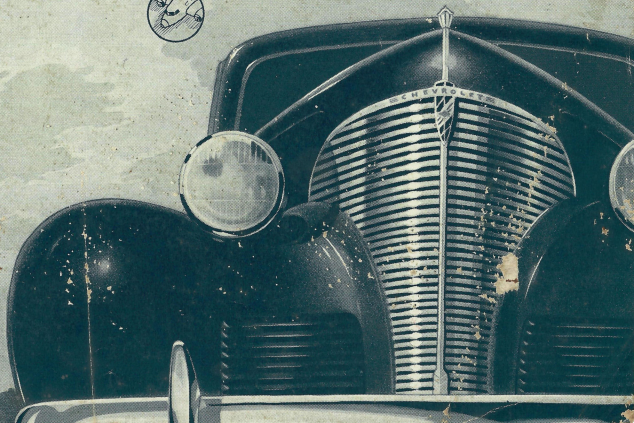


The Sensationally Beautiful

CHEVROLET

WITH MAGNIFICENT NEW ALL-STEEL HOLDEN BODIES

"PILOT-SEAT" DRIVING VISION





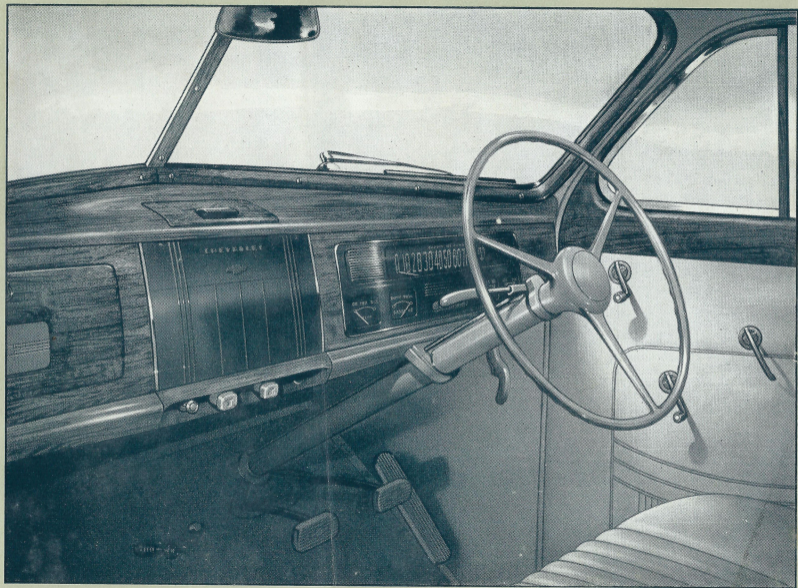
“...I've Fallen in Love with Chevrolet!”

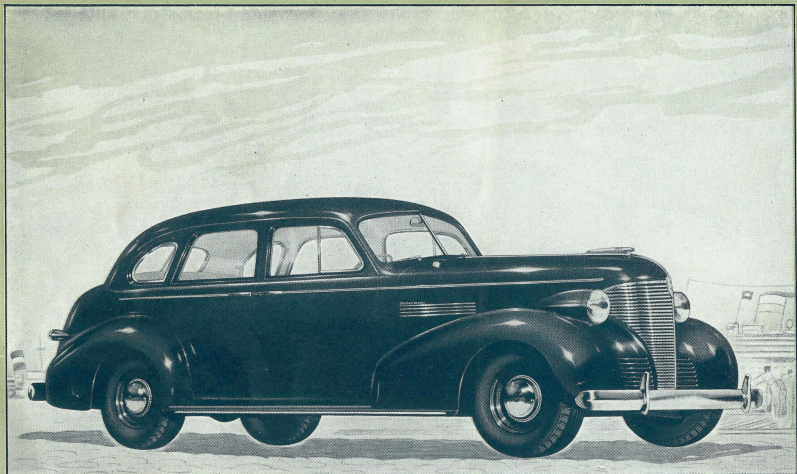
YES, there's new beauty and style about this latest sensational Chevrolet, that will win it thousands of new friends. Only from the leader — the world's first-choice car in 7 of the last 8 years — could you expect such an aggregation of costly features as Chevrolet offers this year at its amazingly low price. The magnificent new All-steel Holden bodies are stronger and safer; they incorporate an absolutely new design-feature: “Pilot-Seat” Driving Vision, the most important contribution to safety and comfort of recent years. Glass area is greatly increased and vision unbelievably improved.

