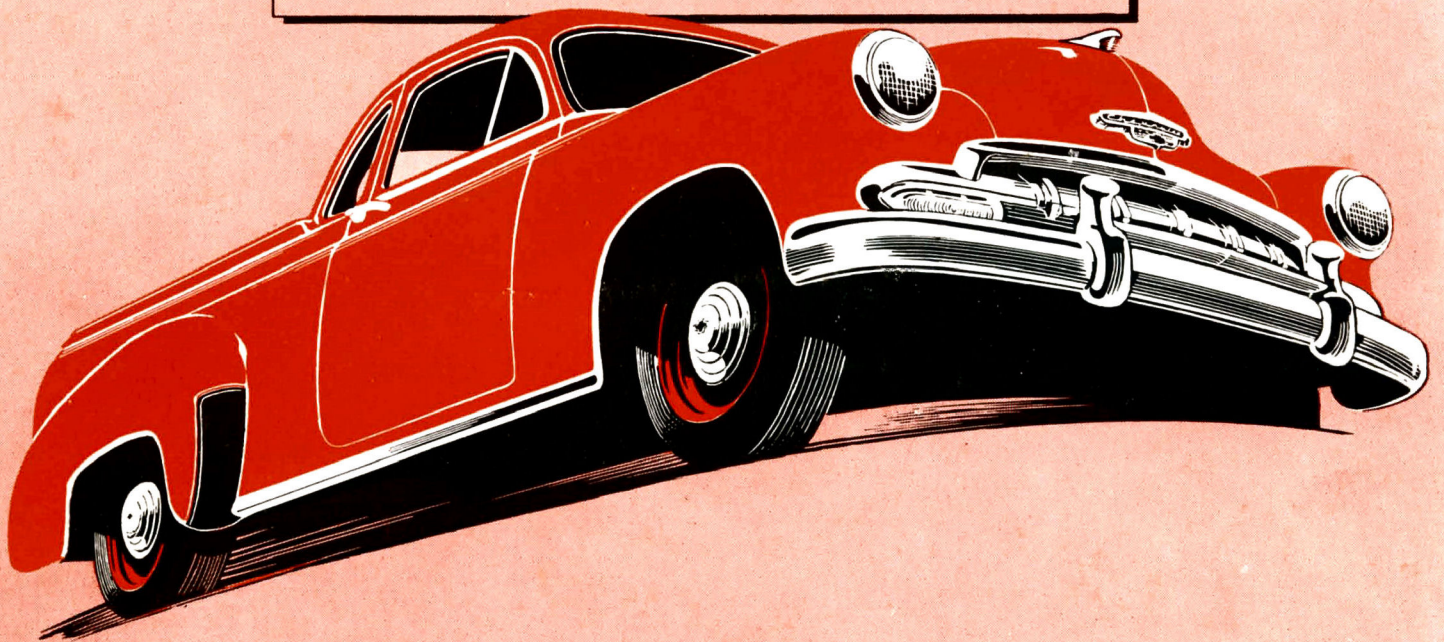
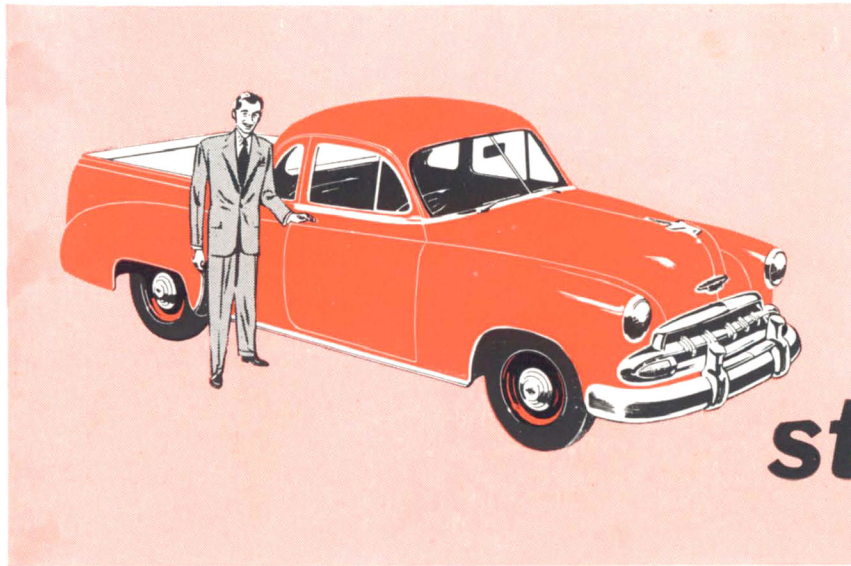


