

The New

CHEVROLET

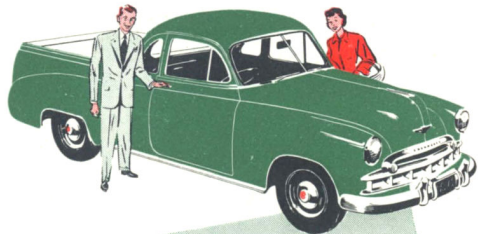
*Styleline Coupe 10-12 Cwt. **UTILITY** brings new comfort,
new strength, new beauty, and
Chevrolet's economy and dependability . . .*



The new Chevrolet Styleline De Luxe is an entirely new utility. It brings new ideas in streamlining, styling and real saloon-car comfort. The engine and cabin have been moved forward and give better riding qualities, the 'centre-point' steering gives surer and easier steering control: and the wide, curved windscreen and narrowed pillars give 30% more driving vision. Larger rear light gives greater visibility in manoeuvring and reversing.

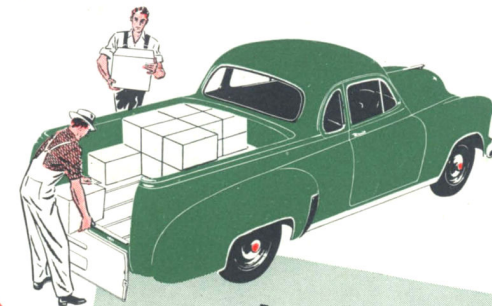
The Styleline's 6-cylinder valve-in-head engine is powered to give plenty of pep and pull. It is recognised everywhere as the engine that gives more power to the gallon of fuel than any other of the same displacement in general use.

There's roominess too. This 10-12 cwt. utility fairly packs away the goods. You'll be surprised just how much it holds. There's no other utility on the market that's quite as smart, as economical and as dependable as this new Chevrolet. For economical business work or for just going places comfortably and in style, this Styleline Coupe Utility is the best buy of them all.



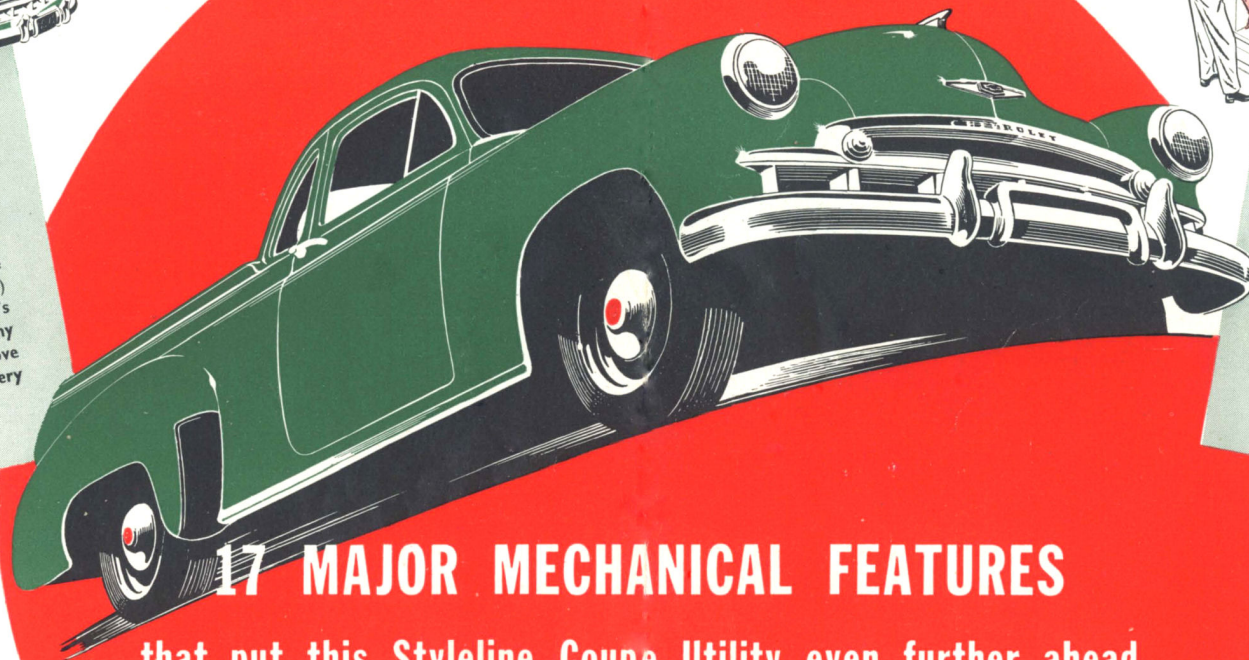
PASSENGER CAR COMFORT

One glance is enough to show that there's real built-in comfort in this utility. The dash panel has been moved forward approximately 5 inches with respect to the front axle, and this makes for even more passenger room. Extra wide (5 feet wide) seat gives comfort for three plus. There's 30% more windscreen vision, a big roomy shelf behind the seats and a lock-up glove box on the dash. The finish and upholstery is the best in modern car production.