On Master de Luxe models, Chevrolet offers another new feature: Vacuum-assisted Safety Gear Shift, with the lever placed on the steering column, right at your finger-tip. The vacuum control designed by, and exclusive to Chevrolet, takes 80 per cent. of the effort out of gear changing. Handbrake lever is under the dash, so the front floor is now completely free of levers. Master de Luxe models also have Perfected Independent Springing, a feature pioneered by Chevrolet in the low-price field and used continuously since 1934. Other tested and proved features include the famous Overhead Valve 6-cylinder Engine, Perfected Hydraulic Brakes, Genuine Synchro-mesh Gears, Hypoid Rear Axle Gears, “Armourplate” Safety Glass Windscreen and side windows.

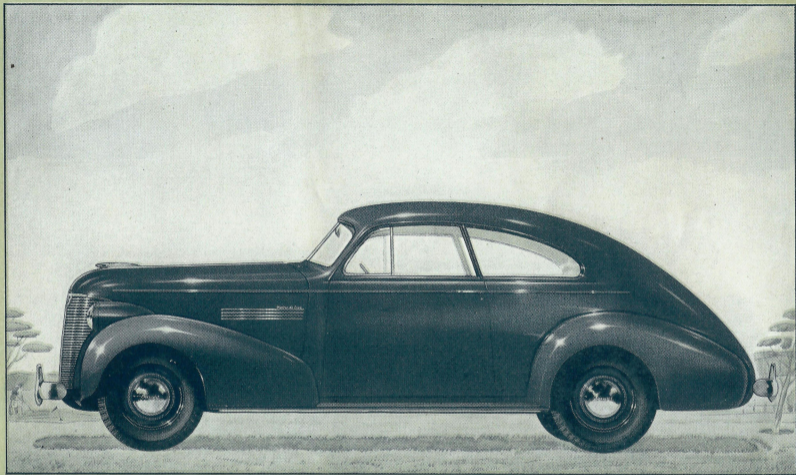
Drive this beautiful, modernly-designed, lavishly-equipped, economical car and you too will say “I've fallen in love with Chevrolet.”

A view of the driving compartment of the Master de Luxe model — showing the exceptional visibility due to new “Pilot-Seat” Driving Vision . . . the extra roominess because of new Safety-Shift Gears (mounted on steering column) and new under-dash location of handbrake lever. Other luxury features include new safety instrument panel, fitted with cigar lighter and ash-tray; new-style rear view mirror; V-type windscreen; large-capacity glove box and no draught ventilation.

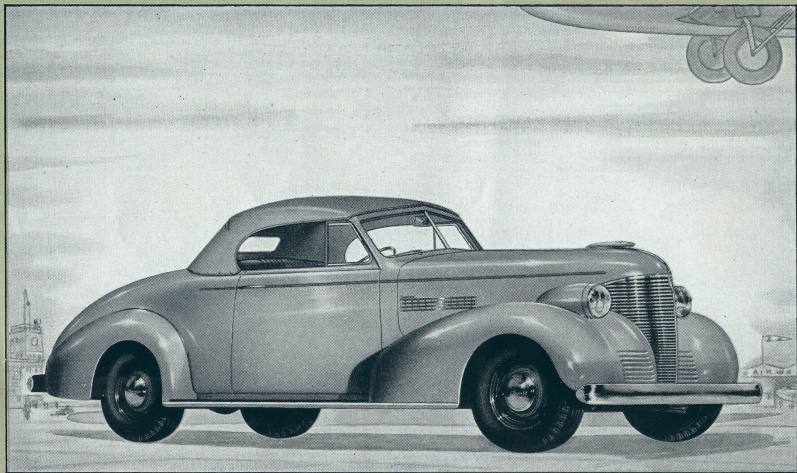




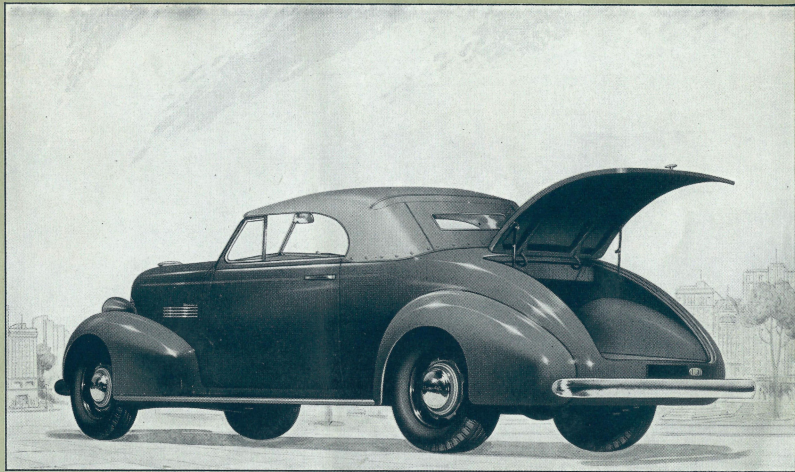
THE CHEVROLET SEDAN. New graceful and distinctive aero-stream styling masks the fortress-like strength of the new all-steel Holden body of this beautiful Sedan. Interior appointments are in keeping with the luxury, comfort and increased visibility for driver and five passengers. The in-built rear trunk has room for a positive "stack" of luggage. Spare wheel and a covered tool box are also conveniently located in this spacious trunk. Standard and Master de Luxe Sedans are available.



