



FOR ECONOMICAL TRANSPORTATION



CHEVROLET

UTILITIES and COMMERCIALS

Australia's Greatest Utility Value!

3 DISTINCTIVELY DIFFERENT CHASSES 29 MODELS TO CHOOSE FROM

A new range of Chevrolet Utilities and Commercial Utilities featuring . . . modern-mode styling—brilliant performance—outstanding dependability and economy. Three chasses are available: the Standard and Master for 10-12-cwt. loads and the Commercial for 15-cwt. Each chassis is available with a wide range of bodies and driving compartments, full details of which are given on following pages. See pages 3 to 7 for descriptions of Standard and Master de Luxe Utility models—pages 6 to 11 for details of Commercial units.

The stylish Chevrolet Utilities are designed to meet your requirements in load space, power, dependability—and to give you those qualities at the lowest possible cost. Chevrolet is the only full-sized, low-priced Utility to give you all the modern features, including: 6-cylinder Overhead Valve Economy Engine (which never needs replacing); Independent Front Wheel Springing (on Master de Luxe Models)—perfected "Full-contact" Hydraulic Brakes; Synchro-mesh Gears—Exclusive new design Clutch—Box-Girder Frame (steel channel frame on Commercials); "Turretop" Driving Compartments on Coupe Utilities—All-steel Truck Cab on Commercial models.

See these new Chevrolet Utilities. Make a test on your own job and you will agree that they are Australia's Greatest Value.

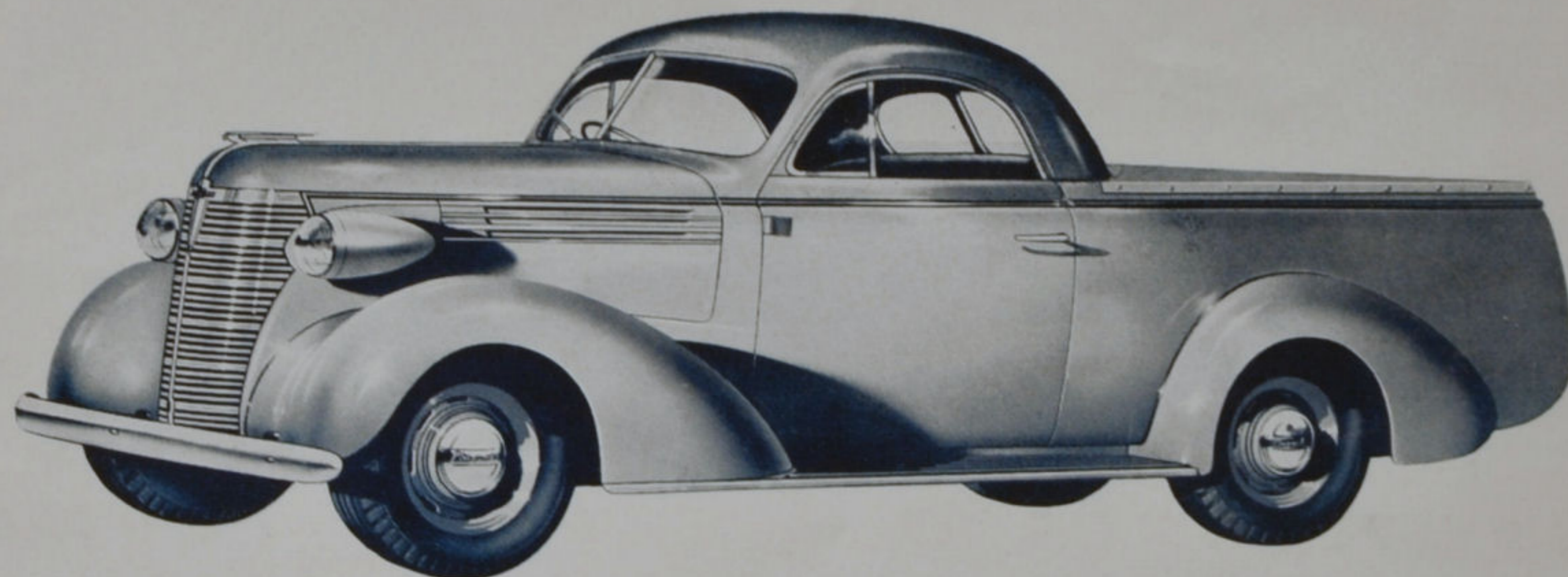
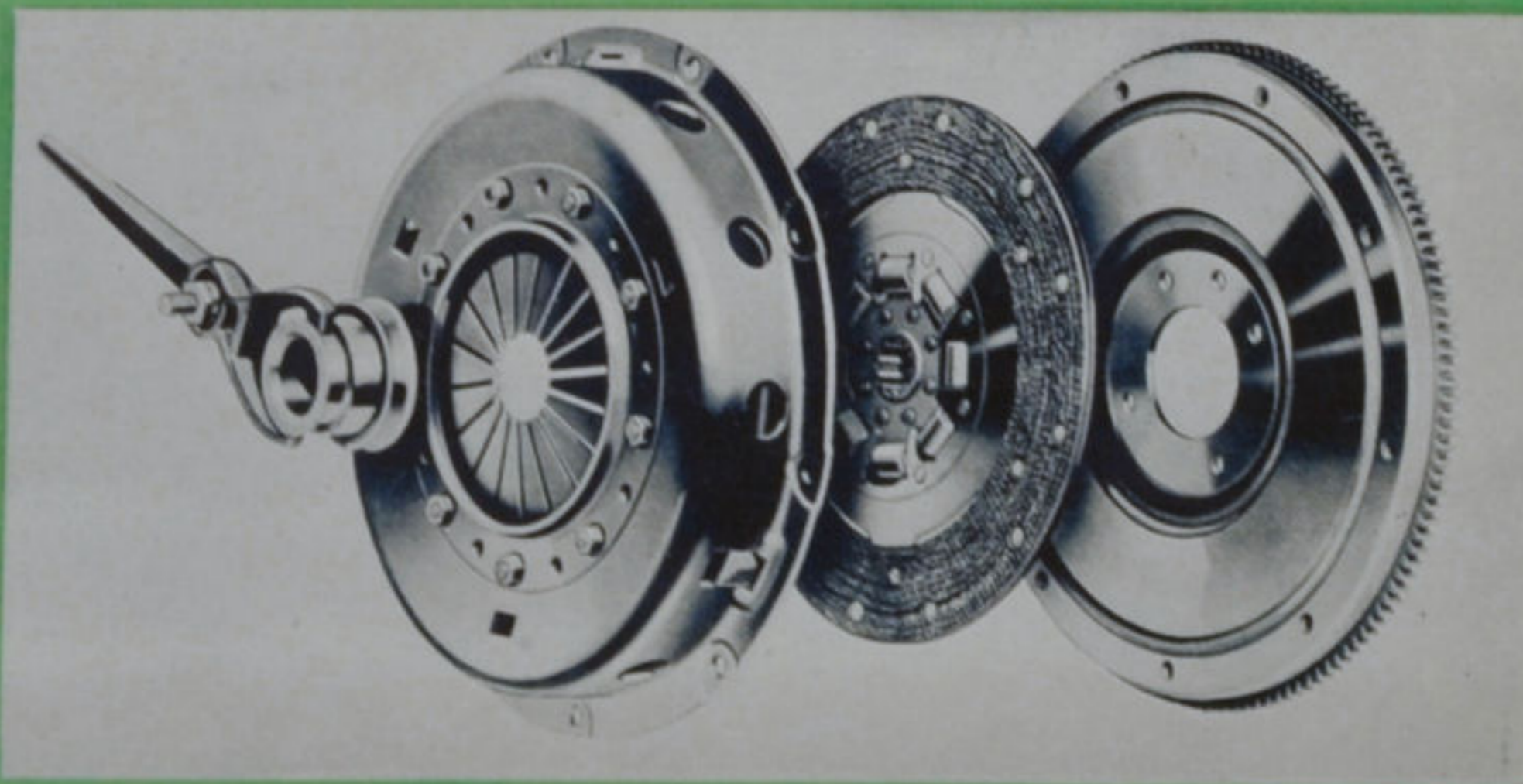
NEW DIAPHRAGM SPRING CLUTCH

The clutch assembly on all the new Utilities—Standard, Master de Luxe and Commercial—is of entirely new design, and exclusive to Chevrolet. It incorporates a single shot-blasted high temper steel diaphragm spring which replaces the nine coil springs used in ordinary clutch construction.

The new Diaphragm spring construction has many outstanding advantages for Utility work. It gives equal pressure distribution, prolongs the life of the clutch linings, safeguards the flywheel faces and gives smoother, more positive engagement with the lightest pedal pressures.

The use of the new Diaphragm Spring assembly also allows a reduction in both clutch and flywheel weight, thus giving smoother engine operation at higher speeds. A spring loaded shock absorb-

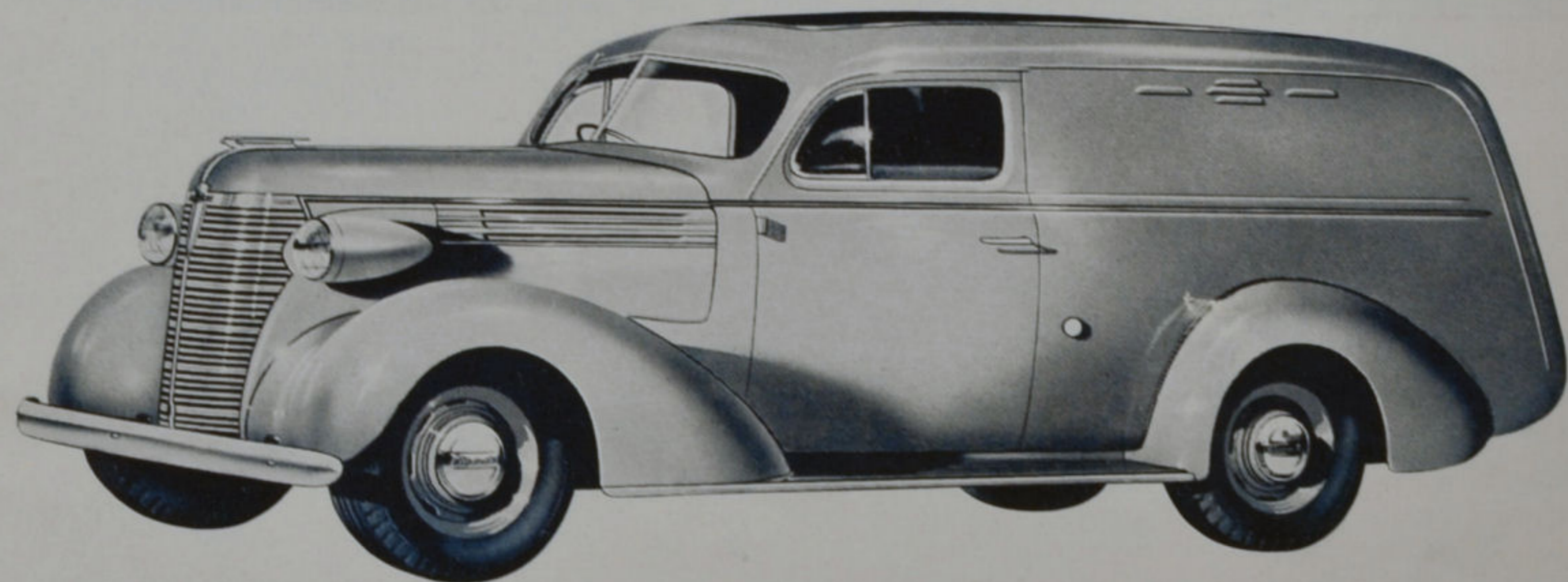
ing 9" disc and a new permanently lubricated throwout bearing add still further to the wonderfully smooth action and long life of the new clutch.



