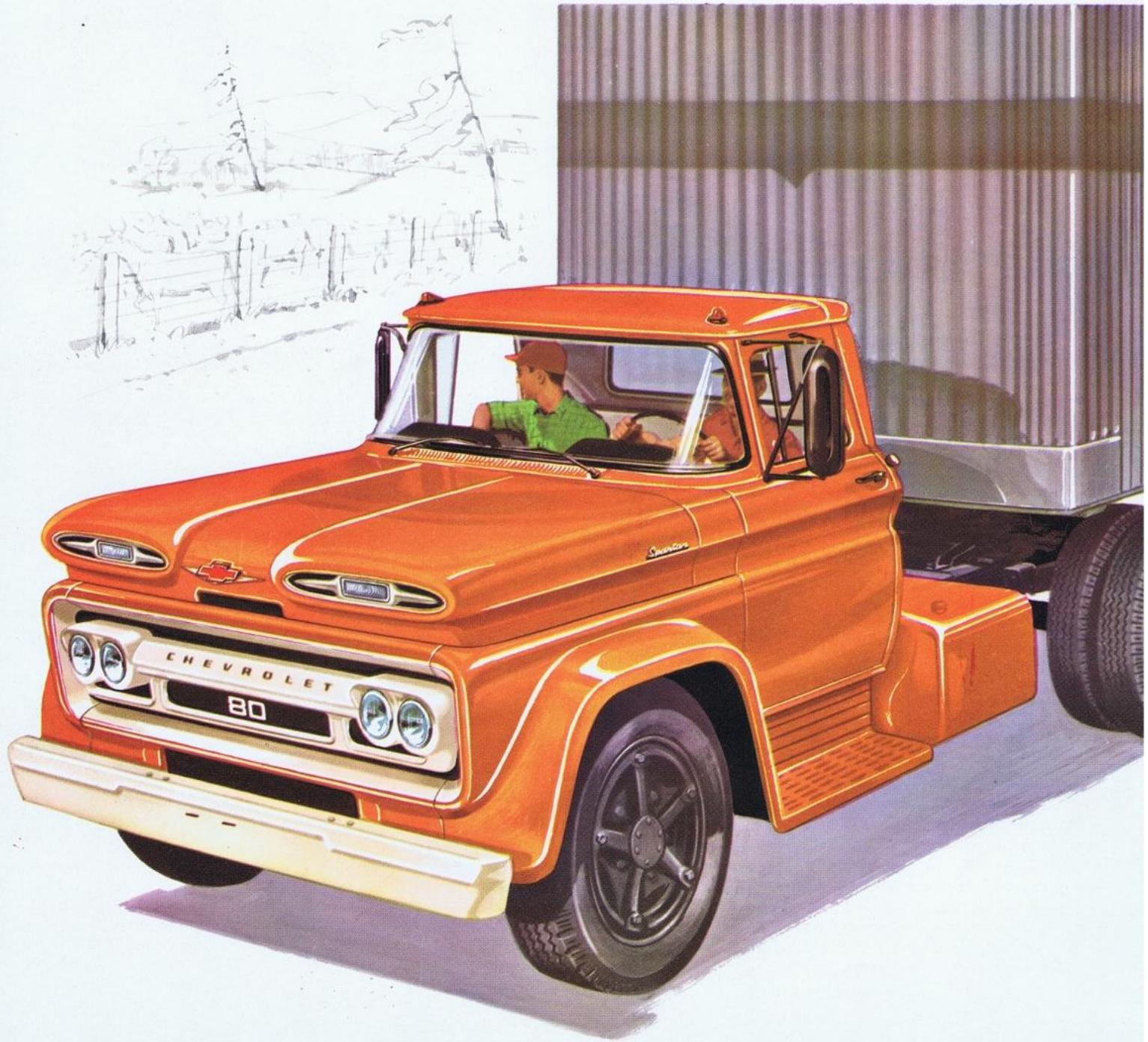
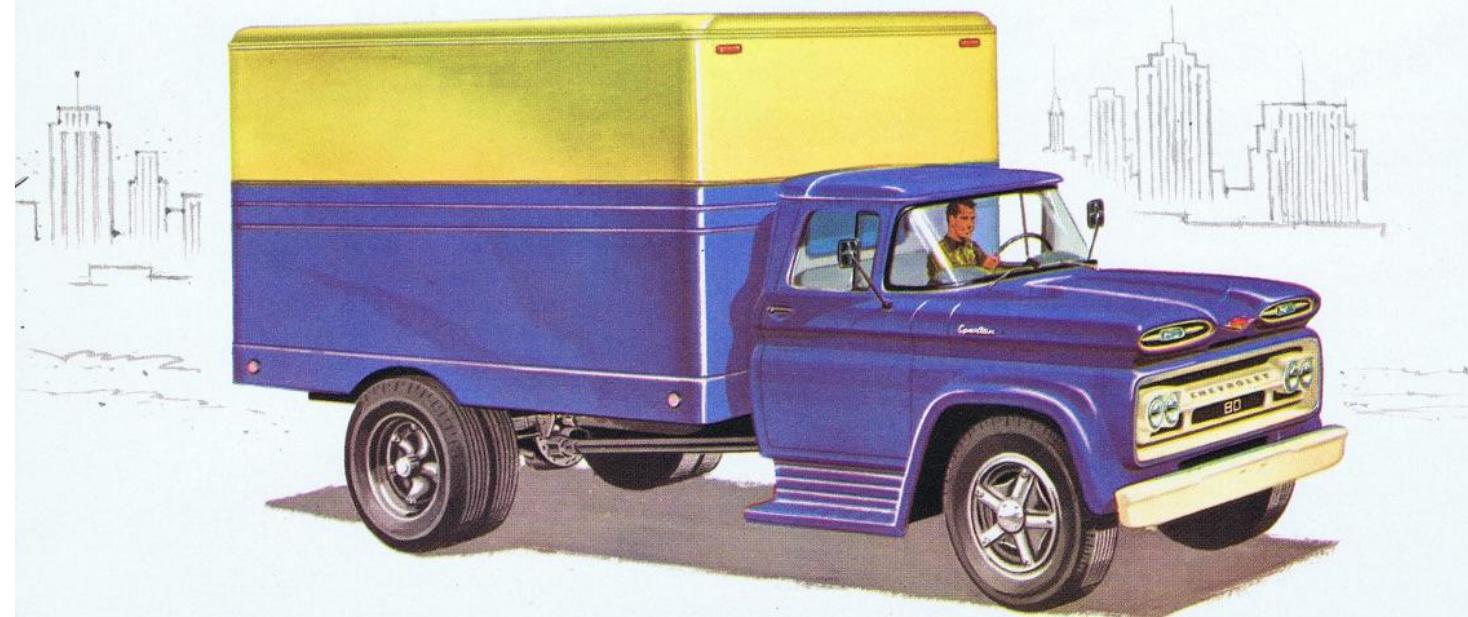