THE CHEVROLET COUPE. There's comfortable all-weather accommodation for driver, five passengers and luggage *inside* this debonair Coupe. When no passengers are carried in the rear, both seat and squab fold up, leaving the whole compartment and the trunk space available for luggage. Standard and Master de Luxe Sports Coupes available, also a Standard Business Coupe. The Business model is designed without rear seat providing maximum carrying space for commercial users.



THE CHEVROLET SPORTS ROADSTER. Sleek body lines are accentuated by the rakish low-set hood on this smart roadster. A Sedan-type steel windscreen frame provides neat, weather-tight attachment for the hood. "Armourplate" Safety Glass windscreen, No-draught Ventipanes and trim "button-on" side curtains give all-weather safety and comfort. A snug and roomy dickey seat accommodates extra passengers, or provides space for your week-end luggage. Available on Standard Chassis only.



THE CHEVROLET BUSINESS ROADSTER. This ultra-smart Roadster is a most useful and economical dual-purpose model. Ordinarily it is a snappy full-sized Roadster, but the whole of the rear deck is available for commercial use. The big top-hinged lid has a folding support which automatically holds the lid in a "head-high" open position. Spare wheel is housed behind the squab which can be tipped forward to give access to the spare wheel. Available on Standard chassis only.

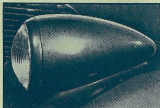
CHEVROLET'S NEW HOLDEN BODY—SAFEST, STRONGEST, ALL STEEL BODY EVER BUILT

BOX-GIRDER BODY FRAME CONSTRUCTION

The gigantic new 1,000-ton press now installed at the Holden Body plant at Woodville is largely responsible for the exceptional strength and beautiful finish of Chevrolet's magnificent new all-steel "Turrettop" body. All body pillars, roof rails and sills are of box section construction which gives Chevrolet's body fortress-like strength. This structure, exclusive to Chevrolet in its class, achieves a degree of durability and safety never before attained in any Australian-made all-steel body. And Chevrolet's new bodies are *silent*. Not one bolt, screw or rivet—the ordinary sources of squeaks and rattles—is used in their construction, the main sections together with the steel body frame members being welded in place, and the whole thoroughly sound-insulated. The result is a structure silent in itself, and so rigid that it permits extra snug fitting of doors and windows to provide a seal against the entry of noise and draughts.

SAFETY DOOR HANDLES

Door handles on all Chevrolet models are of the modern safety type. They are curved back to within a half-inch of the body—there are no projecting points; new push-pull type inside door locks have Tenite knobs for ease of control. Upper door hinges, flush with the body, are another safety feature.



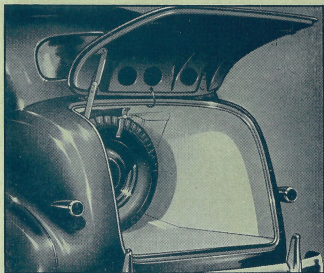
NEW HEADLAMPS

Newly located between radiator and front fenders, Chevrolet's handsome new headlamps are bigger, and because they are lower, give better visibility.



ACCESSIBLE TOOL BOX

On all closed body models a sunken section in the floor at the rear of the trunk (as illustrated) provides convenient storage for tools. A wooden lid fits flush with the trunk floor.

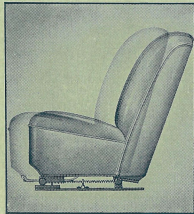


MAMMOTH LUGGAGE TRUNK

The provision of generous luggage space has always been a strong point of Chevrolet design, and in the luggage compartment on all the new Chevrolet Sedans stowage space has been still further increased. The capacious in-built trunk (as illustrated) has the spare wheel mounted at the forward end, and provides room for a positive stack of luggage. The weathertight top-hinged lid has a folding support which automatically holds the lid in the open position. Note the extreme height of the door opening to allow quick and comfortable access to the trunk and its contents.