CHEVROLET OPEN COUPE UTILITY

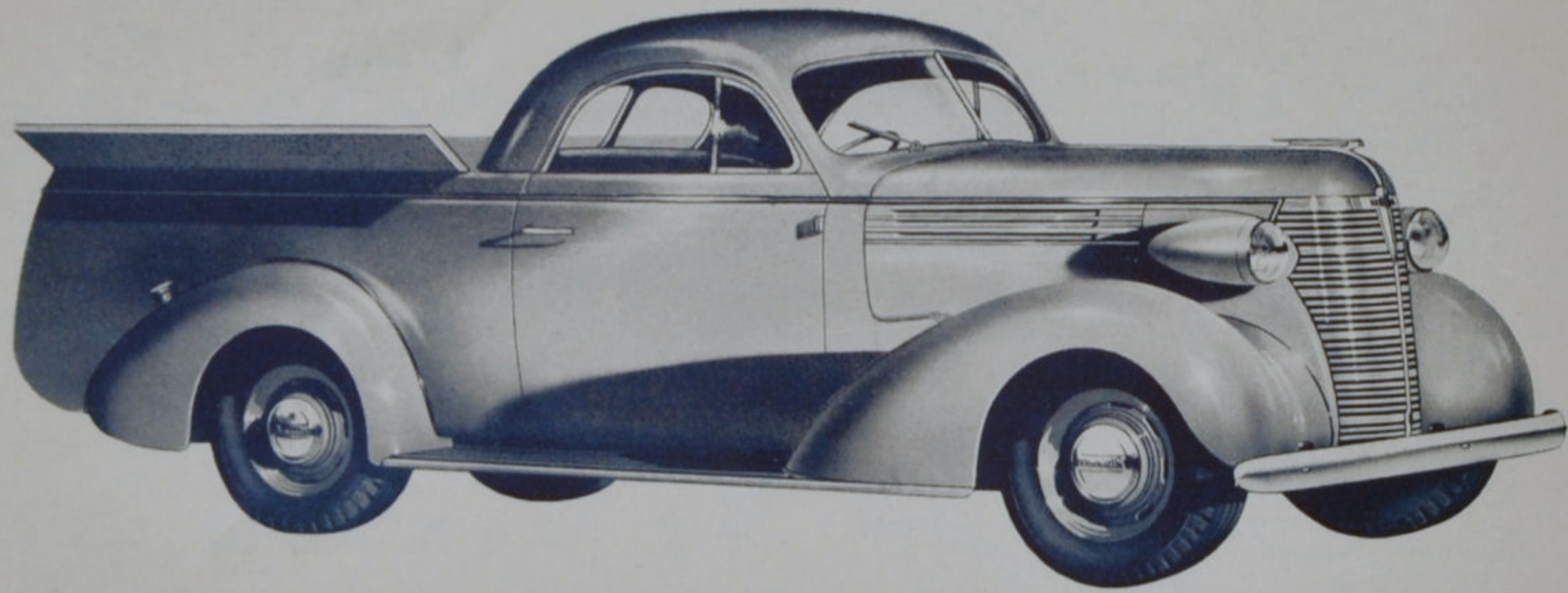
This popular model is available with either half door or full door driving compartment on both Standard and Master de Luxe Chasses. Payload compartment is equipped with a waterproof cover which can be fitted or detached in a "jiffy." Dimensions of the rear compartment are: Floor Length, 76½ in.; Height from Floor to Top, 20½ in.; Width inside wheel housings, 45½ in.; Maximum Width of Floor, 53 in. Alternative body styles: Wellsides and Flareboard.

PASSENGER CAR COMFORT



CHEVROLET STANDARD PANEL VAN

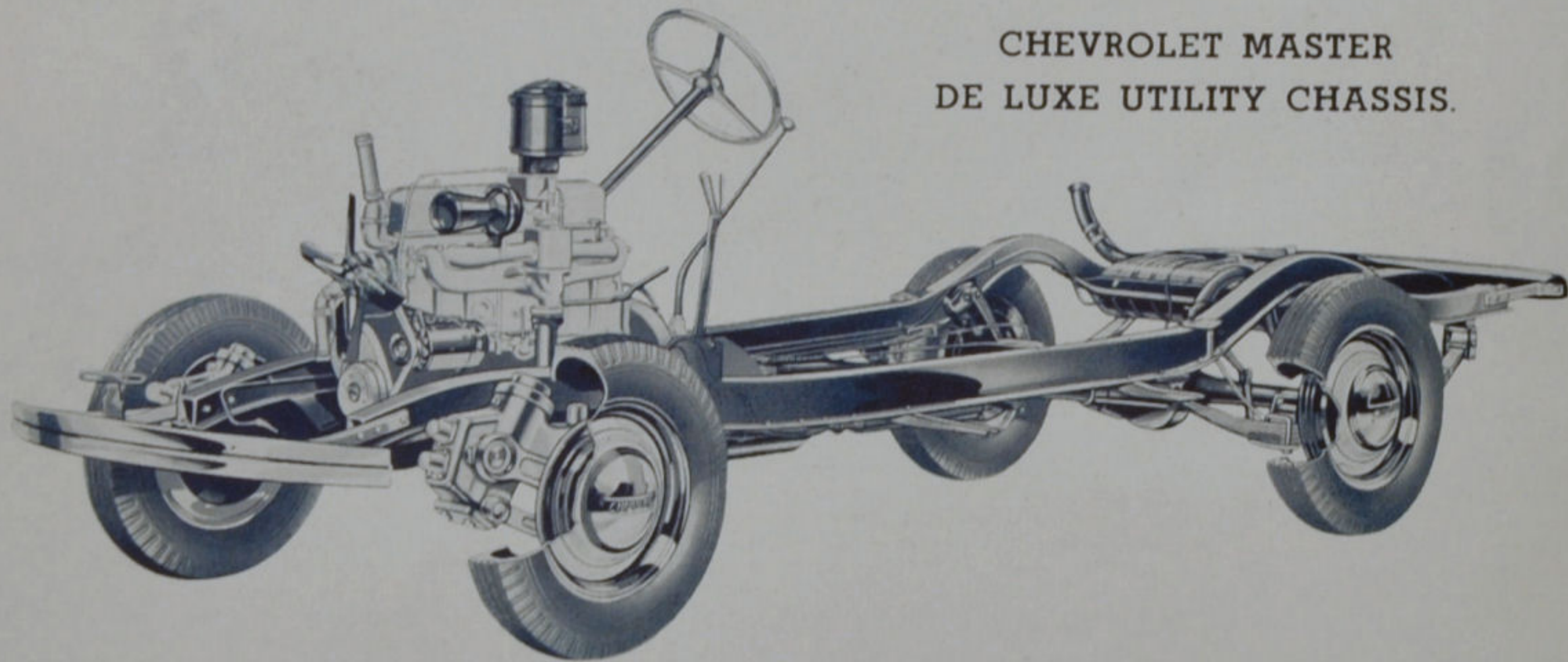
This roomy, smartly styled steel Panel Van is available only on the Standard Utility Chassis and is equipped with full-door passenger type driving compartment including genuine No-draught Ventilation and "Armourplate" Windscreen. Increased load space is given by mounting the spare wheel under the rear end of body and chassis. A sliding panel above the squab of the driver's seat gives easy access to the load in the forward end of the body. Wide, firmly-hinged double doors at the rear facilitate loading. Petrol tank is located under the floor at the rear of the driver's seat. The filler extends through the left hand side panel. Dimensions of load compartment are: Floor length (driver's seat to rear doors at floor level), 84½ in.; Height of roof from floor, 43½ in.; Width inside wheel housing, 45 in.; Maximum floor width, 60½ in.; Cubic content, 98 cu. ft.



CHEVROLET FLAREBOARD COUPE UTILITY

This handsome dual purpose model combines generous load space with full passenger car comfort and safety. It is available on both Standard and Master de Luxe Utility Chassis. Full door and half-door models are also available on both chassis. Dimensions are: Floor length, 76½ in.; Height from floor to top of flare, 26 in.; Width inside wheel housing, 45½ in.; Maximum floor width, 53 in. Alternative body styles include Wellsides and Open Delivery.

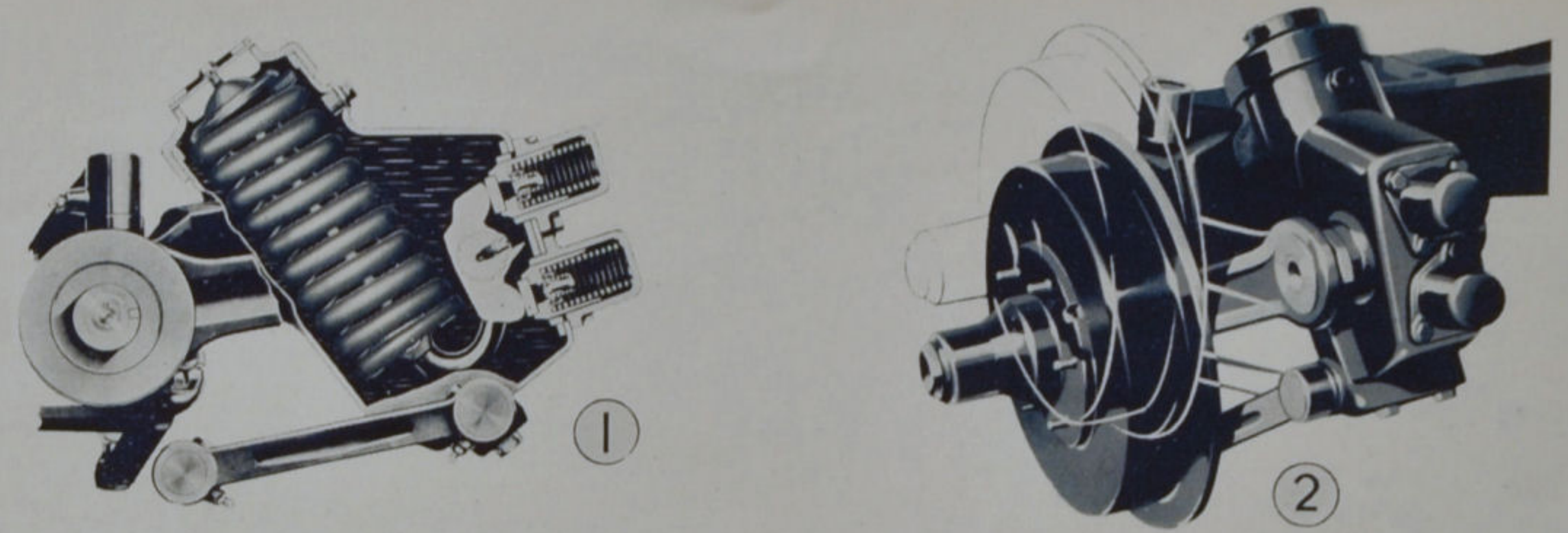
HANDSOME NEW STYLING . . STURDY BOX-GIRDER



CHEVROLET MASTER DE LUXE UTILITY CHASSIS.

In Chevrolet's chassis frame you get, in full measure, the safety, durability and economy features you need for profitable Utility work. The entire frame is box-girder construction—a method long recognised by engineers as the best means of using the natural strength and sturdiness of steel to the greatest advantage. In the illustration above, wheels are cut away to show the completely enclosed Independent Front Wheel Springing, Ribbed Brake Drums and the New rear Rubber-mounted Spring Seats. Independent Front Wheel Springing is available on Master de Luxe Models only, and is the greatest contribution to riding comfort and load safety ever incorporated in a Utility chassis.

Chevrolet Standard models have long, flexible, semi-elliptic front springs. Wheelbase on both models is 112½ in.



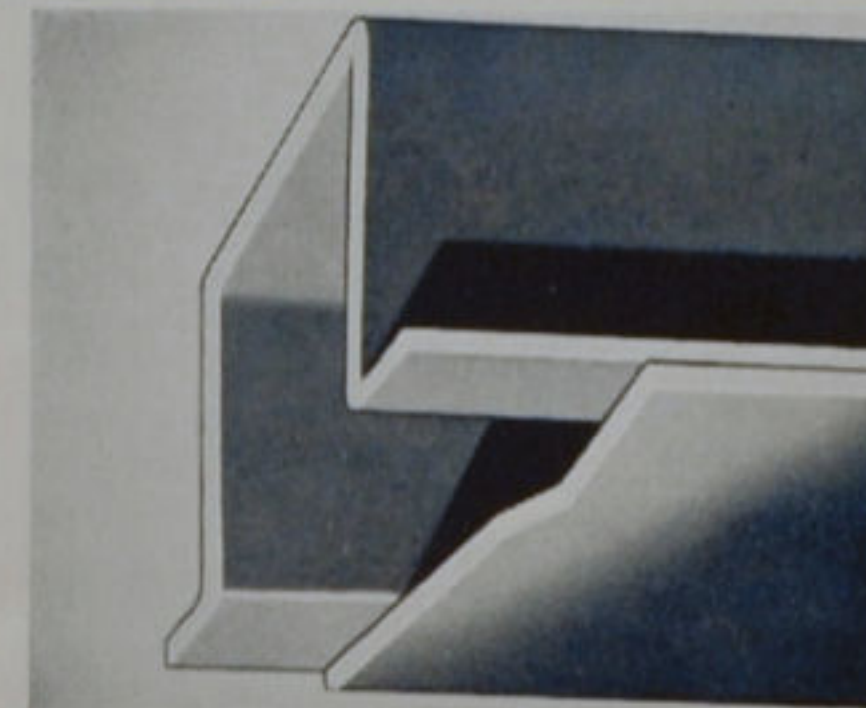
INDEPENDENT FRONT WHEEL SPRINGING ON MASTER DE LUXE.

Gives greater safety for the load—unequalled comfort for the driver—genuine shock-proof steering—and better braking control at all speeds.