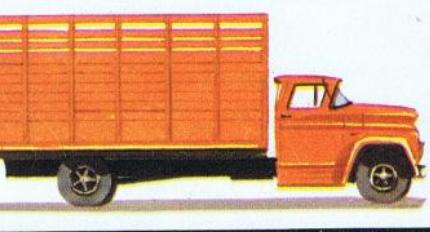
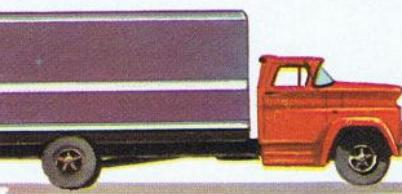
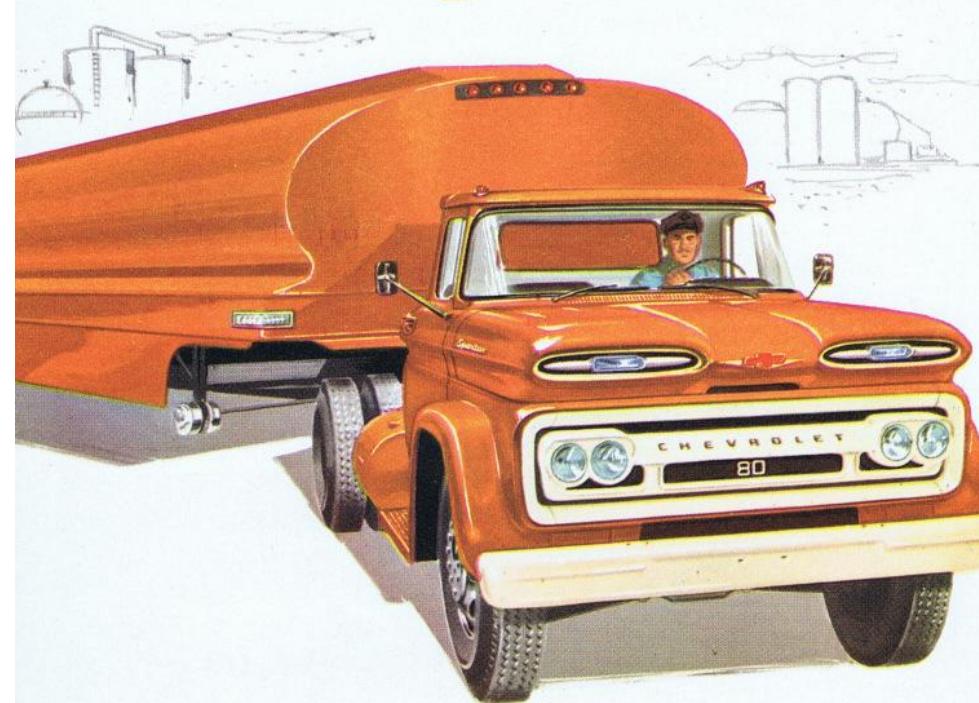
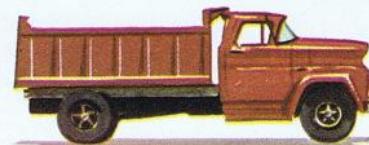