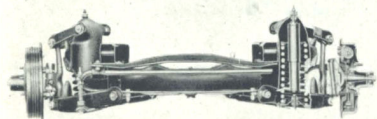
LARGE LOAD CAPACITY

This new coupe utility comes in two styles; open with tonneau cover, and wellside. The two completed styles hold approximately 50 cubic feet—and that's an awful lot. The load compartment is of pressed steel, and the hardwood floor has steel skid strips. This styleline Coupe is a utility that's built to carry the load—it's tough and extra strong.



17 MAJOR MECHANICAL FEATURES

that put this Styleline Coupe Utility even further ahead in performance, safety, comfort and economy



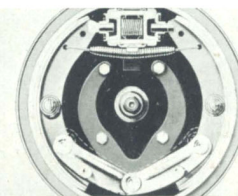
Independent Front Wheel Springing with Airplane-type Shock Absorbers

Now Chevrolet Front Wheel Suspension is improved in every way, and includes airplane-type shock absorbers.



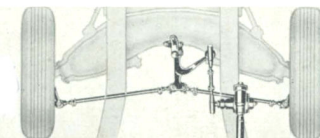
Dual Rate Rear Springs

These two stage springs are equipped with tension type shackles at the rear, and the spring movement is controlled by double acting hydraulic shock absorbers.



Double Articulated Hydraulic Brakes

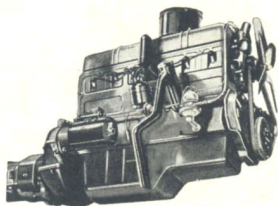
Chevrolet certi-safe Hydraulic Brakes are double articulated, and have rivetless brake linings which give longer lining life, equalise braking effort and give smoother, surer, safer stops.



Centre-point Steering

Steering control is centred between the wheels and gives balanced, more advanced steering "geometry"; easier, surer, driving and handling.

NEW CENTRE-POINT STEERING . . . IMPROVED INDEPENDENT FRONT WHEEL SPRINGING WITH NEW AIRPLANE-TYPE SHOCK ABSORBERS . . .
 DIAGONALLY MOUNTED AIRPLANE-TYPE SHOCK ABSORBERS ON REAR SPRINGS . . . IMPROVED VALVE-IN-HEAD ENGINE . . . NEW HAND-
 GEARSHIFT . . . NEW, IMPROVED TRANSMISSION WITH 50% MORE BEARING SUPPORT . . . NEW, SAFER, SINGLE-UNIT EXHAUST
 SYSTEM . . . NEW, EXTRA-WIDE WHEEL RIMS . . . NEW BIGGER TYRES 6.50 x 15 IN. . . . IMPROVED CARBURETION WITH
 NEW FAST IDLE MECHANISM . . . NEW, IMPROVED TIMING GEAR LUBRICATION . . . NEW, IMPROVED AIR CLEANER
 . . . NEW, LARGER, MORE EFFICIENT SPARK PLUGS . . . NEW, IMPROVED ENGINE FRONT MOUNTINGS
 . . . NEW RADIATOR DESIGN—33 SQUARE INCHES MORE FRONTAL COOLING
 AREA . . . NEW, IMPROVED PARKING BRAKE CONTROL
 . . . NEW VENTED FUEL TANK.



VALVE-IN-HEAD ENGINE

Chevrolet 6-cylinder Valve-in-Head engine gives more power per gallon of fuel than any other engine of similar displacement in general use. Improvements include 'fast-idle' carburettor, a smoother operating accelerator pump which has a completely submerged pump piston, effortless push button starting and pressure lubricated timing gear teeth.

4-WAY LUBRICATION

This Chevrolet feature ensures that every engine part receives just the amount of lubrication it needs. It gives constant and effective lubrication at any speed and unparalleled oil economy.

1. Low pressure supply to valve mechanism.
2. High pressure supply to crank-shaft and cam-shaft bearings and timing gear through drilled passages.
3. Connecting-rod dippers to splash oil to pistons.
4. High pressure jets of oil to flood connecting-rod bearings at high speeds.

THREE-POSITION IGNITION SWITCH

This new 3-position switch has a vertical "On" position and both locked and unlocked "Off" positions, permitting the owner, if he wishes, to take the key and yet garage attendants can drive utility. The key is still required to lock and unlock the glove box.