The Chevrolet Master de Luxe is the only low-priced, full-sized, full-powered Utility that gives you Independent Front Wheel Springing, which in turn, is the only suspension that ensures a really, smooth, level, safe ride. Shown above are two views of the Dubonnet-type Independent Springing, with which Master Utilities are equipped. The cutaway section

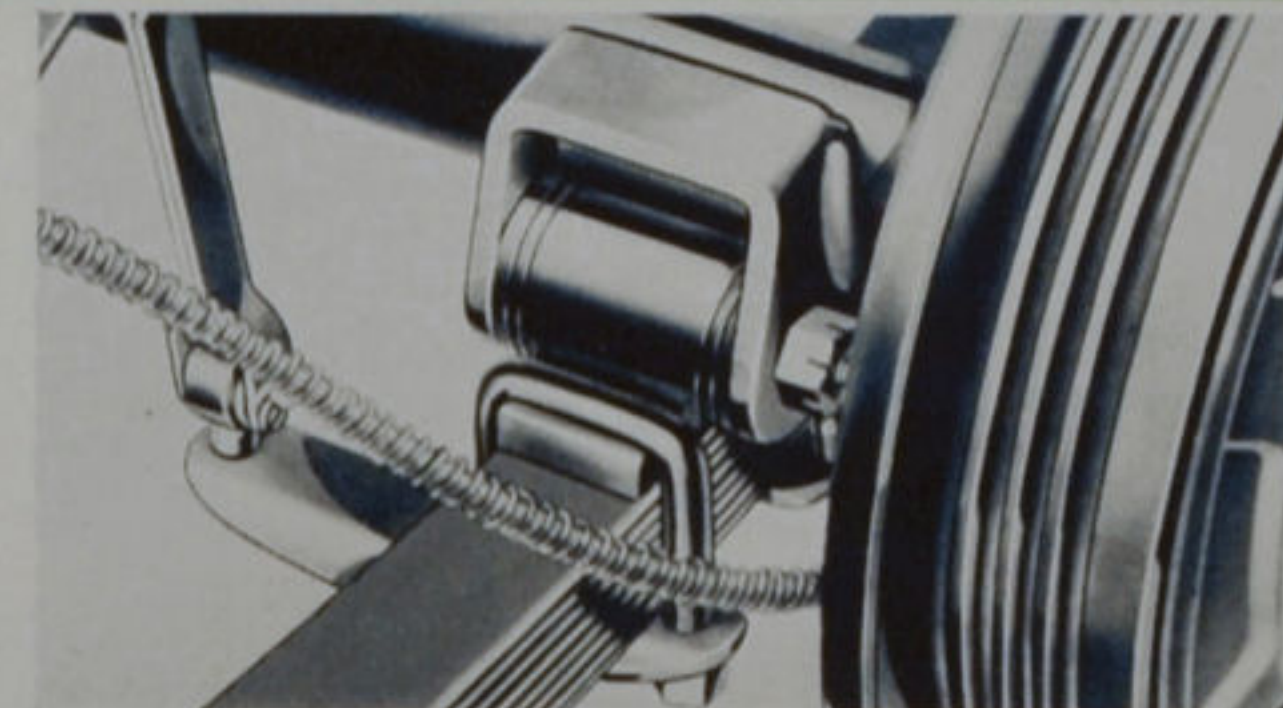
(1) shows the heavy frictionless coil spring which on each wheel, swallows bumps and all road inequalities before they reach the frame and steering linkage. The action of this spring is controlled in both directions by double-acting hydraulic shock-absorbers. The whole mechanism (2) is completely enclosed in a sturdy housing filled with a liquid that both lubricates and acts as a shock absorber fluid. Independent Front Springing alone makes possible the feather-light shock-proof steering which is an outstanding feature of the Master de Luxe Utility.

FRAME . . SAFE EASY STEERING . . HYPOID REAR AXLE



SECTION THROUGH CHASSIS FRAME.

Each side member of the Chevrolet Chassis frame is of full box-girder construction. The cutaway section above shows how the bottom plate is joined to the flanged steel channels by a continuous weld—a construction that gives extraordinary strength.



NEW RUBBER BUSHED REAR SPRING SEATS.

On all the new Chevrolet Utilities, rear springs are mounted to the rear axle by means of spring seats in which live resilient rubber eliminates all metal to metal contact and dampens out objectionable road noises at their source. As this new mounting is frictionless, there is no need for lubrication or adjustment for wear.



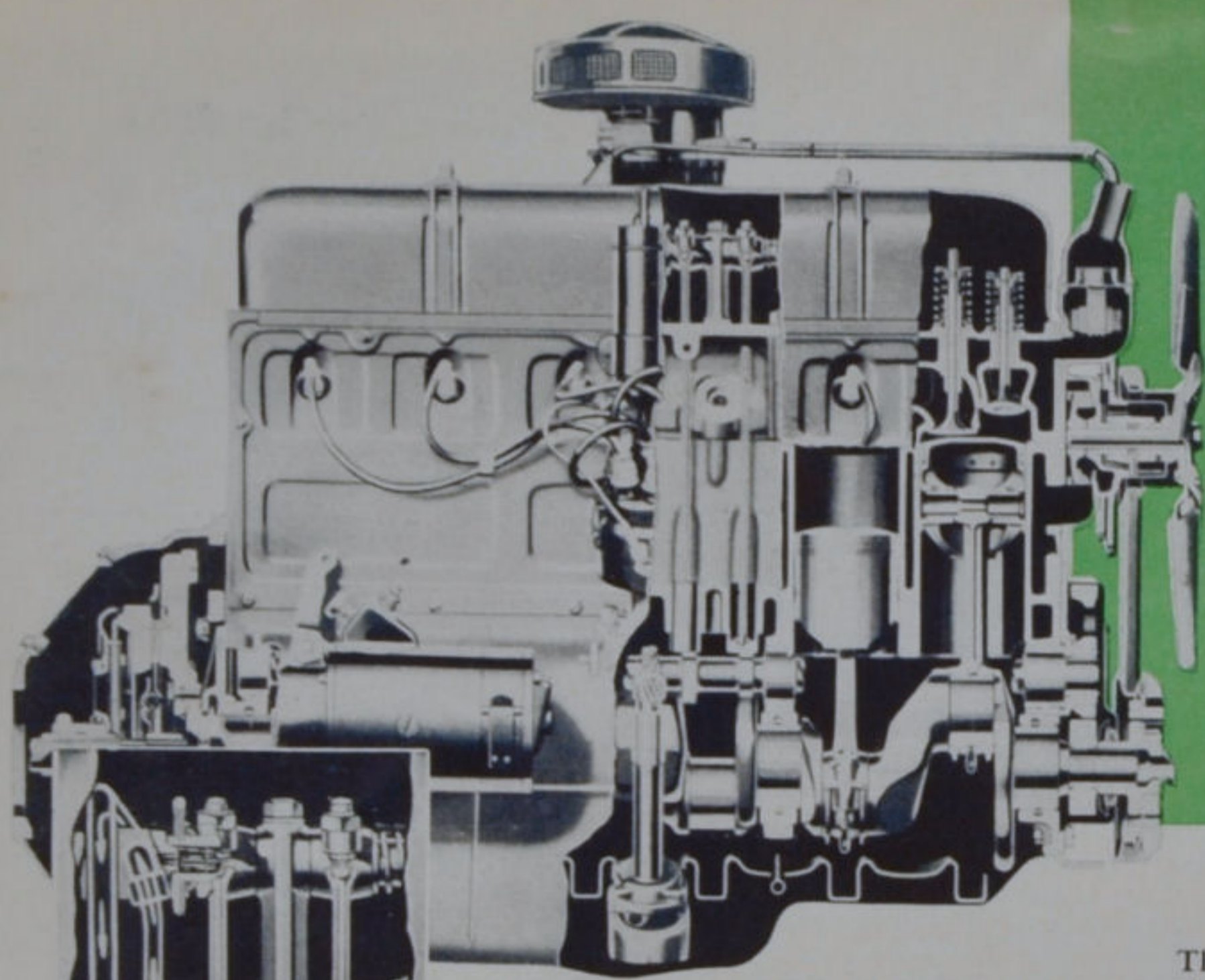
HYPOID DRIVE GEARS

The Hypoid Gear Drive which is a feature of Standard and Master de Luxe Utilities has an unsurpassed record for trouble-free service and long life. In the Hypoid Gear assembly the drive pinion engages the crown wheel below the centre of the axle. The propeller shaft is thus lowered and permits a lower centre of gravity with a perfectly flat floor in the load compartment. The Hypoid Gear Drive is combined with a sturdy torque-tube which relieves the rear springs of all braking and driving strain.



HIGH RATIO WORM AND SECTOR STEERING GEAR.

To add further to steering ease, Chevrolet Utilities are equipped with a steering gear of the most expensive type. On the Master de Luxe, the worm is mounted on two sets of tapered roller bearings and the steering gear ratio is 17½ to 1. On Standard models needle bearings are used for the roller tooth and the ratio is 19 to 1.



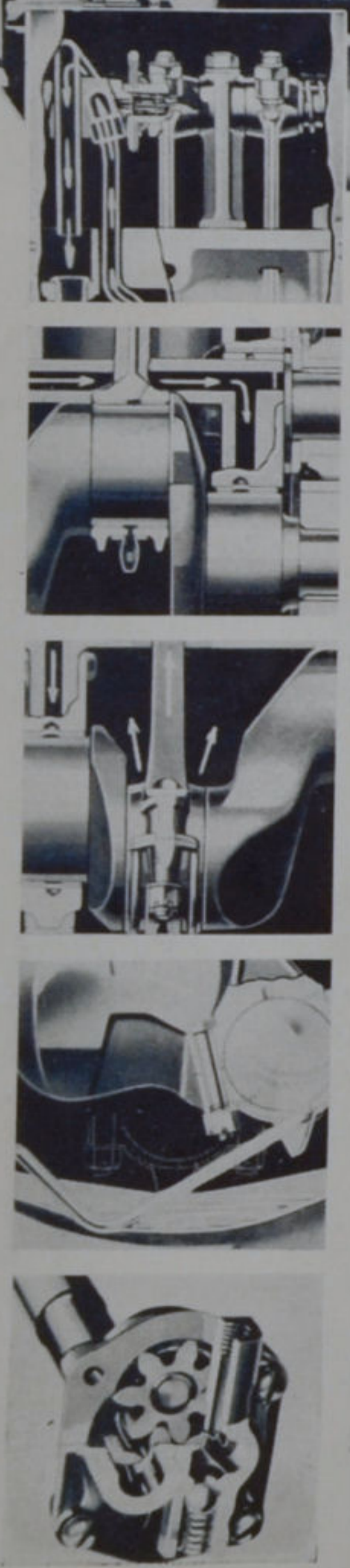
LONG LIFE AND ECONOMY FEATURES OF CHEVROLET'S HIGH COMPRESSION OVERHEAD-VALVE UTILITY ENGINE.

FOUR-WAY LUBRICATION SYSTEM.

- (1) **OVERHEAD PIPE:** Oil for the valve-operating mechanism is led under pressure to the top of the engine by a copper tube which passes through the engine water jacket.
- (2) **DIRECT PRESSURE:** Lubrication of crankshaft and camshaft is by direct pressure. The oil is forced to the bearings through rifle drilled passages in the engine block.
- (3) **SPLASH:** Piston pins and cylinder walls are lubricated by the splash system. Connecting rod dippers ensure that all surfaces are constantly bathed in a heavy mist of oil. A baffle in the crankcase breather prevents loss of oil at high speeds.
- (4) **PRESSURE STREAM:** At high engine speeds, jets of oil are forced directly into the path of the connecting rod dippers. The impact creates a pressure many times greater than that created by the pump.

This combination of four distinct types of oiling systems assures an abundant supply of oil—and the right type of oiling for every moving part of the engine.

GEAR TYPE OIL PUMP—A positive gear type oil pump maintains oil pressure for the direct pressure side of Chevrolet's engine lubrication system. The pump (illustrated on the left) is driven by helical gears from the camshaft. Simple construction, long life and positive action are the three principal features of this type of pump.