1961 CHEVROLET STURDI-BILT TRUCKS

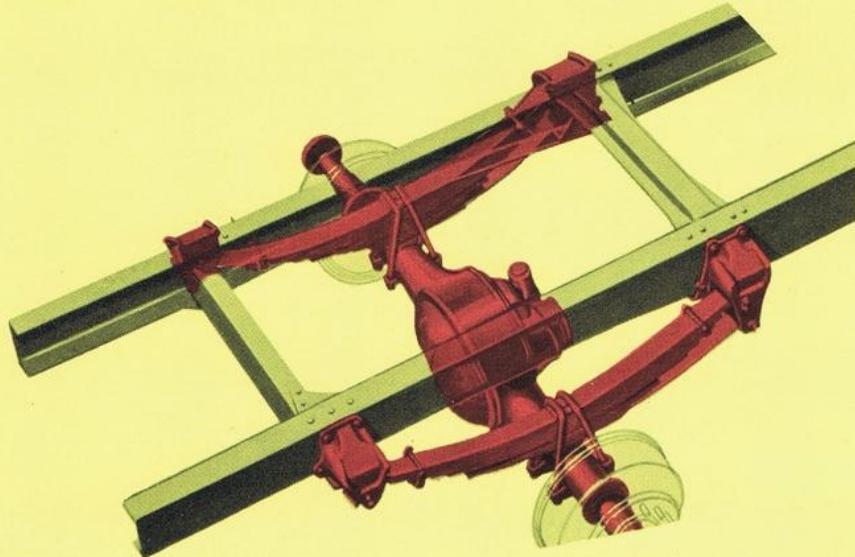
C 80
SERIES
CHASSIS
AND CAB

Worth More because they work More

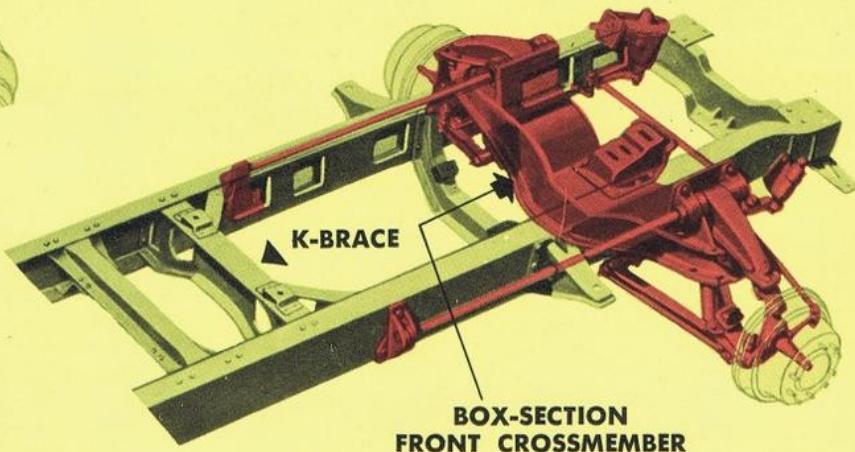




ISION
gs for
ended
to roll
At the
on-bar
e they
nient
le-rate
high
. im-
sway

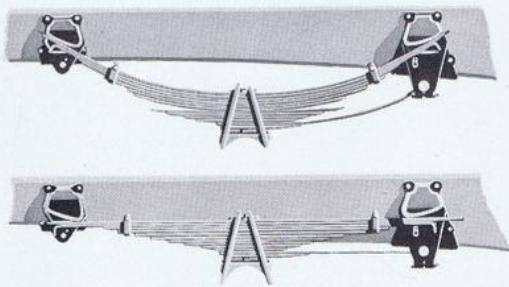


HIGH-CAPACITY COMBINATION of the Spartan sturdy frame, fabricated of premium quality high-tensile-strength steel . . . massive wide-range variable-rate rear springs . . . and big 18,000 lb. full-floating rear axle insures superb rugged-load handling, and dependable torque transfer to the rear wheels, under all kinds of road or load conditions.

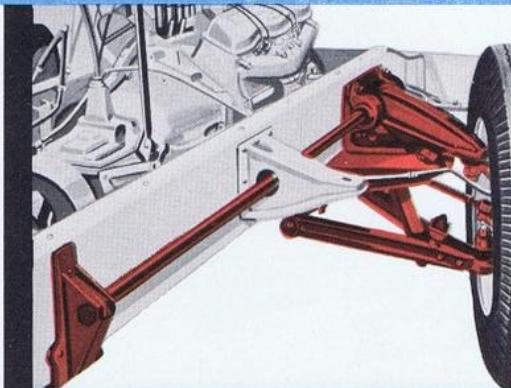


MASSIVE BOX-SECTION FRONT CROSSMEMBER in every Spartan frame, builds tough-muscled strength and rigidity into the front-end construction . . . helps preserve accurate frame alignment even under heavy-duty service demands . . . and it forms a rock-firm base for the torsion-spring front suspension system.

TORSION-SPRING RIDE INDEPENDENT FRONT SUSPENSION



WIDE-RANGE VARIABLE-RATE REAR SPRINGS step up load capacity and mean smoother riding, whether the truck's fully loaded or empty. Special cam contouring of the spring brackets shortens the effective spring length as the springs flatten under load. The result is—the springs get progressively firmer to match the load that is carried. As an additional benefit, there is increased resistance to sway on corners and curves.