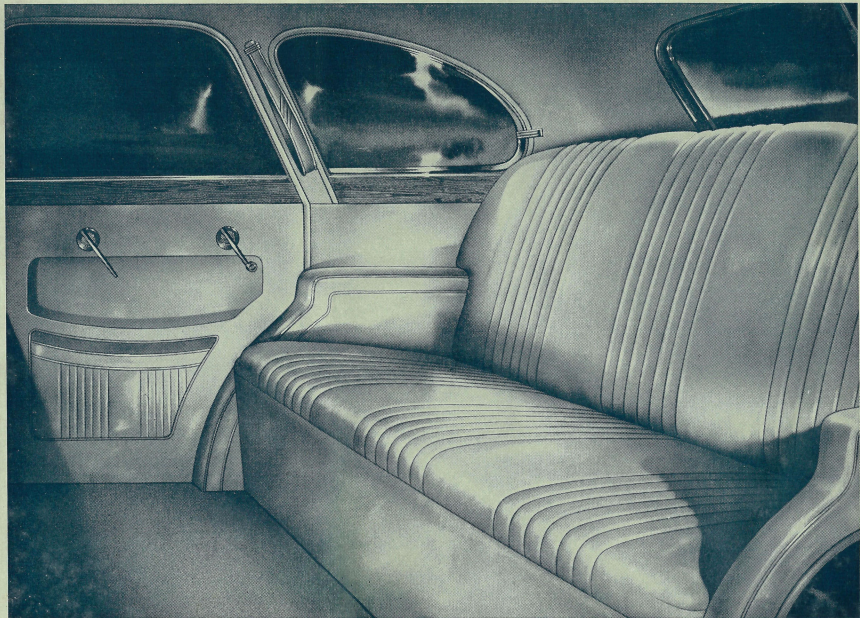
ADJUSTABLE FRONT SEAT

The front seat on all Chevrolet closed models is adjustable to eight different positions, providing for every driver maximum comfort with full control. An important feature is that the seat automatically adjusts itself for height as the driver moves it backward or forward to the most comfortable leg position.

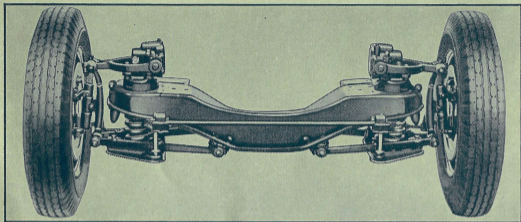


LUXURIOUSLY APPOINTED INTERIORS

The spacious and luxurious interior of the Master de Luxe Sedan (illustrated right) has every modern feature contributing to riding comfort and safety. Exclusive Relax-o-form upholstery in genuine hide is a feature of the deep, wide seat . . . Comfortable arm rests are provided on both sides . . . Built-in footrests . . . A smoker's outfit is centrally located in the front seat back . . . Assist loops, robe rail, wide parcel shelf behind rear seat, attractive door furniture and mouldings . . . Pockets in front doors and in the back of the front seat . . . Cloth headlining with extra roof padding for safety and greater sound absorption. *Genuine No-draught Ventilation*, the simplest, most efficient, most comfortable car ventilating system ever devised, is a feature of all models. "Armourplate" Safety Glass is fitted in windscreen and all side windows. "Armourplate" glass gives perfectly clear vision and is so strong that only a terrific impact can break it—then it simply crumbles into small round harmless pieces.



CHEVROLET'S LONG-LIFE CHASSIS IS BUILT FOR MAXIMUM STRENGTH AND SAFETY

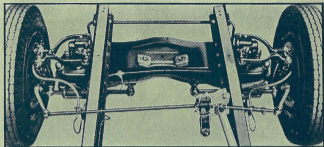
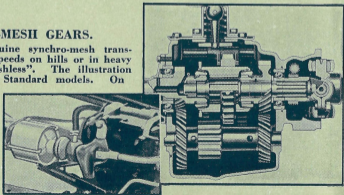


PERFECTED INDEPENDENT SPRINGING (Master de Luxe).

Chevrolet in 1934 was first to offer Independent Front Wheel Springing on a low-priced, full-sized car — millions of Chevrolet owners have since proved the safety, comfort and durability of this modern feature. Year after year other manufacturers throughout the world have adopted independent springing, and this movement will be even more pronounced this year. Chevrolet has had more experience than any other manufacturer in the production of independently sprung cars. With this experience, Chevrolet has moved forward again this year by adopting the more advanced "wish-bone" type (illustrated above) on all Master de Luxe models. Its mechanism is triple-tested — provides a softer ride — is more easily serviced — and is complete with double-acting hydraulic shock absorbers and ride stabilizer.

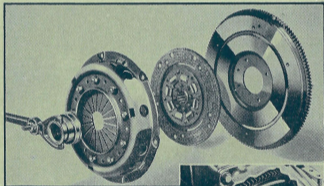
GENUINE SYNCHRO-MESH GEARS.

All Chevrolet models have genuine synchro-mesh transmission — gear changing at all speeds on hills or in heavy traffic is safe, certain and "clashless". The illustration (right) shows the gear-box on Standard models. On Master de Luxe models the gear change lever is mounted on the steering column. A vacuum control (designed by and exclusive to Chevrolet) takes 80 per cent. of the effort out of gear changing. The front floor of the car is free of all obstructions — driver may easily enter or leave from kerb side.