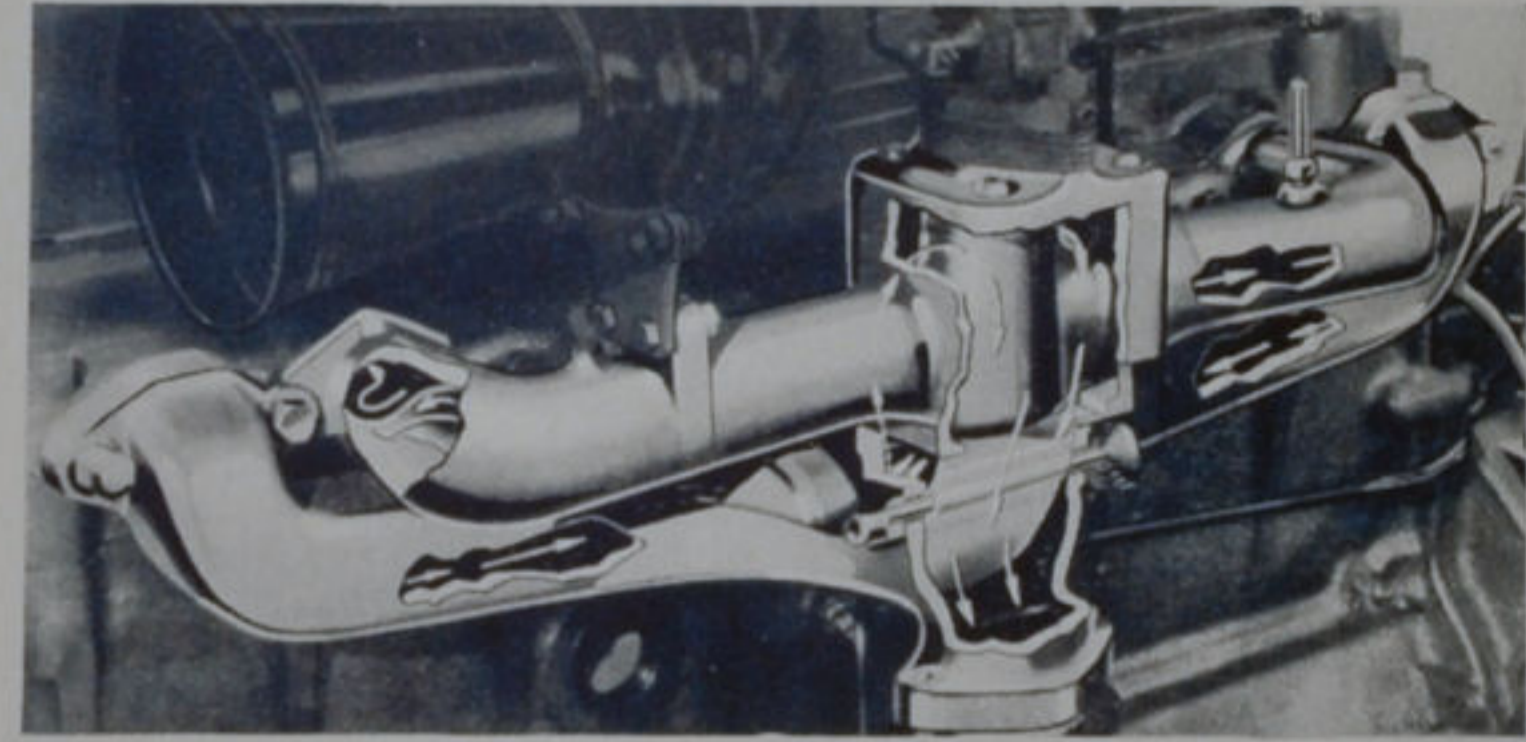


The overhead valve type of engine is at least 10% more efficient size for size than any other design—it permits exceptionally efficient engine cooling—better lubrication of all valve mechanism—it is more accessible for service and maintenance cost is lower. Overhead valve engine design is preferred on the race track, in the air and on the water. It holds all world's speed records. These facts are of particular importance when you realize that Chevrolet is powered with an overhead valve engine. Chevrolet's overhead valve 6-cylinder, high compression engine is the result of years of research and experimental work on all types of engine and incorporates all the advantages of overhead valve design given above, plus many exclusive Chevrolet features.



BLUE FLAME COMBUSTION.

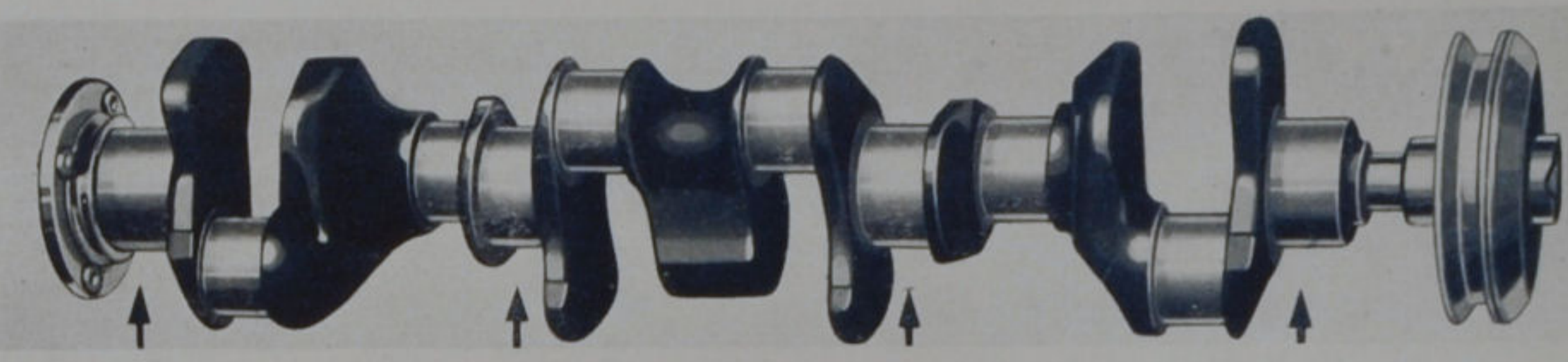
Much of its wonderfully economical power development is due to the special design of its combustion chamber, illustrated on the left. Observed through a quartz covered peep hole, the fuel in this chamber is seen to burn with a clear blue flame, indicating complete combustion. Compression ratio is 6.25 to 1.



MANIFOLD HEAT CONTROL.

When the engine is started, hot exhaust gas is diverted through this special manifold warming chamber, ensuring a prompt warm-up of the fuel mixture to correct operating temperature, and eliminating the need for excessive use of the choke. As the engine temperature rises a thermostatically controlled by-pass diverts the exhaust gas direct to the exhaust pipe.

FOUR BEARING CRANKSHAFT—EFFICIENT COOLING



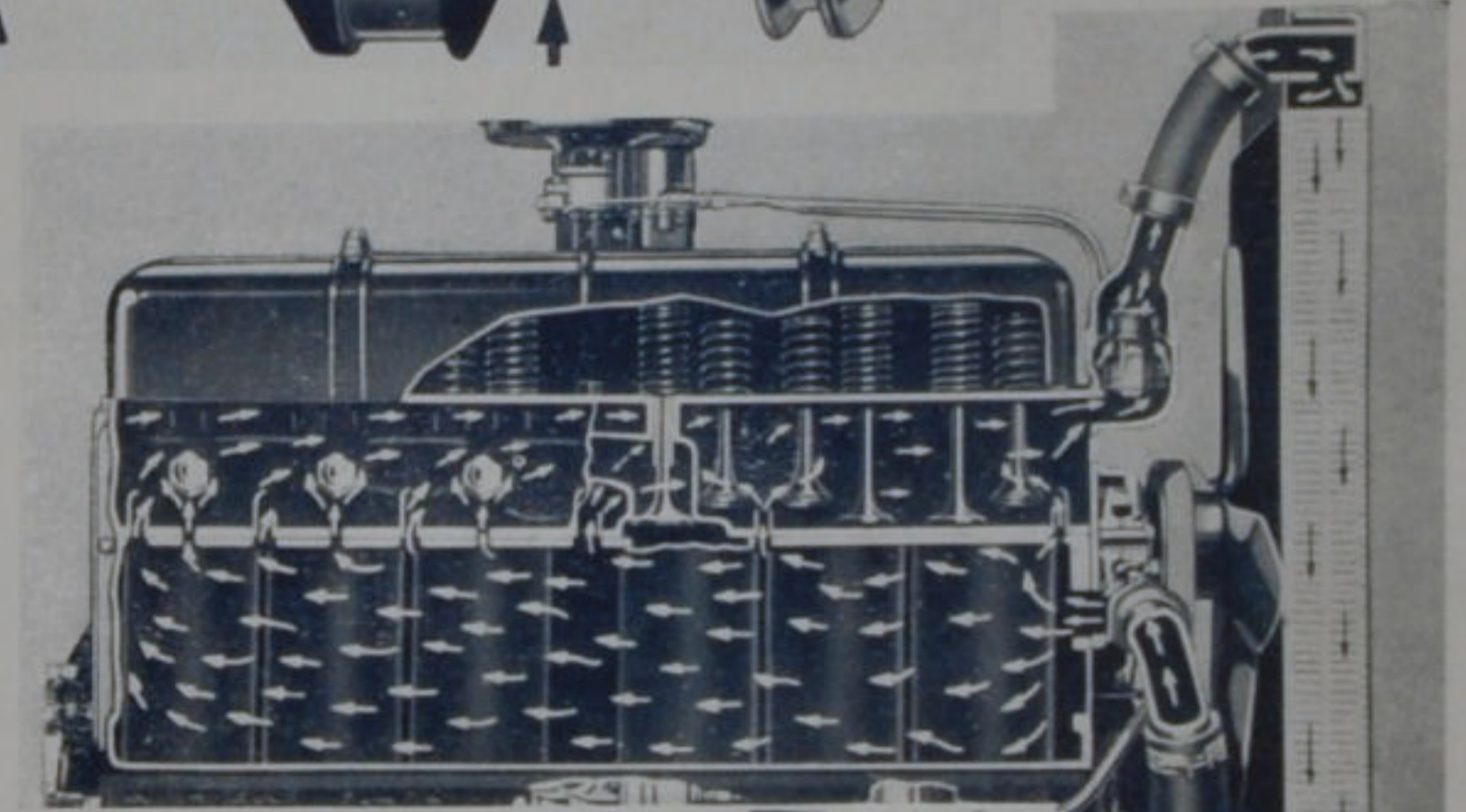
FOUR BEARING CRANKSHAFT.

Chevrolet's heavy duty crankshaft (weighing 68 pounds) has four main bearings, large diameter crankpins, husky crank arms and integral counterweights. Torsional vibration is neutralized by its harmonic balancer, and each crankshaft is balanced statically and dynamically, thus rendering it unusually smooth in operation and amazingly long-lived. The Camshaft also has four steel-backed babbitt bearings to ensure maximum support, rigidity and constant alignment.

FULL LENGTH WATER JACKETS.

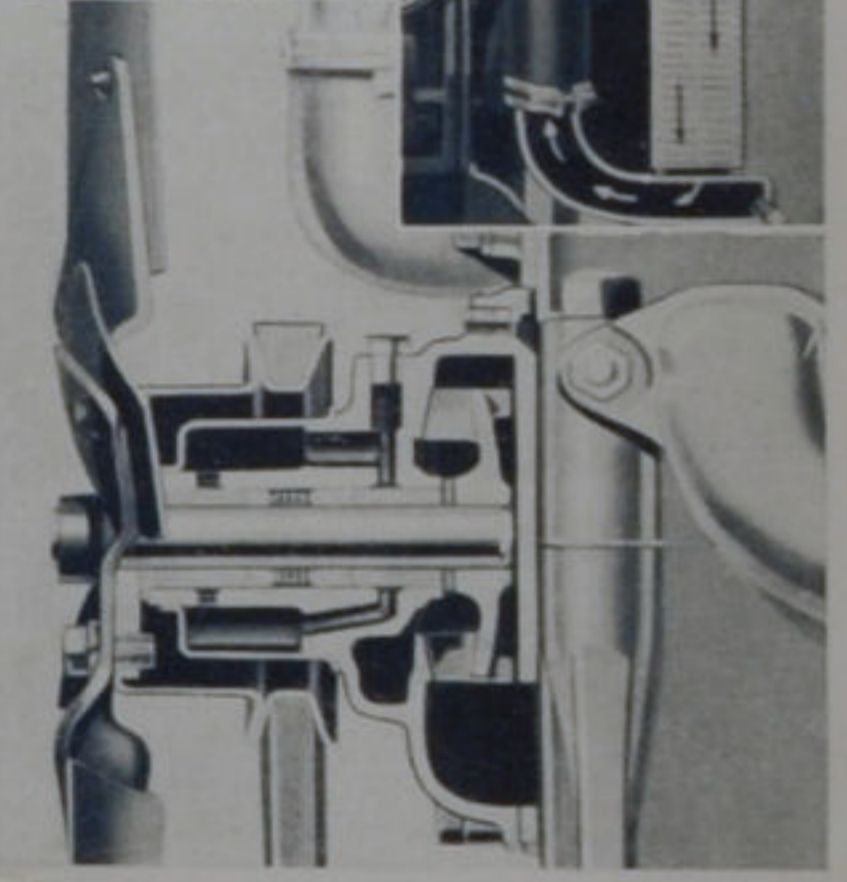
The Chevrolet cooling system incorporates every important improvement to ensure long, trouble-free life and the best engine performance under all conditions. Large water areas are provided around spark plugs, valves and the full length of the cylinder walls.