Big Payload Capacity
Powerful, Economical Engine
Comfortable, Roomy Coupe



The new
CHEVROLET
10-12 CWT.
COUPE UTILITY



stylish...and a good worker too

Chevrolet again brings you the gracefully curved sweeping lines that set the trend in modern utility design — improved, even more distinctive with a beautiful grille and wide parking lights that will make it the most admired utility on the road. **IT'S BIG** — spacious and solidly built to give you roomy cabin comfort and solid roadability. **IT'S BIG**—in engine performance. Powered with the famous six cylinder 29.4 horsepower, valve-in-head engine that gives you sparkling performance with proved economy. **IT'S BIG**—in payload capacity which means profitable operation.

Chevrolet is every inch a working vehicle. There is solid, deep-down quality in every feature—engineering quality that means lower operating costs and lower maintenance costs.

Chevrolet is today's finest utility value.

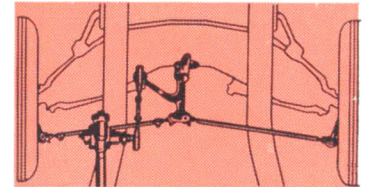
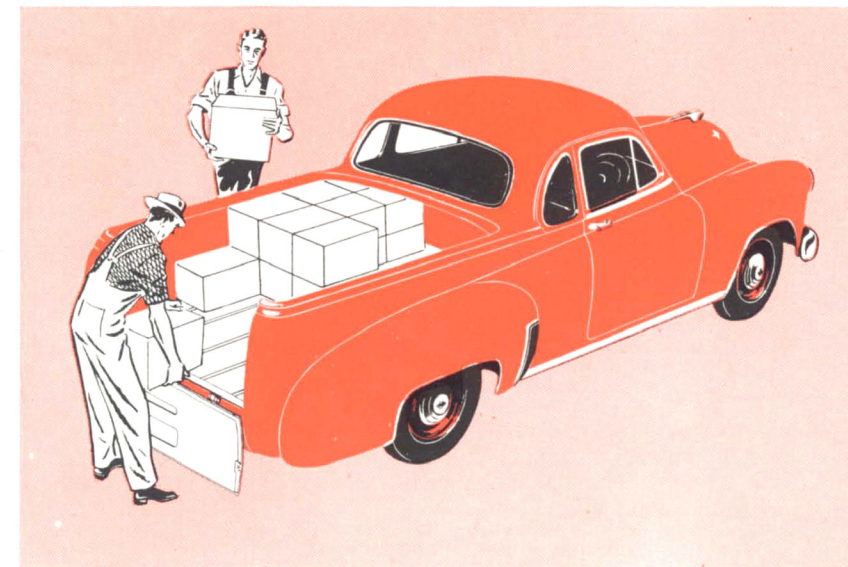
Check these advanced mechanical features . . . Chevrolet's 29.4 horsepower, valve-in-head engine ★ New engine mountings

Centre-point steering ★ New carburettor ★ Centre-point rear suspension ★ 5 inch wide-base rims with big, low pressure 6.50 x 15 inch tyres

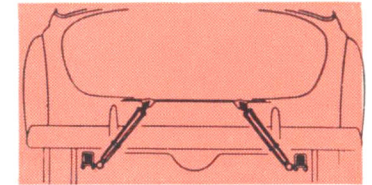
Jumbo-drum brakes ★ Full length box-girder frame ★ Independent front wheel suspension with airplane-type shock absorber.

