

Chevrolet



BEAUTIFUL BEYOND BELIEF ★ ★ ★

Chevrolet's

FINE RANGE OF BEAUTIFUL CARS

In the fleet, thrilling beauty of the New Chevrolets you see reflected all the artistry, and craftsmanship which a quarter-century of devotion to a high purpose has brought to the command of Chevrolet designers and engineers. Their goal has been to build a car of surpassing quality at low cost. The attainment of their goal is evident in every line and detail of the Chevrolets for 1936.

Exteriors that fairly gleam with style and grace — interiors that invite you to ride relaxed in spacious luxury — a power plant that stirs your pulse with its smooth, swift, silent action — all yours to own and enjoy in Chevrolet, at very moderate cost.

Moreover, Chevrolet offers a combination of features without counterpart among cars of comparable prices — such features as Perfected Hydraulic Brakes, Brilliant Safety Bodies by Holden, improved High-Compression Valve-in-Head Engines, "Armourplate" Safety Glass Windscreens and Knee Action on Master De Luxe. These are but the highlights in a long and impressive list of developments which make Chevrolet the number one value of its field.



MASTER DE LUXE

The Complete Low Priced Car

The most beautiful, most luxurious, most powerful and most fully equipped car Chevrolet ever built. With its formidable list of modern features and equipment, this fine car challenges all motordom.

Built to a finely balanced design, it offers you a perfect balance of all motoring advantages. The beauty of handsome streamlined bodywork; the stability and quietness of strong construction; the power and speed of high compression valve-in-head engine performance; the safety of perfected hydraulic brakes and safety glass windscreen protection; the gliding ride of independent front wheel suspension; the comfort of luxurious interiors; and the dependability, long service life and high resale value that come from quality construction.

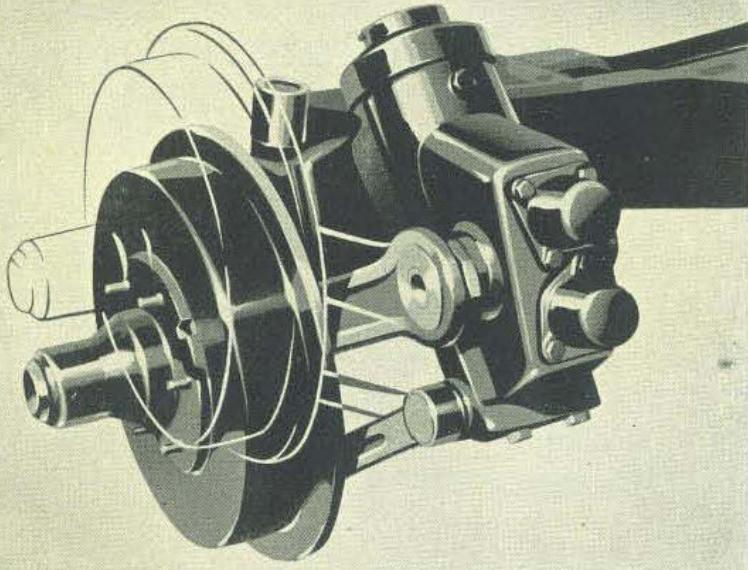
Chevrolet Master De Luxe is a car made more beautiful to look at; and a car more enjoyable and less costly to own.

WITH KNEE ACTION COMFORT AND SAFETY

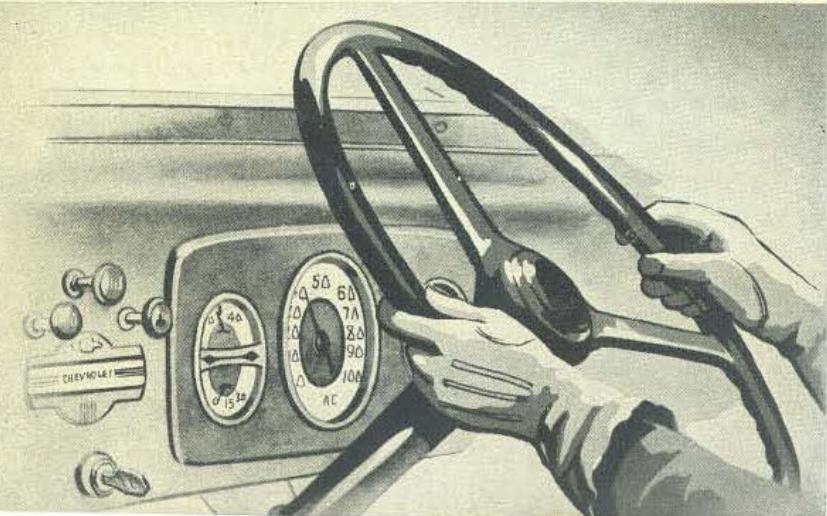
Knee Action stands out as one of the most important motor car developments of recent years. It is known principally for the manner in which it smooths out bumps in the road. Knee Action, however, has several additional advantages. It is directly responsible for shock-proof steering in the new Chevrolet Master De Luxe, and for the ease with which the car is handled. Even more important, it contributes materially to safety by improving the driver's control under any circumstances.