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 grid and around engine surfaces.



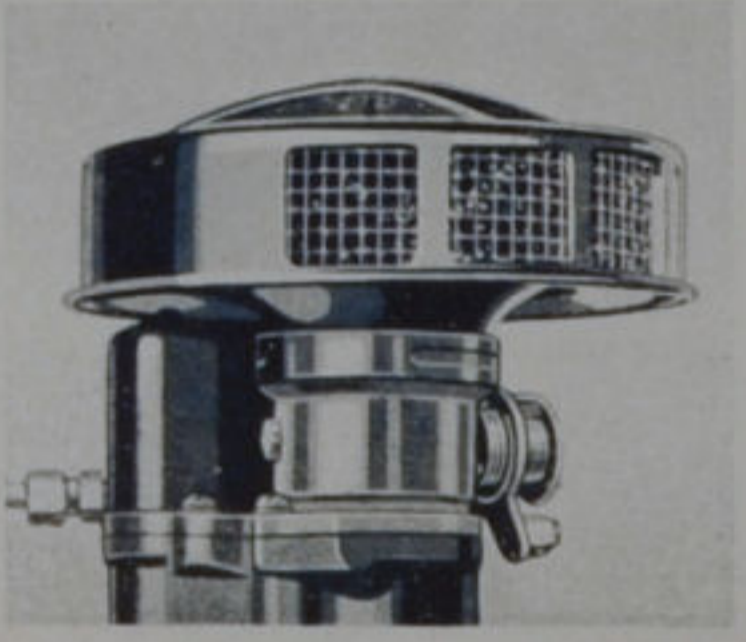
LEAK-PROOF WATER PUMP.

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



SPRAY COOLED EXHAUST VALVES.

Spray nozzles within the cylinder head force the coolest water from the circulating pump on to the area surrounding the exhaust valve seats. This obviates warping and pitting of the valves and valve seats, and cuts service costs to a minimum.



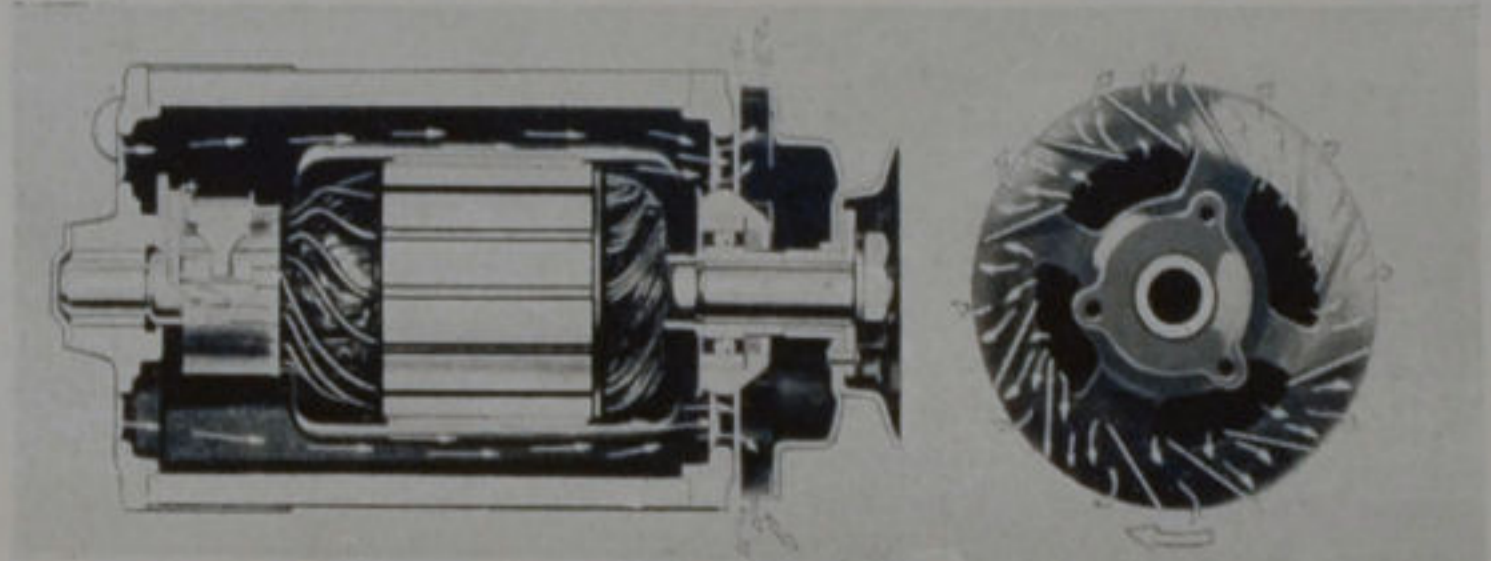
AIR CLEANER.

The carburettor intake on the Chevrolet Commercial Utility is equipped with an air cleaner which excludes wear-producing grit and adds to cylinder and piston life. The filtering element is readily removed for cleaning.



OCTANE SELECTOR.

The Distributor timing on the Chevrolet engine can be quickly regulated manually so that the engine will get the maximum of efficiency out of any grade of fuel used.

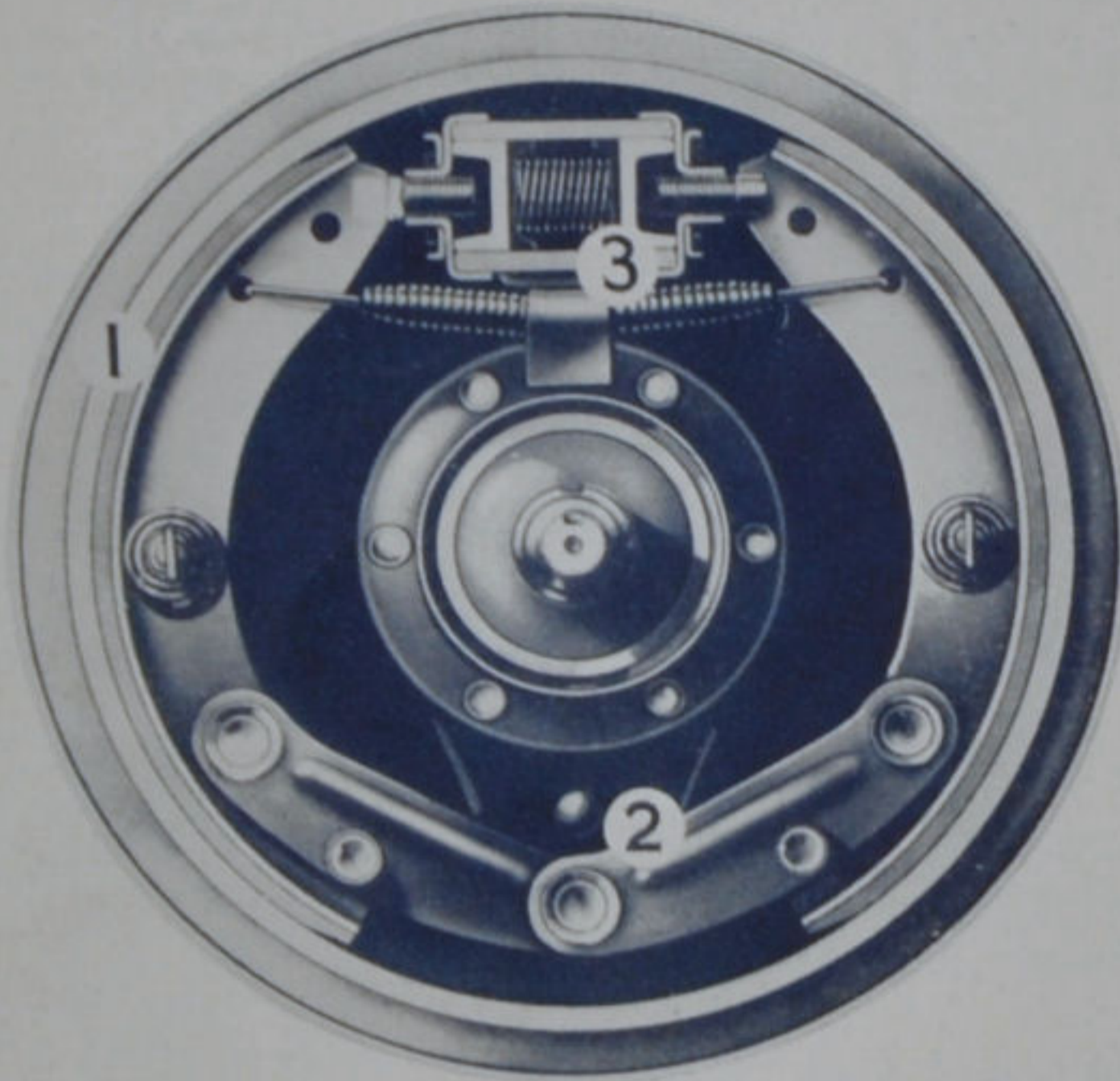


HIGH OUTPUT AIR COOLED GENERATOR.

Every Chevrolet model has an extra large air-cooled generator which provides ample current to the battery for operating starter, lights, and horn. To safeguard the battery, a new vibrator type voltage regulator automatically assures ample charging rate for full current load under all normal driving conditions.

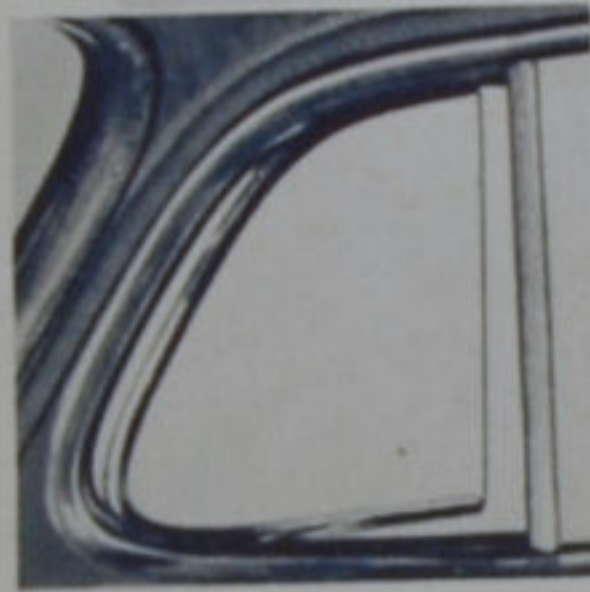
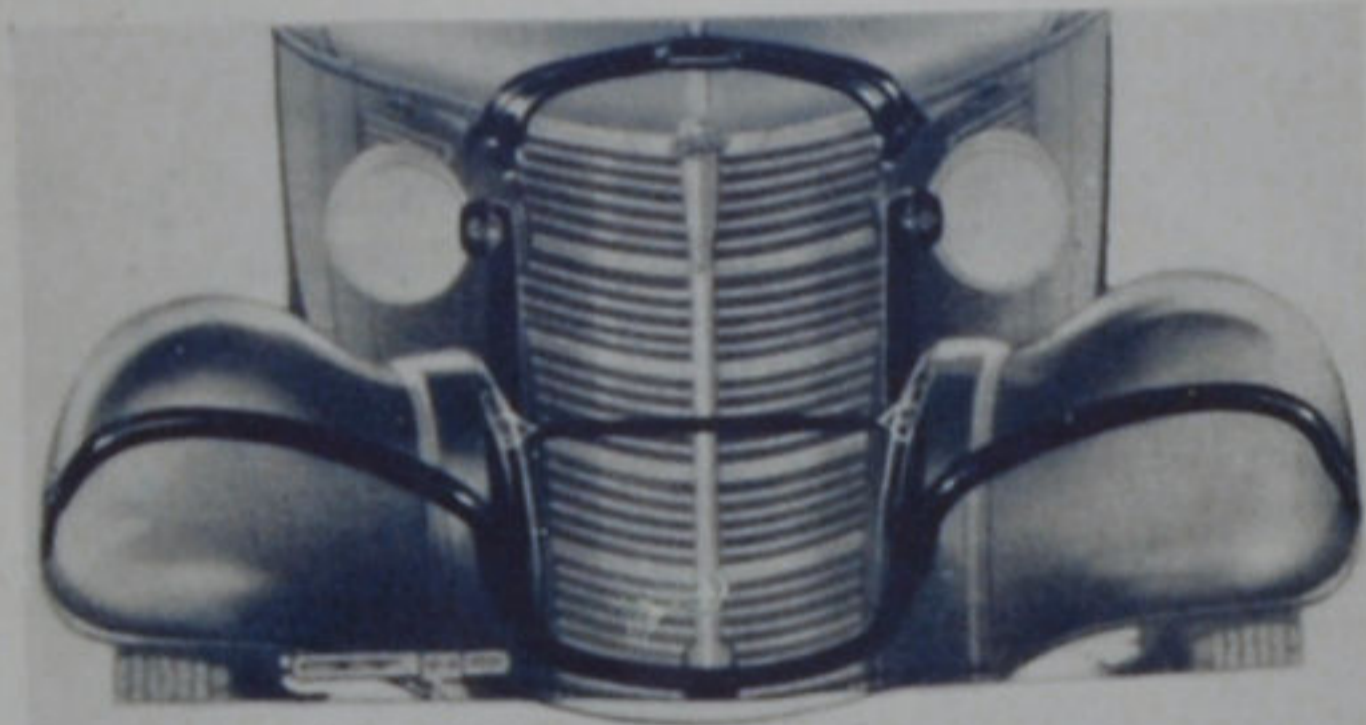
PERFECTED HYDRAULIC BRAKES ON ALL MODELS

CHEVROLET'S DOUBLE ARTICULATED BRAKE SHOE LINKAGE REDUCES LINING WEAR TO A MINIMUM AND ENSURES POSITIVE STRAIGHT LINE STOPS.