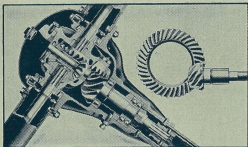
SHOCKLESS STEERING.

The new Master de Luxe steering layout (above) has special rubber cushioned steering mechanism and a drag link to each wheel. Chevrolet Standard models have a drag link and tie-rod — a spring loaded kick-shackle is fitted at rear end of the front spring on the steering side to absorb road shocks. With gear ratios of 17½ to 1 on Master de Luxe and 19 to 1 on Standard models, steering is feather-light and road shocks are virtually eliminated.



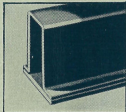
TIPTOE-MATIC CLUTCH.

Chevrolet has one of the simplest and smoothest clutch mechanisms ever devised. The basic feature of the design is a highly tempered steel disc spring operating with a "diaphragm" action on the pressure plate. Clutch is operated by the lightest tip-toe pedal pressure. The throw-out bearing never needs lubricating — engagement is smooth and positive. A specially designed pressure plate (inset) ensures thorough cooling of the clutch assembly.



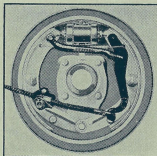
HYPOID REAR AXLE GEARS.

With Chevrolet's Hypoid Gear Assembly, the drive pinion engages the crown wheel below the centre of the axle. The propeller shaft is thus lowered, permitting the construction of flat floors front and rear without objectionable "humps" to trip you. Chevrolet's semi-floating rear axle has a pressed-steel banjo-type housing and the whole assembly has an unsurpassed record for durability.



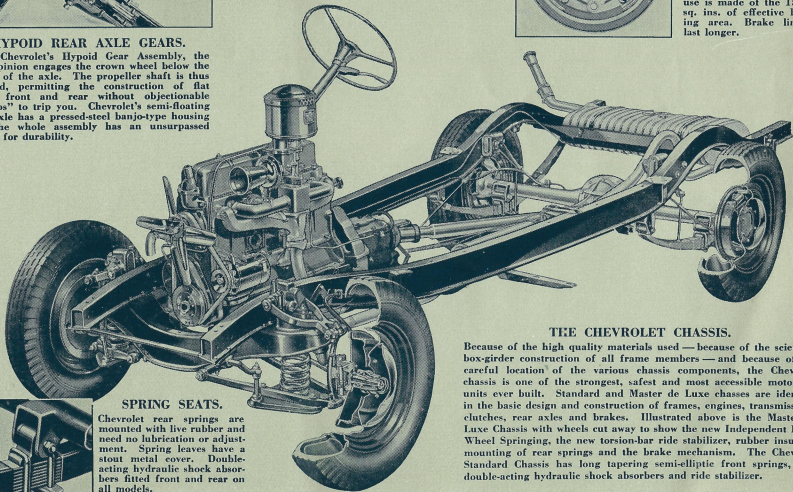
BOX-GIRDER FRAME.

Each frame member of the Chevrolet Chassis is a deep, flanged channel-section covered by a heavy closure plate welded across the channel to the extreme edges of the flanges. Box-girder construction gives extraordinary strength without excessive weight.



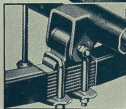
PERFECTED "FULL CONTACT" HYDRAULIC BRAKES.

Chevrolet's more efficient, more dependable, permanently equalized hydraulic system has double-articulated brake shoes — full use is made of the 153¼ sq. ins. of effective braking area. Brake linings last longer.



THE CHEVROLET CHASSIS.

Because of the high quality materials used — because of the scientific box-girder construction of all frame members — and because of the careful location of the various chassis components, the Chevrolet chassis is one of the strongest, safest and most accessible motor car units ever built. Standard and Master de Luxe chassis are identical in the basic design and construction of frames, engines, transmissions, clutches, rear axles and brakes. Illustrated above is the Master de Luxe Chassis with wheels cut away to show the new Independent Front Wheel Springing, the new torsion-bar ride stabilizer, rubber insulated mounting of rear springs and the brake mechanism. The Chevrolet Standard Chassis has long tapering semi-elliptic front springs, with double-acting hydraulic shock absorbers and ride stabilizer.

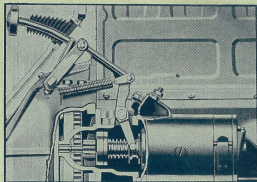
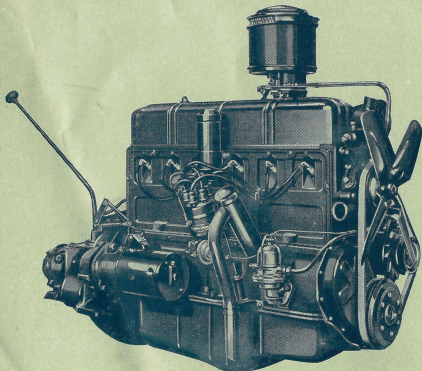


SPRING SEATS.