A bulky load . . . 10-12 cwt. Big payload area is still the big feature of Chevrolet Coupe Utility. It has a capacity of approximately 50 cubic feet—plenty of space for a bulky 10-12 cwt. load. The pressed steel rear compartment has a hardwood floor with steel skid strips. Body is of the open tonneau style, with a cover supplied for all-weather load protection.

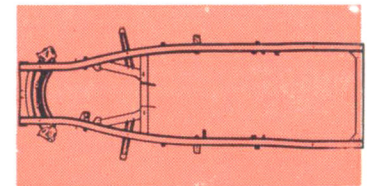
Passenger car comfort . . . for three. There's plenty of comfort for three, with ample leg, head and elbow room. Forward placing of the instrument panel gives added spaciousness and Chevrolet's big curved windscreen permits absolutely safe, unobstructed vision. There's an extra roomy shelf behind the seat and a lock-up glove box on the instrument panel. The P.V.C. upholstery (seat and squab) and general interior finish give a smart, stylish appearance and will give you years and years of solid day-in, day-out wear.



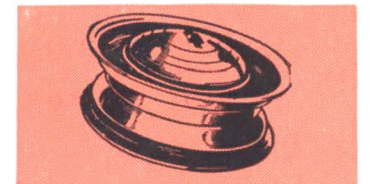
Centre-point steering for easier, surer, control. Stability under all road conditions is ensured with balanced length tie rods that centre control between the front wheels.



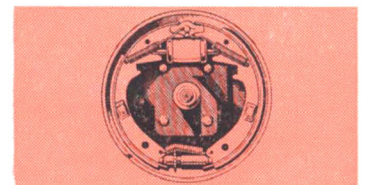
Centre-point rear suspension adds to Chevrolet's steering ease and driving safety. Airplane-type shock absorbers are mounted diagonally to increase stability and prevent sway.



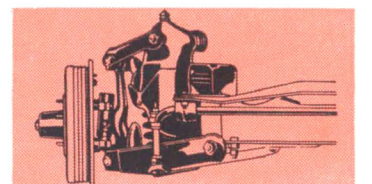
Full length box-girder frame for greater strength and rigidity. Heavy "hat section" box-girders extending the full length of the frame multiply strength without adding unnecessary weight.



5 inch wide-base rims for steering stability and riding comfort. 5 inch rims carrying low-pressure tyres place a large, soft cushion between vehicle and road.



Jumbo-drum brakes for smoother stops with less pedal pressure. Self-energizing brakes make use of vehicle momentum to aid braking. Full 11 inch sealed brake drums.



Independent front wheel springing for complete road stability. Airplane-type shock absorbers work with Chevrolet's famous Independent Front Wheel springing to smother jolts and jars. The entire front suspension is assembled and balanced as a unit before it joins the chassis.

SPECIFICATIONS

Chevrolet 10-12 cwt. Utility

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 92 h.p. at 3,400 r.p.m.

Valves.—Intake, 1.41/64 in. diameter. Exhaust, 1.5 in.

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

Connecting Rod Bearings.—2.3138 in. diameter, 1.076 ins. long. Cast, babbitt.

Main Bearings.—Four removable steel-backed main bearings. Four removable steel-backed camshaft bearings.

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

Oiling System.—Refill capacity, $4\frac{1}{2}$ imp. qts. 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.—Single-adjustment balanced down-draught carburettor, with Positive action accelerating pump. Octane selector. AC air cleaner, silencer and flame arrester. Fuel mixture heated (thermostatic control) in manifold heat chamber. Mechanical high-reserve fuel pump with filter; $13\frac{1}{3}$ imp. gallon tank.