To the many advantages of Hydraulic Brake actuation, Chevrolet adds the extra advantages that result from the exclusive design of the mechanism fitted within the drums. It is a combination which gives you the safest, smoothest, most dependable brakes ever fitted to a low-priced Utility. The illustration on the left shows: (1) The 11" drums which have a cast iron braking surface and deep cooling ribs. (2) Double-articulated shoe linkage which ensures full lining contact every time the brake pedal is depressed and prevents the "heel and toe" wear common to other types of brake. (3) The cylinder and the pistons which actuate the shoes. Brake Cylinders are linked to the master equalizing cylinder with heavy gauge copper-plated steel tubes.

In addition, Chevrolet brakes can be adjusted when necessary through an opening in the brake housing without removing any working part. (A separate mechanical hand-brake for parking operates directly on the rear brake shoes.)

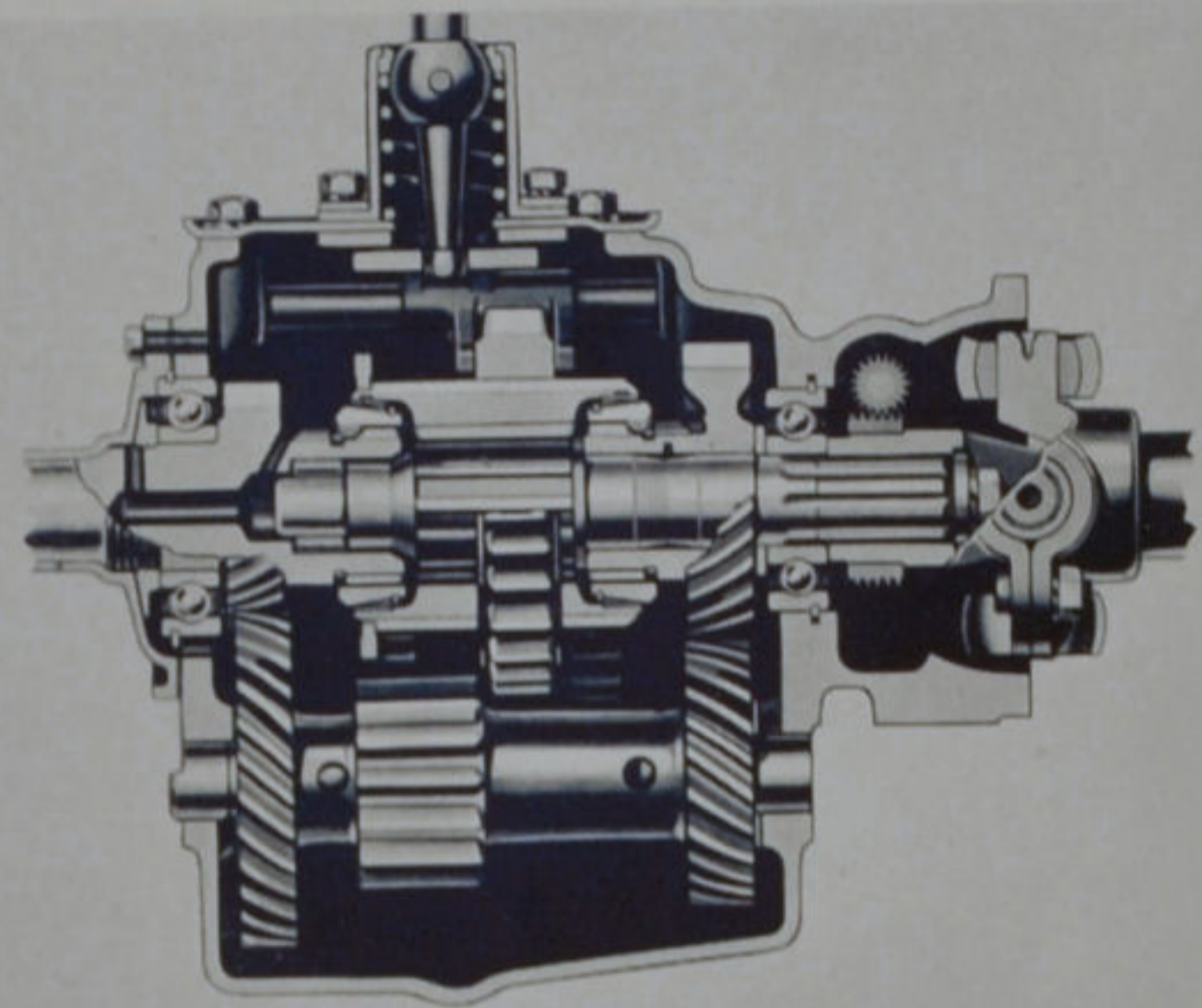


STABILIZED FRONT END.

On all Chevrolet Commercials, front end noises and rattles are eliminated and durability greatly increased by the sturdy front end construction. As shown above, radiator, headlamps and mudguards are bound into one rigid unit by heavy steel bracing, and mounted on a thick rubber pad in the centre of the front cross member.

NO-DRAUGHT VENTILATION ON ALL MODELS.

Genuine Holden No-Draught Ventilation which is standard equipment on the new Standard, Master de Luxe and Commercial Utilities, adds immeasurably to the comfort of driver and passengers. The no-draught ventipanes expel stale air and allow fresh air circulation as desired under all weather conditions without draughts.



SYNCHRO-MESH TRANSMISSION.

This is a Chevrolet feature which adds considerably to driving ease and long life of all Chevrolet Utilities. Whether you are shifting from low to second, from second to top, or from top back to second, the Synchro-mesh operates so rapidly and smoothly that gear shifting is certain and "clash-less." Helical type second gears make driving in second gear almost as silent as driving in top. That Synchro-mesh Gears are an important Utility feature will be fully realized on regular city delivery work with its continual stopping and starting.

Chevrolet Commercial 15-cwt. Utility

112" WHEELBASE—MAXIMUM GROSS ALLOWABLE WEIGHT—5040 LBS.

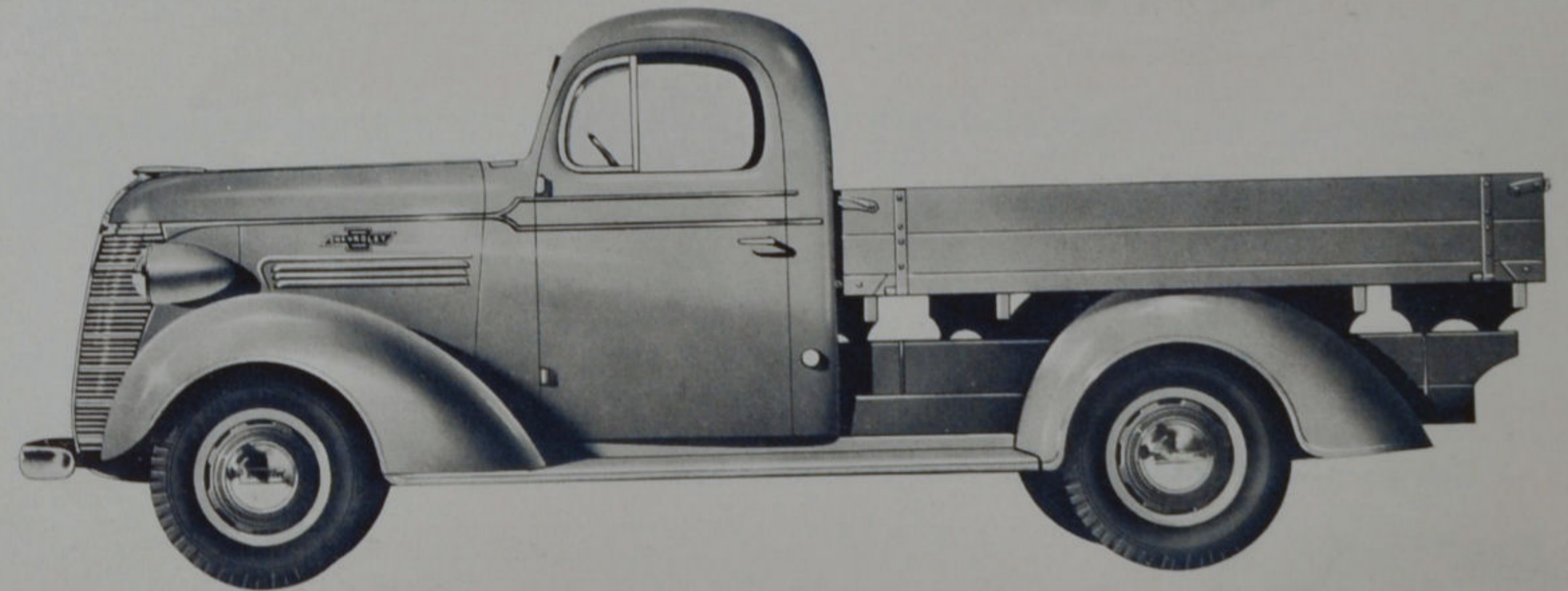
The ideal unit for 15-cwt. loads, this new Commercial Utility combines good looks with sturdy ability. In every detail of engine chassis and body, it is designed to carry 15-cwt. loads and is available with all-steel truck cab in a wide range of body types. The new truck-type cab has every comfort for the driver. No-draught Ventilation and V-type windscreen are standard equipment. A handy compartment for books and small parcels is located on the left of the instrument panel.

Outstanding features include: 6-cylinder Overhead Valve Engine—Perfect "Full Contact" Hydraulic Brakes—Exclusive New Design Clutch—Synchro-mesh Gears—Sturdy Rear Axle—Extra strong Truck type Frame.

The Chevrolet Commercial chassis is designed and engineered throughout particularly for commercial haulage needs. The side rails of the sturdy frame are deep, widely flanged channels of heavy gauge steel. Deep box-section cross-members are fastened to the top and bottom flanges with Alligator Jaws of steel and the whole structure provides a firm and rigid foundation for the chassis units and body. An ingenious "monorail" fitting slung under the rear end gives remarkably easy access to the spare wheel.

The Chevrolet Commercial Utility has proved its all-round ability in the hands of Australian operators. For all 15-cwt. loads, it will definitely pay you to investigate the advantages of the economical, dependable Chevrolet Commercial Utility. It is available in the following units: Chassis, Chassis and Cab; Chassis, Cab Platform, Coaming and Dropsides; Chassis, Cab and Open Delivery; Chassis, Cab and Flareboard; Chassis, Cab and Wellsides; Chassis and Panel Van.