Chevrolet rear springs are mounted with live rubber and need no lubrication or adjustment. Spring leaves have a stout metal cover. Double-acting hydraulic shock absorbers fitted front and rear on all models.

CHEVROLET'S FAMOUS 6-CYL. OVERHEAD VALVE ECONOMY ENGINE NEVER NEEDS REPLACING

Acknowledged by engineers to be at least 10% more efficient size for size than any other types, the Overhead Valve design engine permits the most efficient cooling of cylinders, exhaust valves and spark plugs; it permits better lubrication of all valve mechanism; it permits the greatest accessibility for servicing. These features mean big savings in maintenance cost over the life of your car. The Chevrolet Overhead Valve engine is further distinguished by the many exclusive mechanical refinements now incorporated. As a result, the Chevrolet engine gives thrilling acceleration; it is smooth, quiet and flexible in operation; it is remarkably economical on petrol and oil; it is dependable and built for the life of the car — it never needs replacing. The complete engine unit as illustrated below is cradled in the chassis frame on special live rubber "cushion-balance" mountings. Engine pulsations are completely insulated from the car and its occupants.



MECHANICAL SHIFT STARTER

When you press the starter of the Chevrolet engine, a yoked-rod connected to the pedal slides the starter pinion into mesh with the flywheel ring gear, and holds it there before the starter switch is closed by further pressure of your foot. With this system, the starter gear cannot "throw out"; the possibility of damage to the starter mechanism is entirely eliminated.

"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 correct 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.



SPRAY COOLED EXHAUST VALVES

To protect exhaust valves and seats, Chevrolet provides a nozzle-spray cooling system. Cool water from the radiator is sprayed under pressure directly against the metal surrounding the exhaust valve seats, which remain at a safe temperature under the most severe driving conditions — the need for valve-grinding is minimized — efficient engine performance is assured.



OCTANE SELECTOR

The Chevrolet Distributor timing can be quickly regulated to obtain best results from any grade of fuel. A calibrated scale shows the amount of variation. In addition, a vacuum spark control operated from a suction chamber in the carburetor riser, automatically and instantaneously adjusts the distributor timing to suit every variation in engine speed — engine efficiency is greatly increased with a corresponding petrol economy.



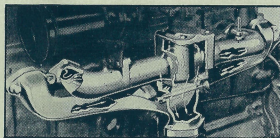
FOUR WAY OILING SYSTEM

Chevrolet's engine is lubricated by a combination of four distinct types of oiling system—a combination which ensures an abundant supply of oil, and the right type of oiling for every moving part of the engine.

- 1. OVERHEAD PIPE.** A water-jacketed tube leads temperature controlled oil to the entire valve mechanism. A new oil pressure regulator ensures positive lubrication.
- 2. DIRECT PRESSURE.** Constant oil supply is forced to crankshaft and camshaft bearings through 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.

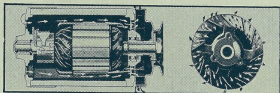
GEAR TYPE OIL PUMP

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.



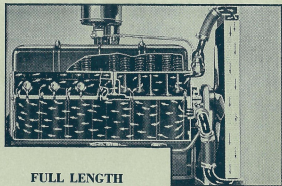
MANIFOLD TEMPERATURE CONTROL

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.



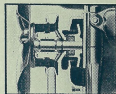
AIR-COOLED GENERATOR

As illustrated, a ventilating fan draws cool air through the generator, maintaining a constant safe temperature. Another important feature is a special voltage control which permits battery-charging in accordance with requirements—the charge is accelerated if the battery is low.



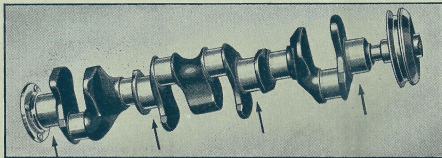
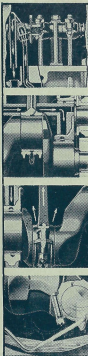
FULL LENGTH WATER JACKETS

Chevrolet's efficient, trouble-free cooling system is an important factor in the long life and economical performance of the Chevrolet engine. The simplicity of the Overhead Valve engine design allows ample space for large water cooling areas around spark plugs and valves, and individual cooling of each cylinder. Oil is carried to the Overhead Valve mechanism through a water-jacketed copper pipe. The sturdy copper-core radiator has a thermostat in the water outlet to provide close regulation of engine temperature and a big four-bladed fan draws a generous supply of cool air through the radiator grid and around engine surfaces.