THERMAL CIRCUIT BREAKER

All lights in the utility are protected by the circuit breaker. If an overload or short circuit occurs, the points of this current limit relay, open and close, thus protecting the wiring and battery as well as allowing intermittent operation of the lights.

SPECIFICATIONS

Chevrolet 10-12 cwt. Utilities

Engine—Six cylinders, overhead valve; $3\frac{1}{2}$ in. bore, $3\frac{1}{2}$ in. stroke; S.A.E. or R.A.C. rating, 29.4 h.p.; develops 30 h.p. at 3300 r.p.m.

Valves—Intake, 1-41/64 in. diameter. Exhaust, 1-15/32 in.

Pistons—Cast alloy iron, with flat-head and slipper-skirt; surface treated.

Connecting Rod Bearings—2-5/16 in. diameter, 1 $\frac{1}{4}$ ins. long. Material, babbit.

Crankshaft—Counter-balanced. Rubber floated Harmonic balancer combined with crankshaft pulley. Four main bearings.

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

Oiling System—Refill capacity, 8 $\frac{1}{2}$ pints. Positive pressure feed to crankshaft, camshaft, timing gear, and valve rocker arms. Connecting rod bearings lubricated by dippers at low speeds, and at high 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 down-draught carburettor, with fuel lubricated accelerating pump. AC air cleaner, silencer and flame arrestor. Fuel mixture heated (thermostatic control) in manifold heat chamber. Mechanical high-reserve fuel pump with filter; 1 $\frac{3}{4}$ gallon tank.

Cooling—Ribbed cellular copper-core radiator. Capacity, 14 quarts. Self-adjusting permanently lubricated, ball bearing water pump. Full-length water jackets. Nozzle-spray valve-seal cooling.

Electrical—Delco-Remy ignition with automatic and vacuum spark-advance control; octane selector. High-output ventilated generator. Volt regulator. 13 plate battery. 92 ampere hours. Battery under bonnet. Push-button solenoid motor-operated starter.

Clutch—Diaphragm spring type ventilated. Cushion mounted disc with radial slotted braided moulded facings riveted to clock spring steel cushions. Permanently lubricated ball throw-out bearing.

Transmission—All-silent Synchro-mesh, with helical gears throughout. Manually operated steering column mounted gear shift control.

Power Plant Mounting—3-point rubber-cushioned support.

Frame—Box girder type.

Rear Axle—Semi-floating spiral Hypoid drive gears. One-piece banjo-type pressed-steel housing. One-piece differential case.

Rear Springs—Dual deflection rate to give good riding qualities, both when lightly and fully loaded.

Brakes—Four-wheel hydraulic. Bonded brake linings, 11 in. brake drums, with cast iron braking surface and cooling ribs. Mechanical hand brakes with L-shaped pull handle.

Front Suspension—Independent Front Wheel Suspension, with built-in air-line type double-acting hydraulic shock absorbers. Front ride stabiliser.

Steering Gear—Worm and ball-bearing roller-sector, fully adjustable; worm-mounted on tapered roller bearings; 17.4 to 1 ratio. Centre-point steering.

Wheels and Tyres—Five short-spoke steel disc wheels. Spare wheel and tyre inc. Tyres—6-30-15 x 6 ply. Spare wheel stored under rear end of body.

Instrument Panel—Includes battery charge indicator, oil-pressure gauge, speedometer, 3-position ignition switch, lighting switch, choke, and throttle controls, petrol gauge, headlamp-beam indicator, glove compartment, ash receiver, engine heat indicator. Covered openings for installation of radio controls and clock.

Equipment—Tool kit, tall and stop lights, rear vision mirror, dual Aertone horns, super-beam headlamps with separate parking lamps. Adjustable driver's seat. No-draught ventilation. Front bumper. Scuff-plates. Vacuum windshield wiper and adjustable sun visor. Rubber pads on clutch and brake pedals. Dome lamp. Parcel shelf. Safety glass in windshield and all windows. Ventilators. Wheelbase—115 inches.

Specifications and Equipment Subject to Change without Notice.

G.M.A.C. Confidential Payment Plan

Convenient Terms are available on your Chevrolet Utility through General Motors own company, G.M.A.C. Because General Motors Acceptance Corporation is the largest Hire-Purchase institution in the world, it is able to offer low rental charges, and arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. plan and arrange payments to suit you.

Protective Owner Service Policy

The unusual General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. You are also entitled to 2 thorough inspections and adjustments of your Chevrolet Utility without charge. Chevrolet Utility spare parts and expert service available throughout Australia.

General Motors-Holden's Limited

BRISBANE • SYDNEY • MELBOURNE • ADELAIDE • PERTH