MASTER DE LUXE KNEE ACTION and FEATURES



In design, the Knee Action unit is rugged and compact. It is rigidly connected to the front cross member of the K.Y. frame by a large size king pin. It has only one movement — a rotating movement about the king pin. A strong radius rod prevents any tendency of the Brake Flange to rotate.



In Chevrolet's Knee Action system, each front wheel is independently attached to the frame through its own individual spring. Each front wheel is free to step over bumps without affecting the opposite front wheel or the stability of the car, all the road shocks being absorbed by large coiled springs working in a constant bath of oil. These front springs are balanced with the rear springs, effectively absorbing bumps and jolts. Back seat riding is as comfortable as front seat riding.

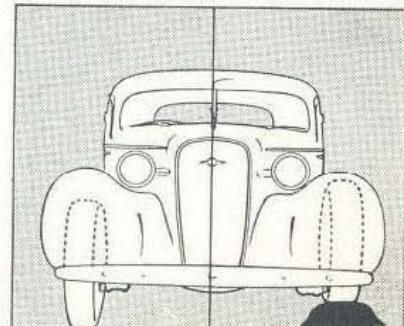
The enclosed Knee Action unit is stronger than a leaf spring. Because of the oil bath, it never squeaks. The coil spring itself never needs attention, and, due to its strong construction and the absence of frictional wear, it will last as long as the car itself.

The advantages of Knee Action have been so thoroughly tested and proven in actual practice by literally millions of drivers the world over, that its dependability is now a matter of public record. It is more costly to build on a car; but Chevrolet provides Knee Action springing on the Master De Luxe, without extra cost.

SHOCKLESS STEERING

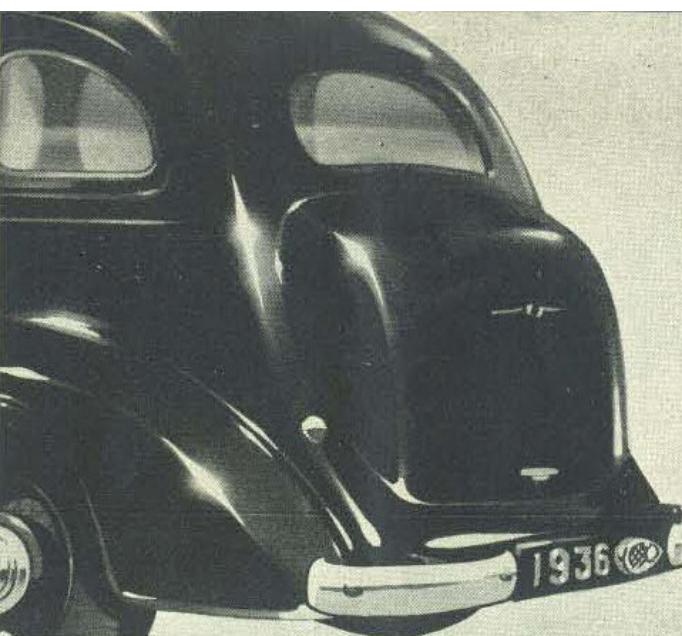
With Knee Action, road shocks leave the chassis and steering unaffected. The steering column is connected with the wheels only through the knee units, and shocks cannot be transmitted to the steering. Hence driving is made even safer; there is no pitching or wheel shimmy; and the car is under full control at all times.

Diagram shows how Knee Action Springs absorb road bumps leaving the chassis riding evenly.