LEAK-PROOF WATER PUMP

A leak-proof pump, self adjusting and permanently lubricated, mounted on ball bearings directly behind the fan, ensures constant water circulation. Special packing enclosed in the pump housing ensures a completely watertight fit.



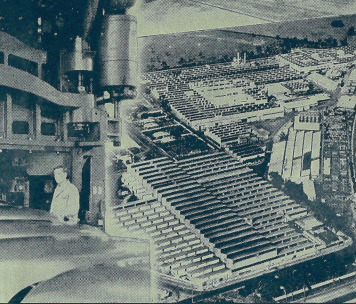
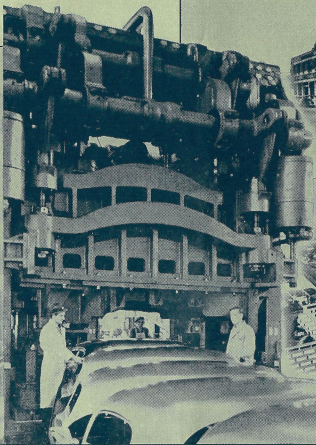
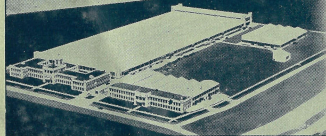
FOUR-BEARING CRANKSHAFT AND HARMONIC BALANCER

Four large bearings provide rigid support for Chevrolet's rugged 68 lb. crankshaft, which is balanced both statically and dynamically. Only two connecting rod throws are located between each main bearing and stiffness is materially increased by overlapping crankpin and main bearing journals. The incorporation of a new, more sensitive rubber-floated Harmonic Balancer (a costly engineering feature used by few low-priced cars) dampens out all torsional vibrations—ensures extraordinarily smooth running.

A carefully designed cylinder block and crankcase casting braaced and webbed to give great strength and rigidity without excessive weight, and a sturdy 4-bearing camshaft are further contributions to the velvety smooth performance of the Chevrolet engine.

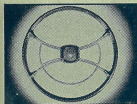
GENERAL MOTORS-HOLDEN'S LIMITED A GREAT AUSTRALIAN ORGANIZATION

Year after year Chevrolet leads in providing a high quality car at an economical price, because it has at its disposal the vast engineering and financial resources of General Motors — the world's greatest automotive organization. Illustrations here show the modern assembly plants of the Australian organization — General Motors-Holden's Ltd., the 40-acre Holden body factory at Woodville, S.A., and the 1,000-ton body panel press recently installed in this plant. This press makes possible the new Chevrolet bodies, which are constructionally superior to any competitive Australian production.



HANDSOME NASCO ACCESSORIES FOR YOUR NEW CHEVROLET

Many little touches — personal touches — of luxury and distinction can be added to your new Chevrolet by selecting handsome accessories from the complete Nasco range, some of which are illustrated or listed on this page. All of them are of the highest quality and designed to harmonise with Chevrolet's styling, appointments and colour scheme. Any Nasco accessories you choose when you purchase your new Chevrolet may be included if you wish, in the terms price of the car.



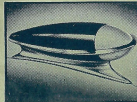
DE LUXE FLEXIBLE
STEERING WHEEL.



PETROL TANK
LOCKING CAP.



KOOL KOOSHION.



FENDER LAMP.



CLOCK.



DE LUXE GEAR
SHIFT LEVER.



"AIR CHIEF" CAR RADIO — The installation of the latest model "Air Chief" will enable you to derive the greatest pleasure from travelling in your new car. A special model is available for Chevrolet. The receiver unit which fits neatly under the dash gives 9-valve performance and has an 8-inch dynamic speaker flush with the roof lining. Your Dealer will gladly give you a demonstration of "Air Chief's" wonderful radio reception.

OTHER NASCO ACCESSORIES.

MASTER DE LUXE AND STANDARD MODELS.

Fender Streamliners.
Headlamp Beam Indicator.
Matched Horns.
Wheel Discs.
Fender Marker.

Visor Vanity Mirror.
Horn Blowing Ring.
Rear View Telescopic Mirror.
Radiator Ornament.
Auto Compass.

STANDARD MODELS ONLY.

Left Hand Windshield Wiper.
Bumper Guards.
Left Hand Sun Visor.

Left Hand Arm Rest.
Robe Rail.
Assist Grip.

IF YOU ARE GOING ABROAD . . .