Cooling.—Ribbed cellular copper-core radiator. Capacity, $12\frac{1}{2}$ quarts. 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. 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 rivetted on 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 self energising 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 airplane 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; 19.4 to 1 ratio. Centre-point steering.

Wheels and Tyres.—Five short-spoke steel disc wheels. Spare wheel and tyre inc. std. Tyres.—6.50-15 x 6 ply, option 7.10-15 x 6ply. 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, petrol gauge, headlamp-beam indicator, glove compartment, ash receiver, engine heat indicator. Covered openings for installation of radio controls and clock.

Equipment.—Tool kit, tail and stop light, 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 windscreen wiper with Booster incorporated in fuel pump assembly and adjustable sun visor. Rubber pads on clutch and brake pedals. Dome lamp. Parcel shelf. Safety glass in windscreen and all windows. Ventilators. Wheelbase — 115 inches.

Specifications and Equipment Subject to Change without Notice.

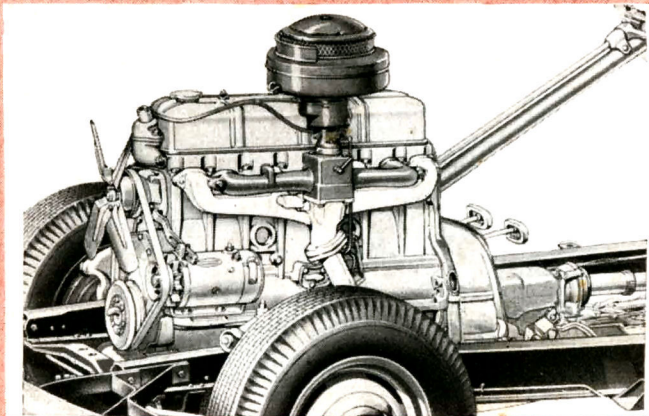
G.M.A.C. Confidential Payment Plan

Convenient Terms are available on your Chevrolet Utility through General Motors own finance 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 genuine spare parts and expert service available throughout Australia.

Power . . Performance . . and Economy with the



40 YEARS AHEAD WITH O.H.V.

The overhead valve engine—pioneered by Chevrolet, improved and perfected over a period of 40 years—is today acknowledged as the most efficient power unit because it permits better engine "breathing"—more efficient design of the combustion chamber—more complete and uniform cooling. Chevrolet has built more overhead valve engines than all other manufacturers combined . . . and all the advantages of this 40-years-ahead experience are yours with the new Chevrolet Coupe Utility.

Famous 6 cylinder Overhead Valve Engine

The famous 29.4 horsepower, valve-in-head engine—the type pioneered by Chevrolet and improved and perfected over 40 years—represents the most advanced engineering in the utility field. Although craftsmanship is apparent in every smallest refinement of this magnificent engine, it is the exclusive design of major components that gives you the sparkling performance and thrifty running that makes Chevrolet first choice of so many utility operators. These exclusive features include:

Engine cooling by full-length water jackets that give positive protection under all weather conditions. Four-way lubrication. Every moving part gets the right kind and right amount of lubrication at the right time. Chevrolet's exclusive lubrication system pays off in lower operating costs and fewer repair bills. Co-ordinated carburetion. Fuel mixture and engine timing are automatically adjusted to meet the engine requirements throughout the entire range of engine speeds. Results: maximum performance—maximum economy. Precision electrical system. Quick starting, dependable performance are ensured by the electrical system that is completely protected yet accessible for easy maintenance and repair. New engine mountings are positioned to give a "better-than-ever" Chevrolet ride. They effectively absorb road disturbance and engine vibration and reduce engine "shake" at low speed in high gear. Synchro-mesh transmission with helical gears throughout. Synchro-meshed in second and third for easy gear changing and longer life. Diaphragm-spring clutch operates smoothly with minimum pedal pressure under all conditions.

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