INDEPENDENT FRONT SUSPENSION smooths the way to bigger earnings for truckers. Each front wheel suspended independently of the other, is free to roll *individually* over bumps and ruts. At the same time, the shock-resistant torsion-bar springs absorb jolts and jars before they reach the cab and cargo. Complemented by the specially designed variable-rate rear springs, it results in a new high standard of truck performance . . . improved handling . . . with less roll, sway and shimmy.

THE RIDE THAT'S REVOLUTIONIZED TRUCKING

On hundreds of thousands of truck jobs everywhere, Chevy Torsion-Spring Ride has proved to be the best answer to low-maintenance, high-profit hauling. In glowing terms, Chevy truck owners report on the remarkable ability of this advanced truck suspension, to protect cargoes and drivers from wracking bumps . . . to allow faster safe speeds, lengthen truck life and reduce upkeep expense. More than ever, it's a sure answer to a bigger day's work, a better day's pay.



*Easy
to get in
and out*

Comfort-King design in Spartan cabs features low, full-width floors, and extra-wide door openings that make it most convenient for the driver to step in and out.

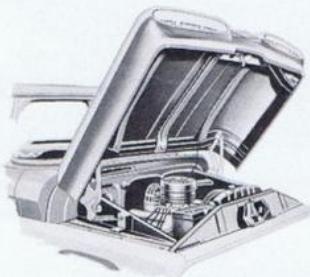


The rugged, heavy-duty *Custom cabs on Spartan trucks shown at the left, have been fitted out with special attention to extra driver safety and convenience . . . extra work ability . . . economy and durability.

Businesslike interiors keep bright and clean in a smart contrast of charcoal gray and silver . . . supply plenty of head, hip and legroom for three big men. The extra-wide seat includes a deep foam rubber pad for easy seating comfort.

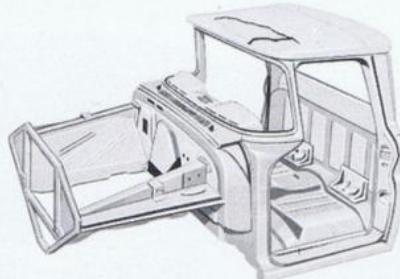
Unhindered visibility is certain in all kinds of weather, through the high, wide windshield that is kept clear by dependable electric wipers with extra-wide blades.

Everything works together to keep drivers fresh on the toughest heavy-duty assignments.



FULL-WIDTH HOOD OPENING makes it easier to carry out under-the-hood maintenance as well as periodic battery care. Effective counter-balancing holds the hood open in any desired position.

CONSTRUCTION DESIGNED TO TAKE A BEATING includes a double-walled cowl arch, bridging the front cab structure . . . shake-free front end resulting from rigid assembly of skirts and radiator support . . . resilient 4-point double-cushion cab mounts to reduce cab strain . . . deep-sculptured double roof for extra rigidity and insulation . . . rugged box-section pillars framing doorways for permanent door alignment . . . reinforced floor and toe-board structure solid-built to stay quiet.



EXTRA SPACE . . . EXTRA COMFORT . . . EXTRA DRIVING EASE

1961 COMFORT-KING CABS



SPARTAN SEATS feature a foam rubber pad over flat, coil and S-wire springs for maximum support and comfort. Covering of durable charcoal gray and silver vinyl is standard and *Custom cabs feature rich pin-seal grain vinyl with nylon-faced pattern cloth. The foam rubber seat option boasts a 6" foam cushion.

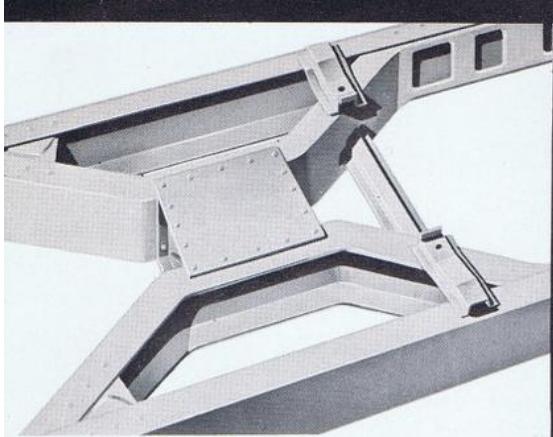


STYLISH 1961 "SEE-AT-A-GLANCE" INSTRUMENT PANEL with its roomy dispatch compartment, and most handsome interior appointments, make the husky Spartan cab the most pleasant "office-on-wheels" yet!