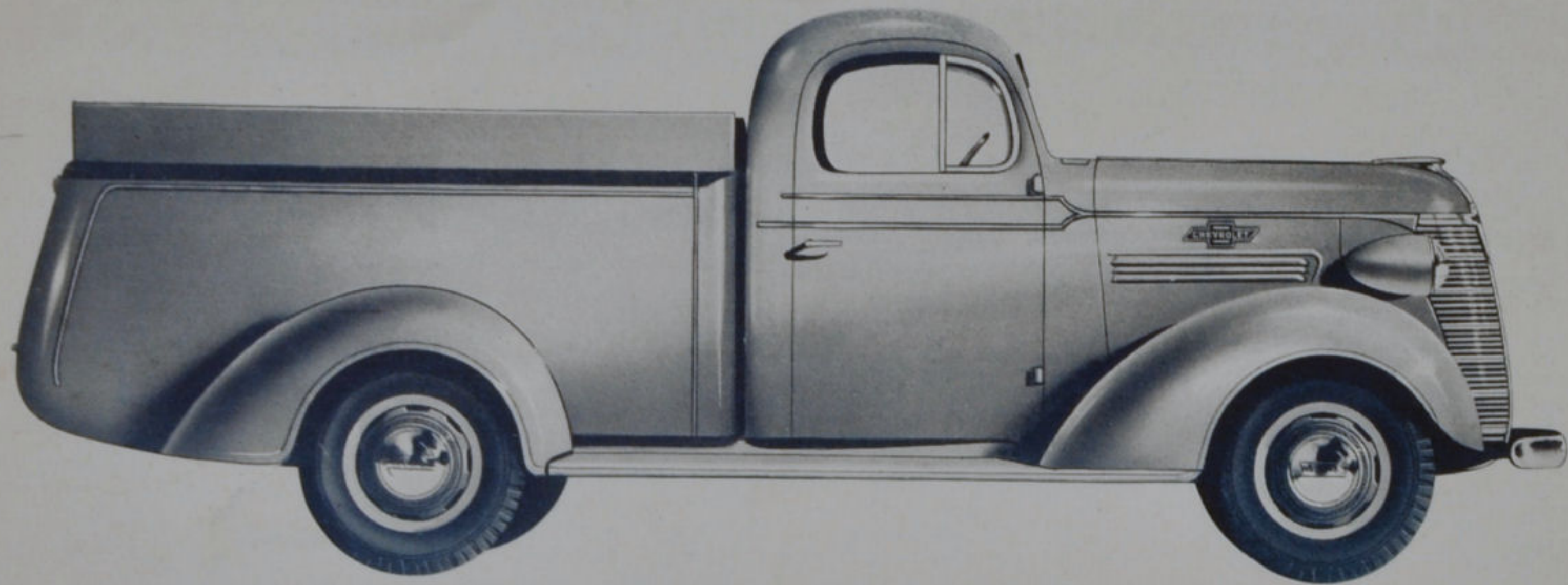
BIG LOAD SPACE—TRUCK BUILT FROM END TO END



COMMERCIAL UTILITY with ALL-STEEL TRUCK CAB and PLATFORM, COAMING and DROPSIDES BODY

With its handsome new styling and roomy truck-type body, this low-priced model offers the finest value in the entire Utility field. Dimensions are: Length of Platform overall, 84 in.; Length of Platform inside Coaming, 80½ in.; Length of Platform Inside Dropsides, 82½ in.; Width of Platform Overall, 72 in.; Width of Platform Inside Coaming, 68½ in.; Width of Platform Inside Dropsides, 70½ in.; Height of Coaming from Floor, 1¾ in.; Height of Dropsides from Floor, 12¼ in.

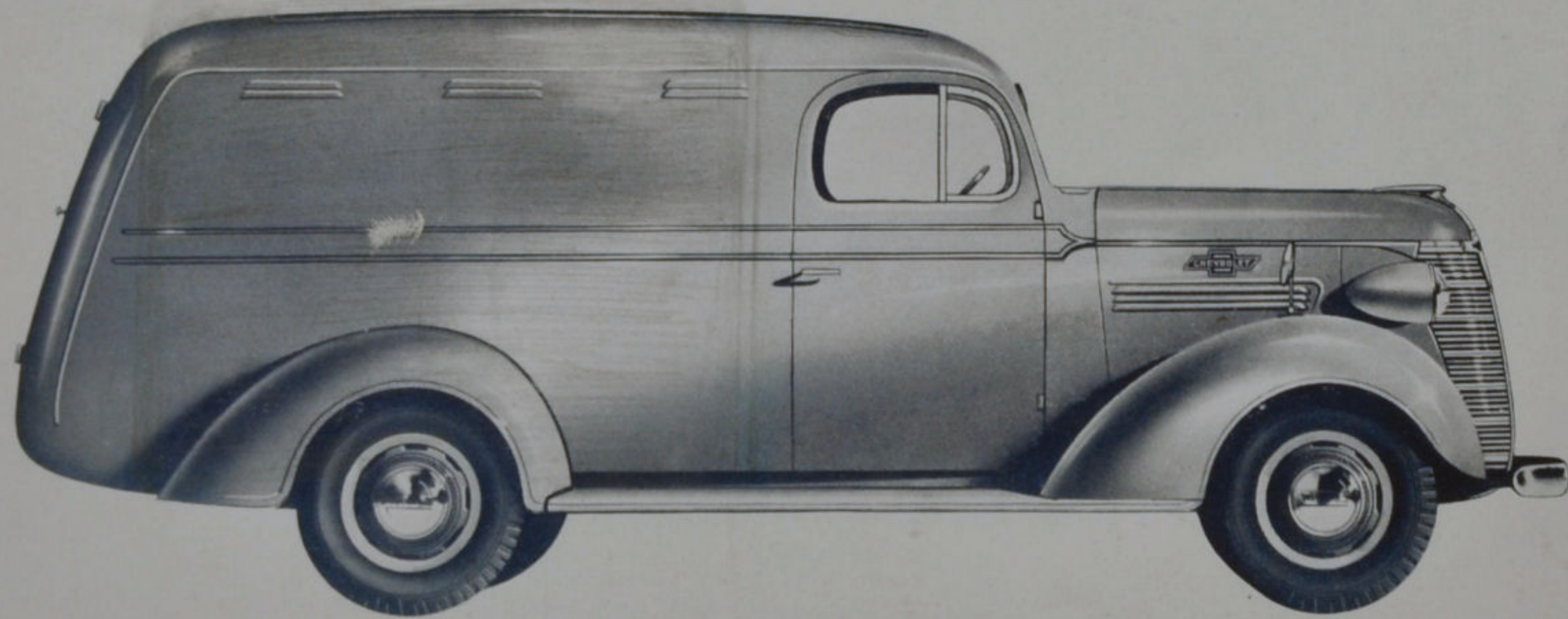
Alternative body styles include: Wellsides, Open Delivery, Flareboard, and Panel Van. All models are available with all-steel Truck Cab.



CHEVROLET COMMERCIAL WELLSIDES DELIVERY WITH ALL-STEEL TRUCK CAB

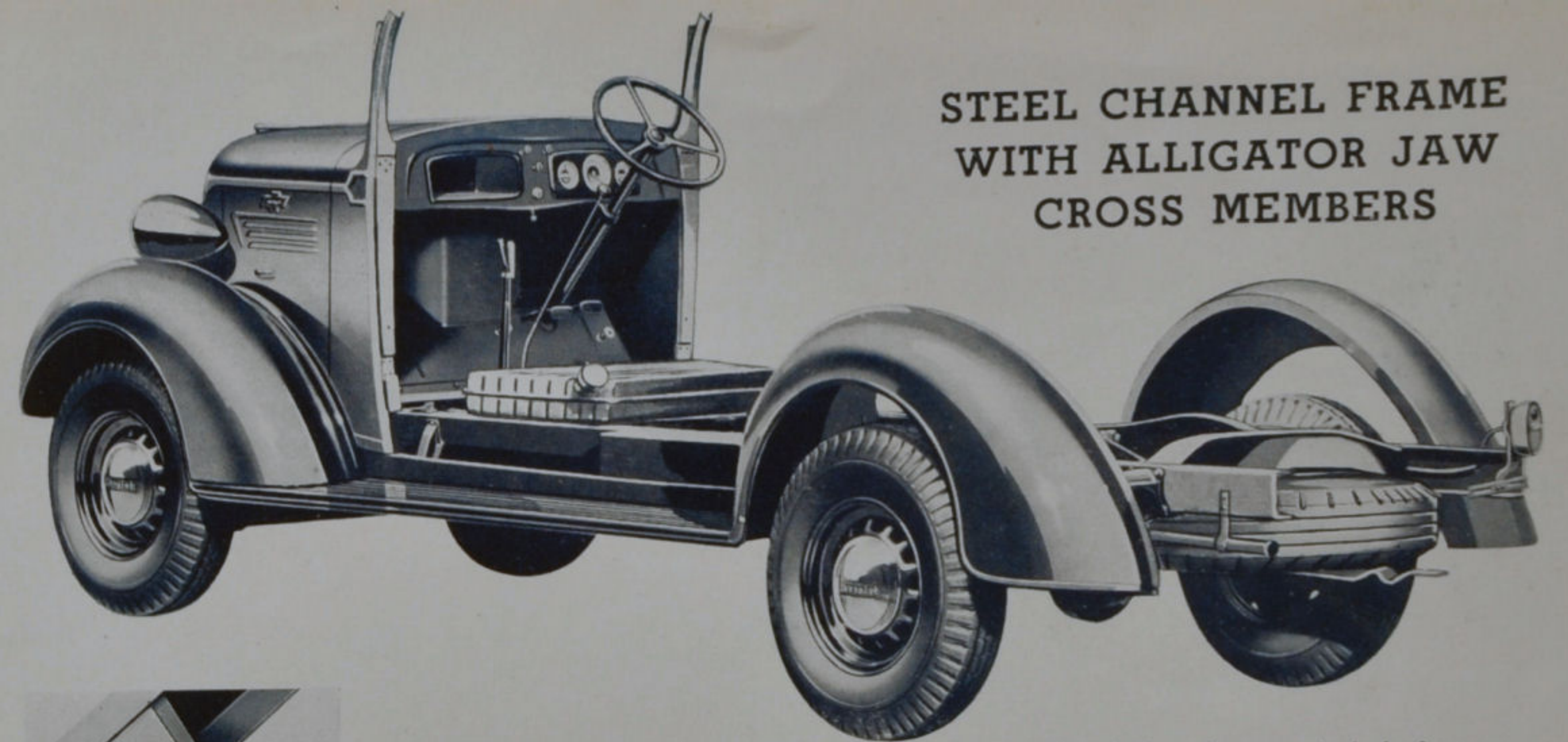
This smart Commercial unit is constructed in every way to give you the most efficient low cost service of any vehicle in its capacity class. An outstanding feature is the extra large payload compartment. Dimensions are: Length Cab to Tailboard (on Floor), 81½ in.; Width of Floor—Maximum, 57 in.; Width of Body Overall, 70½ in.; Height of Body Sides above Floor, 30½ in.; Height of Shelf Panel above Floor, 23 in.; Height from Shelf to Top of Side Panel 5½ in. Alternative body styles include: Wellside, Platform, Coaming and Dropsides and Open Delivery.

BODIES FOR EVERY TYPE OF JOB AND LOAD

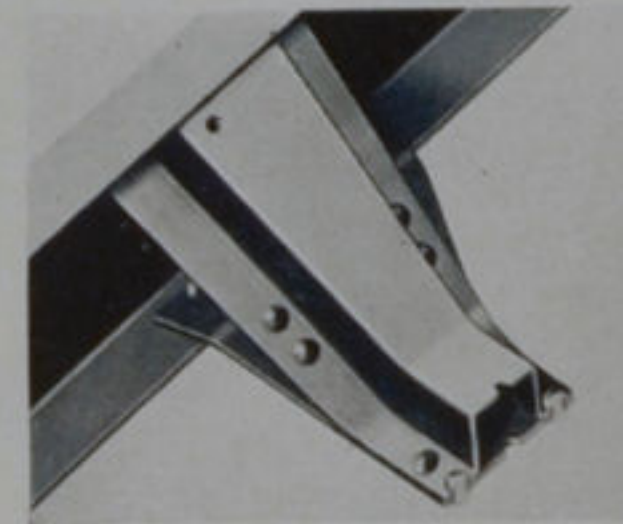


COMMERCIAL PANEL VAN

The smart body lines of this new Chevrolet Panel Van blend with the modern styling of bonnet louvres and radiator grille to complete a vehicle which would add prestige to any business. A sliding panel above the squab gives easy access to the load from the driving compartment. Wide snug-fitting double doors are fitted at the rear for easy loading. Dimensions are: Length from Seat Back at Floor Level to Inside Rear Door, 83½ in.; Width of Body Between Wheel Housings, 46 in.; Max. Width of Body Inside at Floor Level, 58½ in.; Height of Body from Floor to Roof Max., 49½ in.



STEEL CHANNEL FRAME WITH ALLIGATOR JAW CROSS MEMBERS



The Chevrolet Commercial Chassis is designed and engineered throughout particularly for commercial haulage needs. The full truck type frame is 169½ in. long and has sturdy pressed channel steel side rails, 5½" deep, 2¼" wide and 9/64" thick. Five big flanged box-section cross members brace the frame into one rigid shock-proof unit with Alligator Jaw fastening to upper and lower flanges of the side members. Driving controls are conveniently grouped. The instrument panel, indirectly illuminated for night driving, is complete with ammeter, water temperature, oil and pressure gauges; light and throttle controls. A handy package compartment is located on the left. The petrol tank under the driver's seat is now filled from outside the cab.

