter, $1\frac{1}{2}$ in. long. Material, babbitt.

CRANKSHAFT: Weight, 68 pounds. Counter-balanced. Harmonic balancer combined with crankshaft pulley. Four bearings.

CRANKSHAFT BEARINGS: Front 2 $11/16$ in. diameter by 1 $3/16$ in. long. Front centre, 2 $23/32$ in. by 1 $3/16$ in. Rear Centre, $2\frac{3}{4}$ in. by 1 $7/16$ in. Rear 2 $25/32$ in. by $1\frac{5}{8}$ in. Material steel backed babbitt.

CAMSHAFT BEARINGS: Front, 2 $1/32$ in. diameter by $1\frac{1}{8}$ in. long. Front centre, 1 $31/32$ in. by $15/16$ in. Rear centre, 1 $29/32$ in. by $15/16$ in. Rear, 1 $27/32$ in. by $15/16$ in. Material, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft, camshaft and valve rocker arms. Connecting rod bearings lubricated by dippers at low speeds, and at higher speeds by pressure jets of oil directed against the dippers. Gear type pump in crankcase, with screen on intake side. Crankcase ventilator.

FRONT SUSPENSION: I-beam front axle. Semi-elliptic springs; reversed front eyes, double wrapped. Single acting shock absorbers.

STEERING GEAR: Semi-reversible, worm and roller. 19 to 1 ratio.

BODY STYLES: Sedan, All-enclosed Coupe, Sports Roadster, Commercial Roadster and Tourer.

ON

FRONT SUSPENSION: Genuine Dubonnet type fully enclosed Independent Front Wheel Springing with built-in double-acting shock absorbers.

INSTRUMENT PANEL: Engine heat indicator.

STEERING GEAR: Shockproof semi-reversible, worm and roller, $17\frac{1}{2}$ to 1 ratio.

CONTROLS: Rubber pads on clutch and brake pedals.

BODY STYLES: Sedan, All-enclosed Coupe and Sports Roadster.

DE LUXE AND STANDARD

FUEL SYSTEM: Carter single-adjustment balanced down-draught carburettor, with accelerating pump. AC air cleaner, silencer and flame arrester. Fuel mixture heated (thermostatic control) in manifold heat chamber. Mechanical high-reserve fuel pump with filter. Fuel tank in rear; capacity 11 $2/3$ gallons.

COOLING SYSTEM: Capacity, 11 $2/3$ quarts. Harrison ribbed-cellular copper-core radiator. Self-adjusting water pump bearing. Full-length water jackets. Nozzle-spray valve seat cooling. Four-blade fan.

ELECTRICAL: Delco-Remy ignition with automatic and vacuum spark advance control, octane selector, waterproof high-tension wires. High-output ventilated generator. Voltage regulator. Fifteen-plate battery, 105 ampere-hours. Accessible battery cover. Mechanical-shift starter.

CLUTCH: Diaphragm spring. Cushion-mounted disc with braided moulded facings. Permanently lubricated throwout bearing.

TRANSMISSION: Synchro-mesh. Silent second speed.

POWER PLANT MOUNTING: Cushion balanced.

FRAME: Box-girder type, with flanged box-section side-rails and cross members.

ON STANDARD MODELS.

EQUIPMENT: Chevrolet Standard — All Models. Bumpers front and rear; "Relax-o-form" Upholstery; No Draught Ventilation; Rear Vision Mirror; Electric Windscreen Wiper; Cowl Ventilator; Pockets in Doors; Two Beam Headlamps with Parking Bulbs; Full Tool Kit.

ON MASTER DE LUXE MODELS

EQUIPMENT: Chevrolet Master de Luxe. — All Models. "Relax-o-form" Upholstery; No-draught Ventilation; Rear Vision Mirror; Dual Electric Windscreen Wipers; Cowl Ventilator; Pockets in Doors; Two Beam Headlamps with Parking Bulbs; Full Tool Kit. Full Fluted-bar Bumpers Front and Rear; Applied Chromium Mouldings on Engine and Hood Louvres and Running Boards.

Additional on Master Sedans — Dome Light; Two

MODELS.

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

REAR SPRINGS: Semi-elliptic, with threaded shackles. Hydraulic shock absorbers.

BRAKES: Four wheel hydraulic. 11 in. brake drums, with cast-iron braking surface and cooling ribs. Separate mechanical hand-brake.

WHEELS AND TYRES: Five ventilated disc-type pressed steel wheels. Spare wheel carried in concealed locking rear compartment. Tyres, 6.00 x 16.

INSTRUMENT PANEL: Indirectly lighted. Includes battery charge indicator, oil pressure gauge, speedometer, illuminated theft-resisting ignition lock, lighting switch, choke and throttle controls, petrol gauge, glove compartment with door, and Ash Receiver. Covered openings for installation of radio controls. Covered opening also provided for the installation of cigar-lighter.

EQUIPMENT: High-pressure gun lubrication, tool kit, tail and stop light, rear vision mirror, vibrator horn, two-beam headlamps with parking bulbs. No-draught Ventilation. "Armourplate" safety glass in windscreen and all side windows. Bumpers front and rear.

WHEELBASE: 112 $\frac{1}{4}$ inches.

Addition on Standard Sedans — Dome light; Adjustable Sun Visor; Holden's Patent Adjustable Driver's Seat; Arm Rests in Rear Compartment; Foot Rest; Ash Receivers; Dash and Rear Compartment. Standard Coupe — Dome Light; Adjustable Sun Visor; Holden's Patent Adjustable Driver's Seat.

ONLY.

Adjustable Sun Visors; Holden's Patent Adjustable Driver's Seat; Arm Rests Front and Rear; Silken Cord Robe Rail; Foot Rest; Ash Receivers, Dash and Rear Compartment.

Master Coupe — Dome Light; Two Adjustable Sun Visors; Holden's Patent Adjustable Driver's Seat, Arm Rest on Both Doors.

Sports Roadster — (Master Only) — Luggage Carrier at Rear; Step-plates to Dickey Seat.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

GENERAL MOTORS — HOLDEN'S LIMITED

BRISBANE

SYDNEY

MELBOURNE

ADELAIDE

PERTH

Printed in Australia