SUSPENDED PEDALS add to driver comfort by eliminating openings in the floor to keep out dust, moisture and drafts.

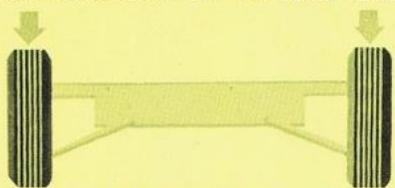
STURDI-BILT V8 ENGINE



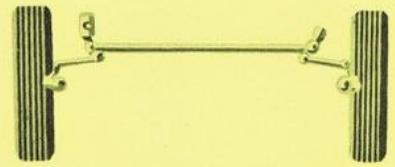
Massive inner channel reinforcements that build up full box-rail rigidity in the front section of the high-capacity Spartan frame, tie into the huge central crossmember in the form of a strong "X" brace as illustrated above for the long wheelbase models, and a sturdy "K" brace for all others, as shown at the left.



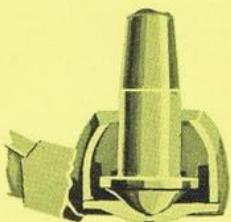
FREE-STEPPING FRONT WHEEL ACTION lets each wheel take bumps without passing on the effect to the other, as happens with solid front axles. Cuts road shock and wheel fight. Short-and-long-arm suspension linkage keeps tread width uniform regardless of wheel deflection; tire contact stays at its best under all conditions.



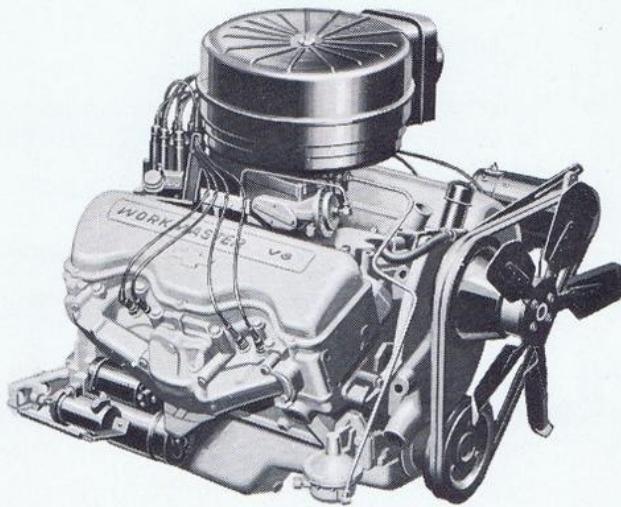
WIDE-STANCE ROLL STABILITY is achieved by the independent front suspension design that reduces lean and sway. In an independent system, the effective spring base width equals the full width of the tire tread . . . nearly doubles the spring base possible with an I-beam axle.



STURDY STEERING CONTROL ARMS matched up with low-friction ball gear steering and balanced relay-type linkage, contribute to outstanding steering ease and accuracy. Short tie rods to each wheel keep the ride and steering action independent of each other.



HEAVY-DUTY SPHERICAL JOINTS at steering knuckle pivots, keep steering friction down, lost motion at a minimum. Rugged ball-and-socket joints at top and bottom, connect each wheel spindle support to its control arms, accommodating both steering and ride action in the most efficient way possible.