THE CHEVROLET COMMERCIAL CHASSIS



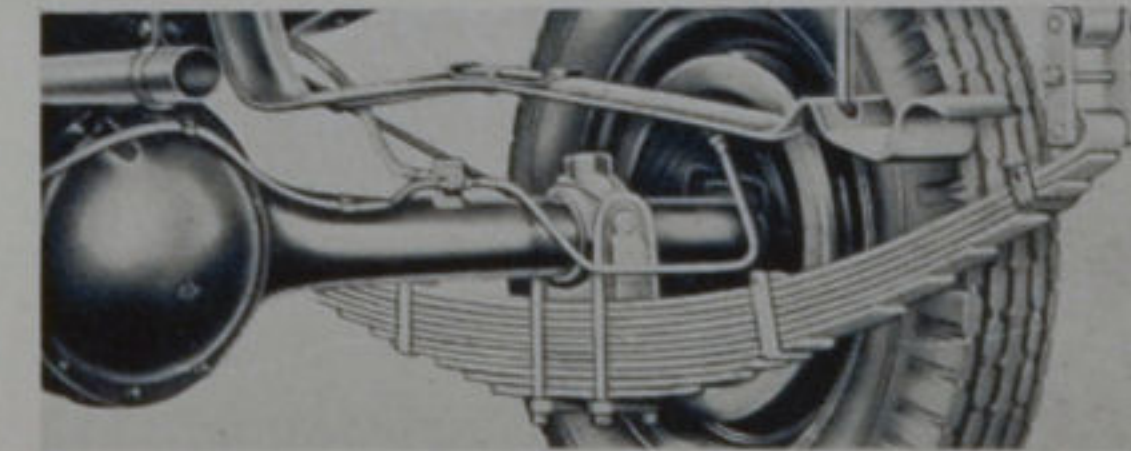
FLAT CAMBER FRONT SPRINGS.

Better steering and better riding qualities are gained through the use of a front spring that is flat under load and has but little slope. The rear eye is of the berlin type.



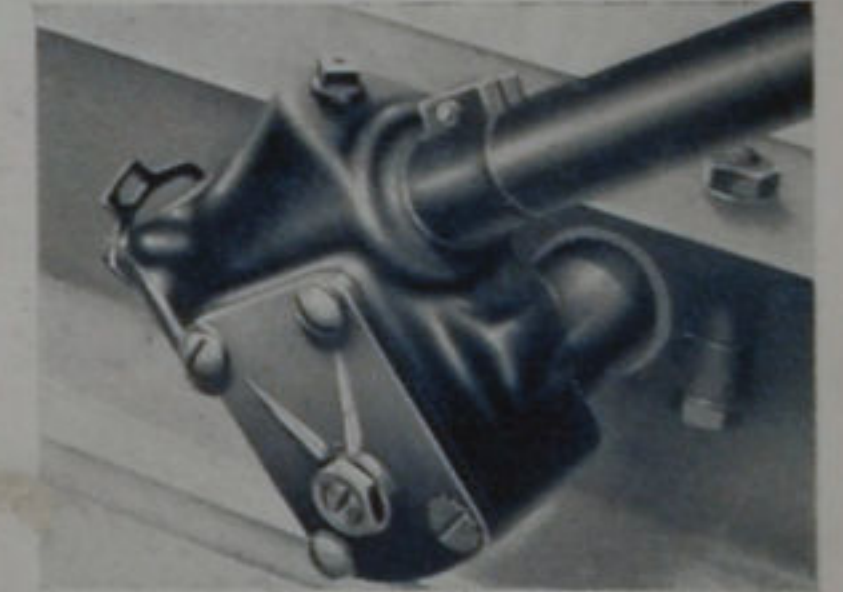
MONORAIL TYRE CARRIER.

This ingenious equipment gives remarkably easy access to the spare tyre. By opening a simple lock and clasp the tyre pulls smoothly out on an easy-running monorail fitting. ["A" is included only to show how the tyre clasp is bolted to the floor on body models.]



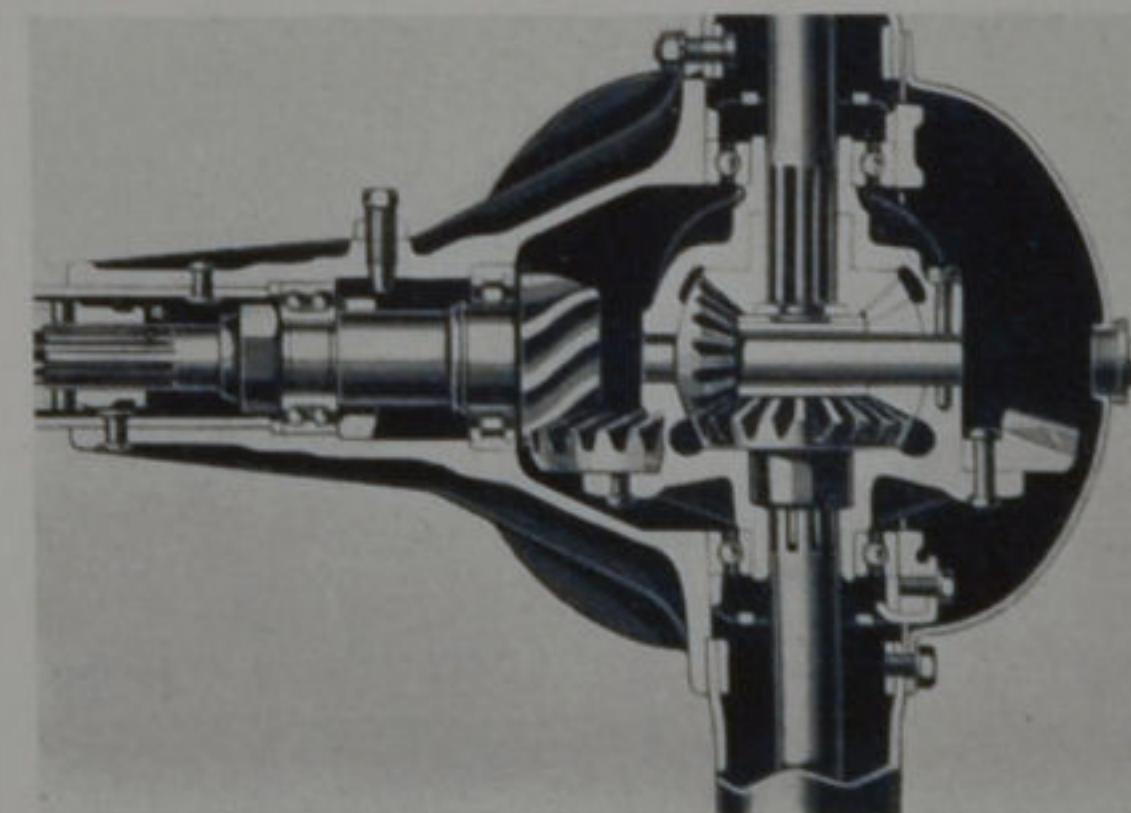
UNDERSLUNG REAR SPRINGS.

The underslung rear springs are of extraordinary strength, yet resilient under load. They are shackled at the rear ends and attached at the front end to heavy forgings located directly under the side-rails.



STEERING GEAR.

Chevrolet steering gear is securely housed and bracketed inside the chassis side rail flanges. Accurate alignment results from mounting the steering-gear sector between large bearings.



SEMI-FLOATING REAR AXLE.

The rear axle on the Chevrolet Commercial Utility is semi-floating type driven through spiral bevel gears. The heavy axle shafts are of alloy steel and high-capacity double-row ball bearings maintain accurate alignment throughout. The heavy load placed on the pinion shaft at its rear end is carried on an oversize roller bearing.

SPECIFICATIONS

Standard and Master de Luxe Utilities

ENGINE.—Six cylinders, overhead; 3½ in. bore, 3½ in. stroke, 29.4 H.P., 85 B.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, 1½ in. long. Material, babbitt.

CRANKSHAFT.—Weight, 68 pounds. Counterbalanced. Harmonic balancer combined with crankshaft pulley. Four bearings.

BEARINGS.—Four removable steel-backed main bearings. Four removable steel-backed camshaft bearings. Cast babbitt connecting rod bearings.

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.

FUEL SYSTEM.—Down-draught, Carter single-adjustment balanced 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. 11 2/3 gallon tank.

COOLING.—Harrison ribbed cellular copper-core radiator. Self-adjusting water pump. Full-length water jackets. Nozzle-spray valve-seat cooling.

IGNITION.—Delco-Remy. Waterproof high tension wires. Automatic and vacuum spark advance control. Octane selector.

CLUTCH.—Single-plate. New Diaphragm spring type. Single cushion-mounted disc with braided moulded facings.

TRANSMISSION.—Synchro-Mesh. Silent second speed.

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

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

REAR SPRINGS.—Semi-elliptic, with threaded shackles.

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

WHEELS.—Five Ventilated Disc-type Pressed Steel wheels. Spare wheel.

TYRES.—6.00-16.

INSTRUMENT PANEL.—Indirectly lighted. Includes ammeter, oil pressure gauge, speedometer, theft-resisting ignition lock, lighting switch, choke, throttle control, petrol gauge, glove box. Openings for installation of radio control.

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. Front bumper. Vacuum windscreen wiper on half-door Coupes and Panel Van. Electric windscreen wiper and adjustable sun visor on full door Coupe models only.

WHEELBASE.—112½ inches.

WINDSCREEN.—V-type windscreen of "Armourplate" safety glass.

ON STANDARD MODELS ONLY

FRONT SUSPENSION.—I-beam front axle. Semi-elliptic springs; reversed front eyes, single acting front shock absorbers.

STEERING GEAR.—Shockproof semi-reversible, worm and roller, 19 to 1 ratio.

ON MASTER DE LUXE MODELS ONLY

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

INSTRUMENT PANELS.—Engine heat indicator.

STEERING GEAR.—Shockproof semi-reversible, worm and roller, 17½ to 1 ratio.

CONTROLS.—Rubber pads on clutch and brake pedals

EQUIPMENT.—Applied Chromium Mouldings on Running Boards; Single Acting Rear Shock Absorbers.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

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 truck. 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 to you and arrange your payments on a basis convenient to you.

Commercial 15-cwt. Utility

Chassis Dimensions and Chassis Weights:

Wheelbase	112 in.
Back of cab to C/L of rear axle	38½ in.
C/L of rear axle to end of frame	38½ in.
Back of cab to end of frame	76½ in.

The gross allowable weight of the Chevrolet Commercial truck shall not exceed 5,040 lbs., which includes the chassis, cab, body, driver and payload.

FRAME.—Channel steel with five cross-members. Length 169½ in. Depth of side members 5½ in. Width of flanges 2½ in., and thickness 9/64 in.

ENGINE.—Six-cylinder, valve-in-head special truck engine—3½ in. bore and 3½ in. stroke; 216.5 cubic inch piston displacement. S.A.E. rated horsepower 29.4. Brake horsepower 78 h.p. at 3200 r.p.m. Compression ratio 6.25 to 1. Rated torque capacity 170 foot pounds at 850 to 1550 r.p.m.

LUBRICATION.—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream and dipper for connecting rod bearings.

COOLING SYSTEM.—Centrifugal water pump; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity 11 quarts.

ELECTRICAL.—Delco-Remy Generator and Ignition system. Battery, 6-volt 13-plate, 105 ampere hours capacity.

FUEL SYSTEM.—AC fuel pump operated from camshaft, 1½ in. Carter down-draught carburettor with accelerating pump. 15-gallon tank mounted under driver's seat—external filler.

CLUTCH.—New Diaphragm Spring type. Dry single-plate, completely enclosed, 9 in. disc equipped with braided moulded asbestos composition linings.

FRONT AXLE.—Heavy drop-forged heat-treated I-beam.

REAR AXLE.—Semi floating spiral bevel gear.

TRANSMISSION.—Selective Synchro-mesh type—three speeds forward and one reverse, in unit with engine. Silent second gear. Helical-type constant-mesh gears.

STEERING GEAR.—Semi-reversible—worm and sector. Ratio 16 to 1.

BRAKES.—4-wheel hydraulic service brakes, articulated shoes—internal expanding type. Front and rear drums 11 in. inside diameter, lining width 1½ in. Mechanical internal-expanding emergency brakes.

SPRINGS.—Semi-elliptic. Eight leaves front, 11 leaves rear. Front spring 36 in. long—rear springs 54½ in. long.

WHEELS.—16 in. steel disc.

TYRES.—Front and rear, truck type air wheel, 6.50-16 (6 ply) with spare.

STANDARD EQUIPMENT:—

Hood	Front Bumper.
Cowl.	Front Shock Absorbers.
Dash.	Jack and Handle.
Instrument Panel.	Hammer.
Instruments.	Screw Driver.
Wiring.	Spark Plug Wrench.
Horn.	Oil Can.
Toe Board.	Combination Pliers.
Front and Rear Fenders.	Wheel Nut Wrench.
Running Boards and Side aprons.	4 Open-end Wrenches.
5 Steel Wheels.	Alemite Grease Gun.
Spare Wheel carried at rear.	Hand Tyre Pump.
Headlamps ducoed body colour.	Instruction Booklet.
Black tail and stop lamp.	Adjustable Wrench.
Battery.	Starting Crank.
Tool Box Carton.	Body Models supplied with Windscreen Wiper and Rear View Mirror.

PROTECTIVE OWNER SERVICE POLICY

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

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