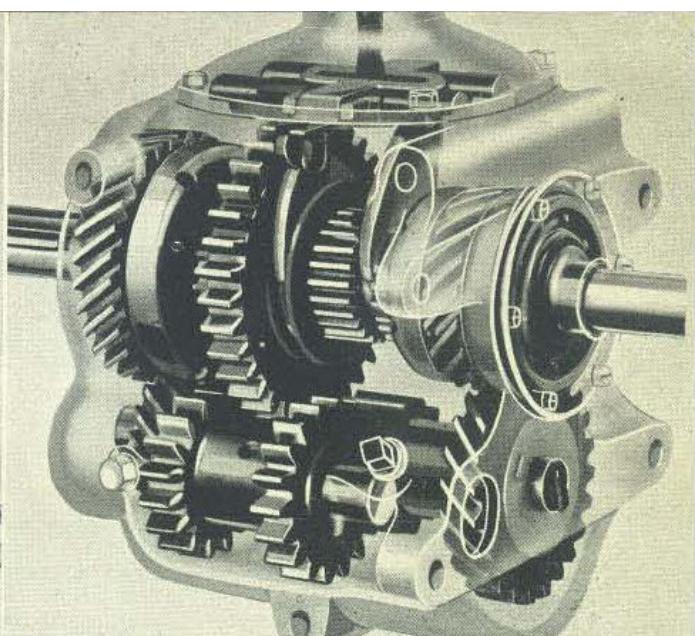




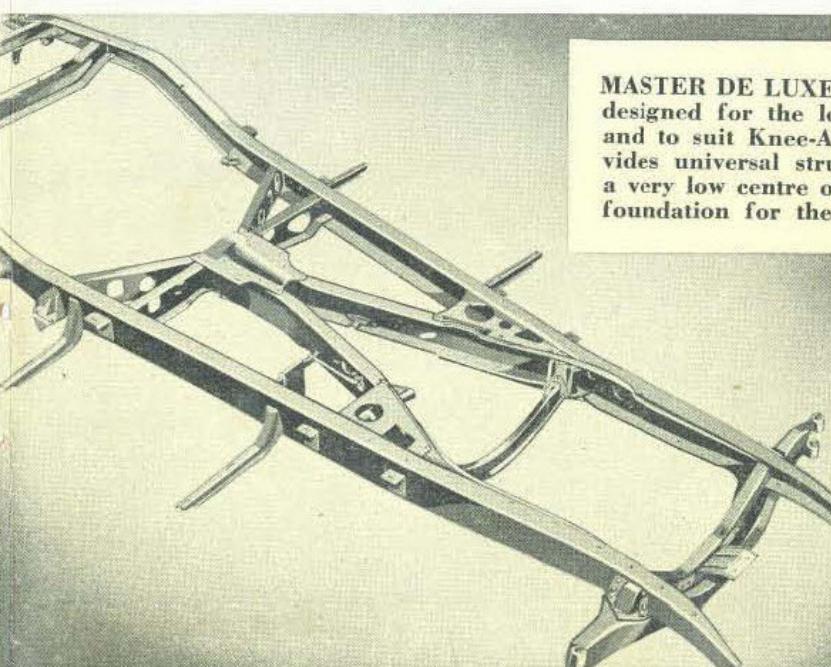
REAR LUGGAGE TRUNK.—On the Master de Luxe Sedan and Tourer a commodious compartment is situated in rear for accommodating luggage. The compartment has a weatherproof flush fitting door which leaves the sweep of the rear panel unbroken. Spare wheel is in separate compartment.



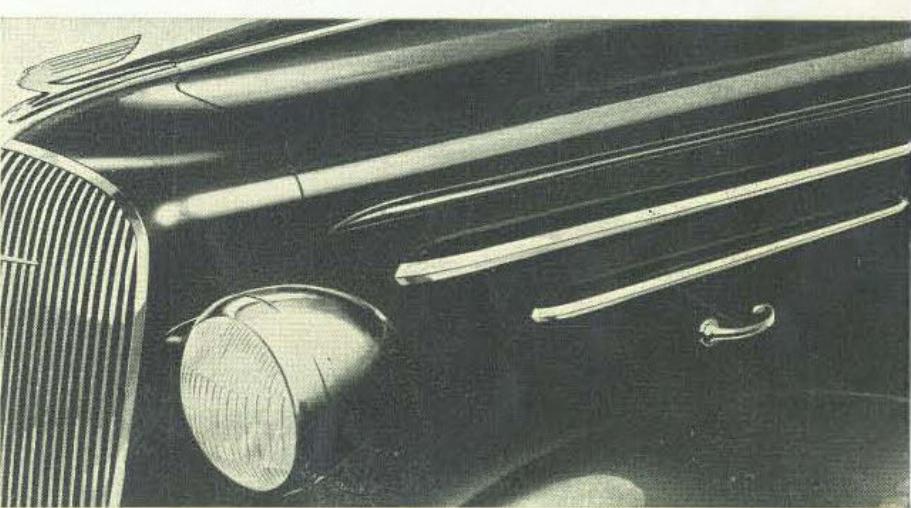
REAR TRUNK LID.—This lid takes the place of the flush fitting rear door on the Sedan, and allows greatly increased luggage space. The design blends nicely with the pleasing contours of the car. This excellent feature is available at a slight extra cost for fitting to the Master de Luxe Sedan.