WORKMASTER V8. Standard on Spartan Series C80 trucks, is a big 348 cu. in. power plant with 230 h.p. and 335 ft. lbs. of torque. Here's muscle aplenty to get big payloads moving and keep them moving at lowest cost. Inside/outside carburetor air system ensures more efficient combustion and better performance. For a big reserve of stamina, highest quality is featured throughout—in bearings, valves and valve seats. Timing, lubrication and cooling systems specially designed for long engine life.

Peak-domed pistons and fully machined combustion chamber provide the benefits of Wedge-Head design.

Steel-lined top piston ring groove . . . chrome-plated top compression and oil control rings, to prolong engine life.

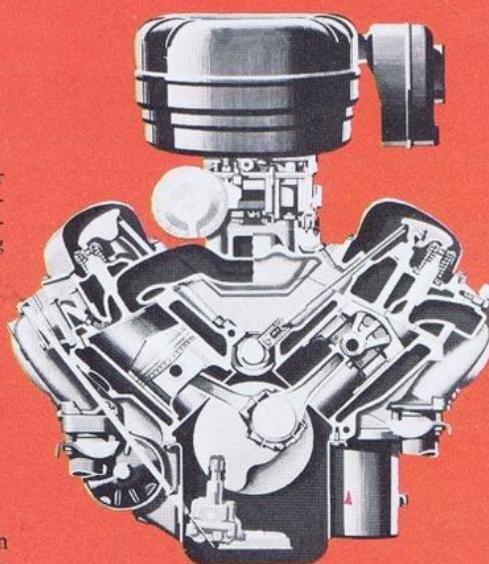
Positive-shift starter drive with sure shock-free engagement, freedom from clashing and kick-outs.

To handle heavy pounding at high temperatures, exhaust valve seat inserts of hardened high-alloy steel.

Forged high-carbon steel crankshaft precision balanced for lasting smoothness. Induction hardened main and connecting rod journals step up strength . . . prolong engine life.

Specially engineered inside / outside carburetor fresh air system on the big 2 pt. oil bath air cleaner for more efficient combustion, better performance.

To reduce formation of hot spots and prolong valve life, exhaust valves fitted with Rotocoils for positive valve rotation.

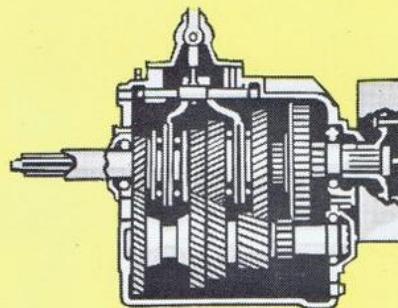
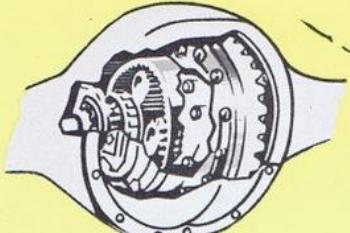


Big, easy-breathing intake manifold for greater efficiency . . . more uniform distribution of the fuel-air mixture.

Long-lasting aluminized inlet valve heads protect against formation of deposits.

Extra-high heat resistance of Stellite-faced exhaust valves for longer valve life.

Up to 7 times longer bearing life with Moraine "400" premium-alloy main and connecting rod bearings.



MASSIVE 18,000 LB. SINGLE-SPEED AXLE has what it takes for the toughest kind of going. Features heat treated shafts and heavy-duty spiral-bevel gears, with straddle-mounted pinion. Choice of 7.67 or 7.17 to 1 ratios.

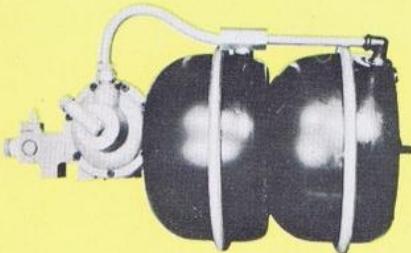
***OPTIONAL TWO-SPEED AXLES** provide extra versatility to keep big loads moving anywhere. Available are ratios of 7.17/9.77 to 1, or 6.50/8.87 to 1. Both designs offer the convenience and reliability of shock-free electric shift control.