A special service for travellers overseas is available, under which you may buy your new Chevrolet before you leave Australia, and have it delivered to you on your arrival. Your present car may be traded-in, and all arrangements made through any Chevrolet dealer before you leave. Registration, Driving License and Insurance will be arranged for you. Full after-sale facilities available. Shipping your car back to Australia, or its resale abroad will also be arranged by the Overseas Sales and Service Division. Consult your Chevrolet Dealer about this special 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 General Motors-Holden's Ltd. unusual Owner Service Policy. In addition you are entitled to two thorough inspections and adjustments of your Chevrolet free. 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, with a Company which is a unit of General Motors, and thus has a direct interest in maintaining your satisfaction in your car. General Motors Acceptance Corporation is the largest Hire Purchase Institution in the world, and is able to offer low rental charges, and to arrange a payment plan fitted to individual requirements. Your local dealer will gladly give a full explanation of the G.M.A.C. Plan.

SPECIFICATIONS

CHEVROLET MASTER DE LUXE AND STANDARD MODELS

ENGINE: Overhead Valve. Six cylinders, 3½" bore, 3¾" stroke; 85 horsepower.

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

CRANKSHAFT: Weight, 68 pounds. Counter-balanced. Four main bearings. Rubber-floated harmonic balancer.

OILING SYSTEM: Refill capacity, 8½ pints. Positive pressure feed to crankshaft, camshaft, and valve rocker arms. Connecting rod bearings lubricated by dippers at low speeds; 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: Carter single-adjustment balanced downdraught carburettor, with accelerating pump. AC air cleaner, silencer, flame arrester. Fuel mixture heated (thermostatic control) in manifold heat-chamber. High-reserve fuel pump, with filter. 11 2/3 gallon tank in rear.

COOLING SYSTEM: Capacity, 11 2/3 quarts. Ribbed-cellular copper-core radiator. Self-adjusting, permanently lubricated ball-bearing water pump. Full-length water jackets. Nozzle-spray valve-seat cooling.

ELECTRICAL: Delco-Remy ignition with automatic and vacuum spark-advance control; octane selector. High-output ventilated generator. Voltage regulator. 15-plate battery, 105 ampere-hours. Accessible battery cover. Mechanical shift starter.

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

TRANSMISSION: Synchro-mesh. Vacuum gear-shift (Standard equipment on Master de Luxe models).

POWER PLANT MOUNTING: Cushion-balanced.

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

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

REAR SPRINGS: Semi-elliptic, tapered leaf-ends; metal spring covers; threaded shackles. Double-acting hydraulic shock absorbers.

BRAKES: Four-wheel hydraulic. 11" brake drums, with cast-iron braking surface and cooling ribs. Mechanical hand brakes, with under-cowl trigger-release lever.

WHEELS AND TYRES: Five short-spoke steel disc wheels. Five 6.00 — 16 tyres.

BODY: Fine quality upholstery; all-steel structure, with Holden "Turrotop" and solid steel under-body. Sloping "V" windshield with wiper at bottom. No-draught ventilation. Cowl ventilator. "Armourplate" Safety Glass in windscreen and all side windows. Adjustable driver's seat. Full-width front-seat cushion (with divided back in Sports Coupe). Adjustable sun visor. Rear-view mirror. Dome light. Rear-seat arm rests on Sedans. Safety-tread running boards. Large luggage compartment.

LIGHTS: Two-beam headlamps with parking bulbs, tail and stop lights. Separate rear-license lamp on Sedans. Single license lamp, tail and stop lamp on Coupe and Roadster.

INSTRUMENT PANEL: Indirectly lighted. Includes battery charge indicator, oil-pressure gauge, speedo-

meter, illuminated theft-resisting ignition lock, lighting switch, choke and throttle controls, petrol gauge, headlamp-beam indicator, and glove compartment with flush lock. Cigar Lighter and Engine Heat Indicator. Covered openings for installation of radio controls and clock.

EQUIPMENT: Bumpers front and rear. Rubber pads on pedals. Tool kit.

WHEELBASE: 112¼ inches.

ON STANDARD MODELS.

FRONT SUSPENSION: I-beam front axle. Semi-elliptic springs; reversed front eyes, double-wrapped. Double-acting shock absorbers. Metal spring covers. Ride Stabilizer.

STEERING GEAR: Semi-reversible, worm and needle-bearing roller-sector; 19 to 1 ratio. Spring-loaded kick shackle.

BODY: Variegated brown plastic control-knobs.

ON MASTER DE LUXE MODELS.

FRONT SUSPENSION: Independent Front Wheel Suspension, with built-in double-acting hydraulic shock absorbers. Ride stabilizer.

STEERING GEAR: Semi-reversible, worm and ball-bearing roller-sector; 17½ to 1 ratio. Shockproof steering.

BODY: Mauve brown tenite control-knobs. Decorative door sill plates. Ventilating rear-quarter windows (except Coupe). Two front-seat arm rests, two assist straps, robe cord and rear-seat ash receptacle, in Sedan.

INSTRUMENT PANEL: Ash receptacle (Sedan).

EQUIPMENT: Bumper guards. Stainless steel running board mouldings.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

GENERAL MOTORS — HOLDEN'S LIMITED