SYNCHRO-MESH GEARS.—Rail type shifting mechanism with second speed gears of silent helical type, easy to shift at any speed. It assures smooth, positive and silent changing even in the hands of a novice, and contributes to safer and more pleasant driving.



MASTER DE LUXE K-Y FRAME.—Specially designed for the long 113 inch wheelbase, and to suit Knee-Action springing. It provides universal structural strength, permits a very low centre of gravity and is an ideal foundation for the new safety bodies.



IMPROVED FRONT END APPEARANCE.—The new headlamps on the Master De Luxe are mounted on streamlined supports projecting from the sides of the radiator shell — giving a much improved and cleaner appearance to the front end of the car. Chromium tipped horizontal bonnet louvres add to the smart appearance of the front end.

NO-DRAUGHT VENTILATION



NO-DRAUGHT VENTILATION, the best method known for cars is fitted to all Chevrolet closed models. It allows individually controlled ventilation. Expels all stale air and gives fresh air without draughts, also prevents fogging of windscreen.



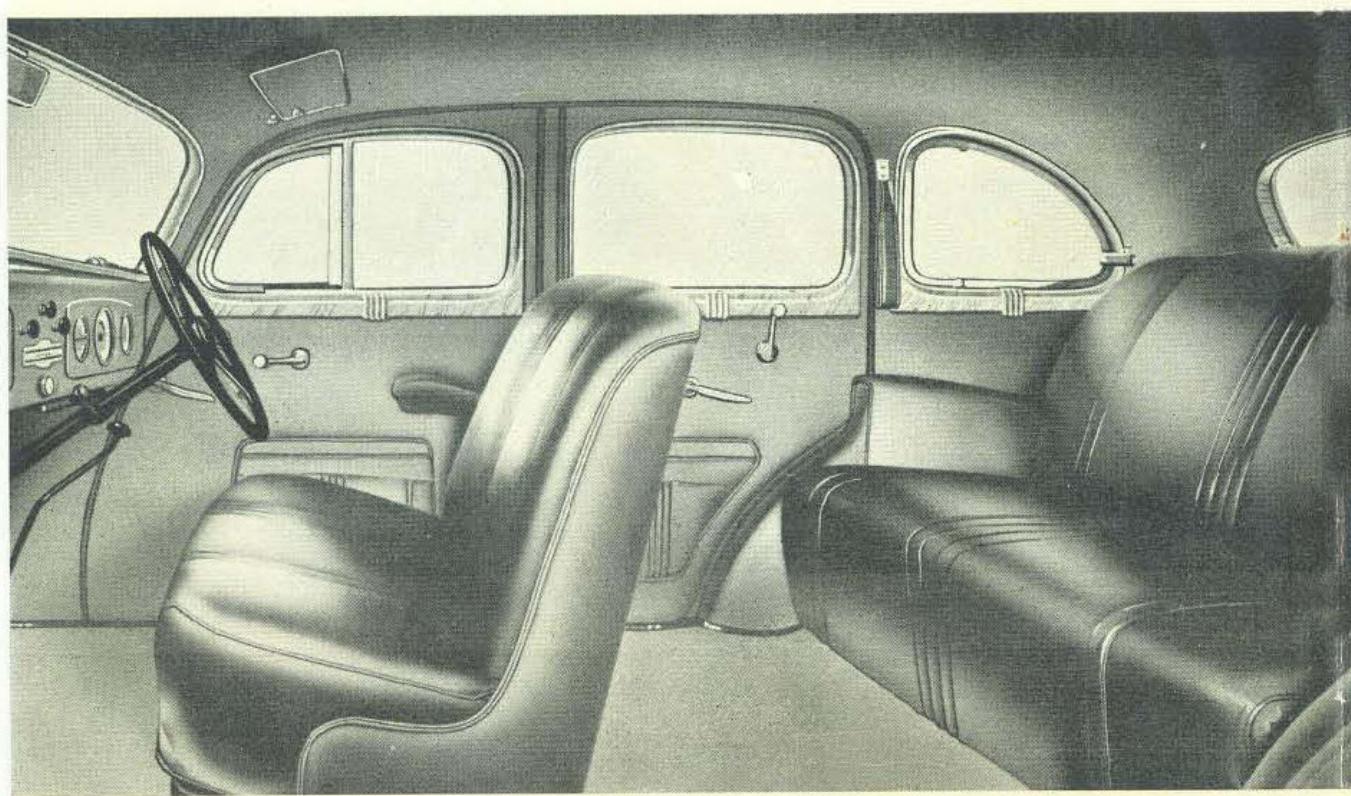
"ARMOURPLATE" SAFETY GLASS WINDSCREEN