SPICER 5-SPEED TRANSMISSIONS feature such sturdily-built features as carburized, hardened alloy steel gears, ball or roller shaft bearings, as well as smooth Synchro-Mesh shifting! PTO openings on both sides. Number 3152 unit standard, and a 3152A model is optional.

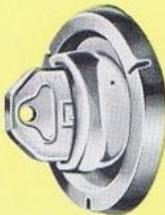
CHEVROLET

truck-tough COMPONENTS

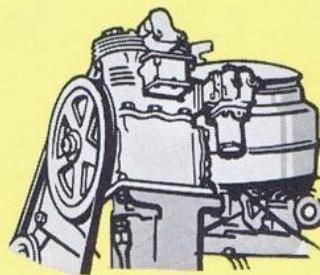
FOR LONG LIFE - EASY HANDLING - MORE MILES PER DOLLAR



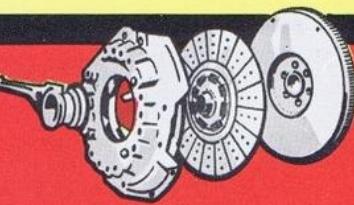
HY-POWER BRAKE UNIT features big 15" brakes complemented with an 11½" double diaphragm vacuum unit illustrated above, that furnishes up to 78% of total braking effort for exceptional stopping power with minimum exertion.



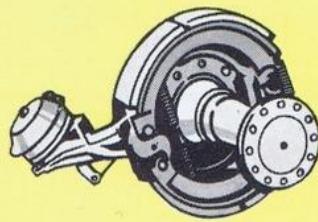
KEY TURN STARTING is a driver convenience on all Chevy trucks that provides sure engagement. The solenoid control automatically keeps the starter engaged until the engine is running.



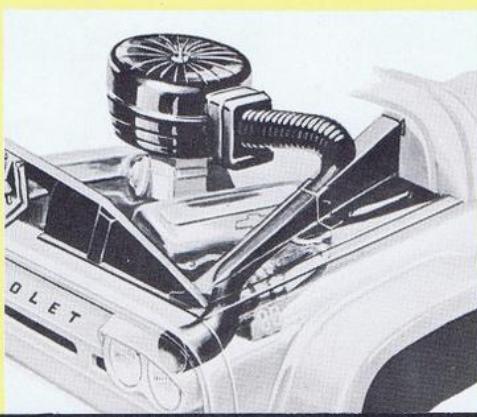
***HEAVY-DUTY AIR-OVER-HYDRAULIC BRAKES** combine compressed air, and dependable hydraulic pressure for over 85% of required braking effort. The compressed air also is a source of power for trailer brakes.



HIGH-CAPACITY COIL-SPRING CLUTCH provides added drive-line stamina on all Spartan C80 trucks. Designed to handle the power of the 348 cu. in. Workmaster V8 engine, this unit operates cooler for longer life in rough service. Features fluid-smooth hydraulic actuation.



***FULL-AIR BRAKES** with extra-powerful stopping ability are optional on Series C80 units. Use high-pressure compressed air and thicker-than-standard linings all around, for extra long life and full effectiveness.



INSIDE/OUTSIDE CARBURETOR FRESH AIR SYSTEM, standard with the Workmaster V8 engine, improves combustion for higher operating efficiency and power output by stabilizing the temperature of the air supply. With a cold engine, air is drawn from under the hood; above 100°F underhood temperature, the "fresh air" system allows only outside air to flow into the fuel-saving four-barrel carburetor.

*Optional at extra cost

**GENERAL MOTORS PRODUCTS
OF CANADA, LIMITED**
OSHAWA - ONTARIO

The illustrations in this catalogue do not necessarily show standard colors, materials and equipment. General Motors Products of Canada, Limited, reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. This right may be exercised without incurring any responsibility with regard to trucks previously sold.

Printed in Canada