Safety glass that gives perfect vision and neither splinters nor discolours. If broken by terrific impact it simply falls harmlessly in small rounded particles. *Fitted to all Chevrolet windscreens.*



MASTER DE LUXE INSTRUMENT PANEL
Large instrument dials and glove box fitted in finely finished twotone panel. Control buttons for lights, throttle and choke are centrally grouped.

LUXURIOUS INTERIORS ON SAFETY BODIES BY HOLDEN

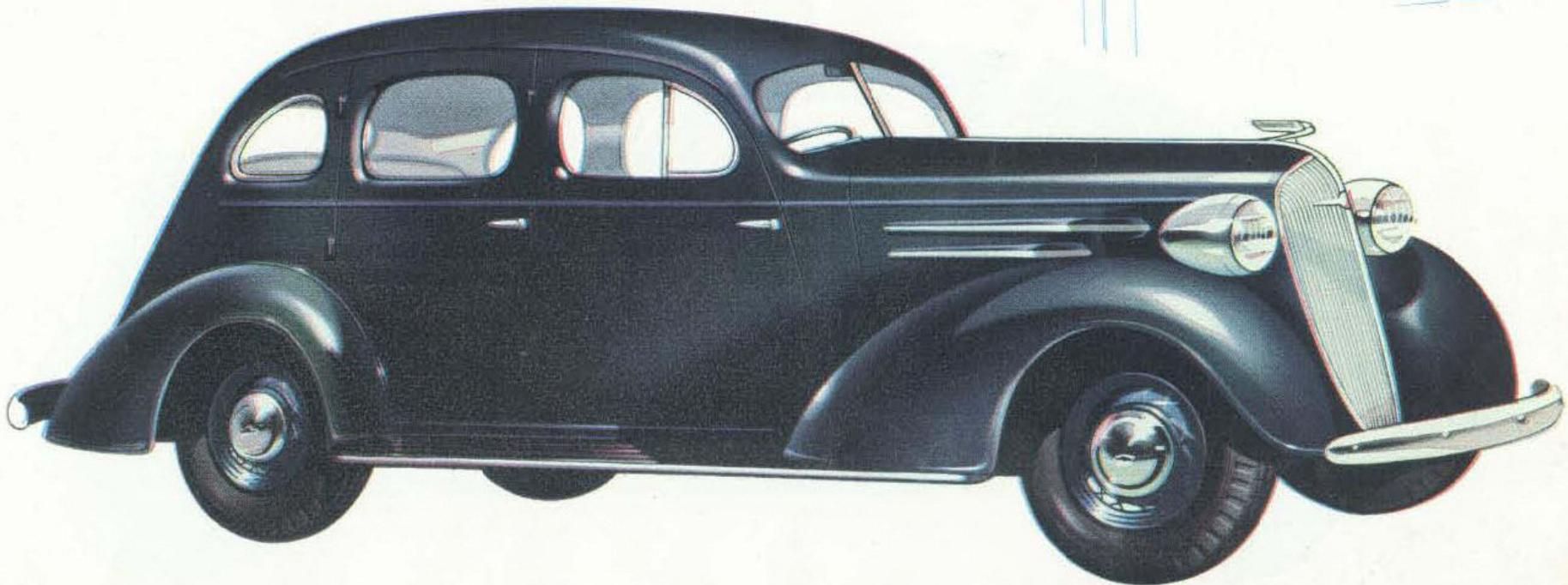


The roominess and upholstery of the new Chevrolets is designed to provide delightful restfulness for every passenger. The wide leather upholstered seats with conveniently placed arm rests are deeply cushioned and sprung, to give fatigueless riding even on long tours. The driver particularly is helped by the provision of a self-adjusting front seat.

Ample leg and head space is provided, and comfort is enhanced by the provision of such features as a footrest, spacious door pockets, and No-draught Ventilation. Due to new principles of sound-proofing, to the silence of the engine, and the absence of vibration achieved in this new car, the bodies are also wonderfully quiet.

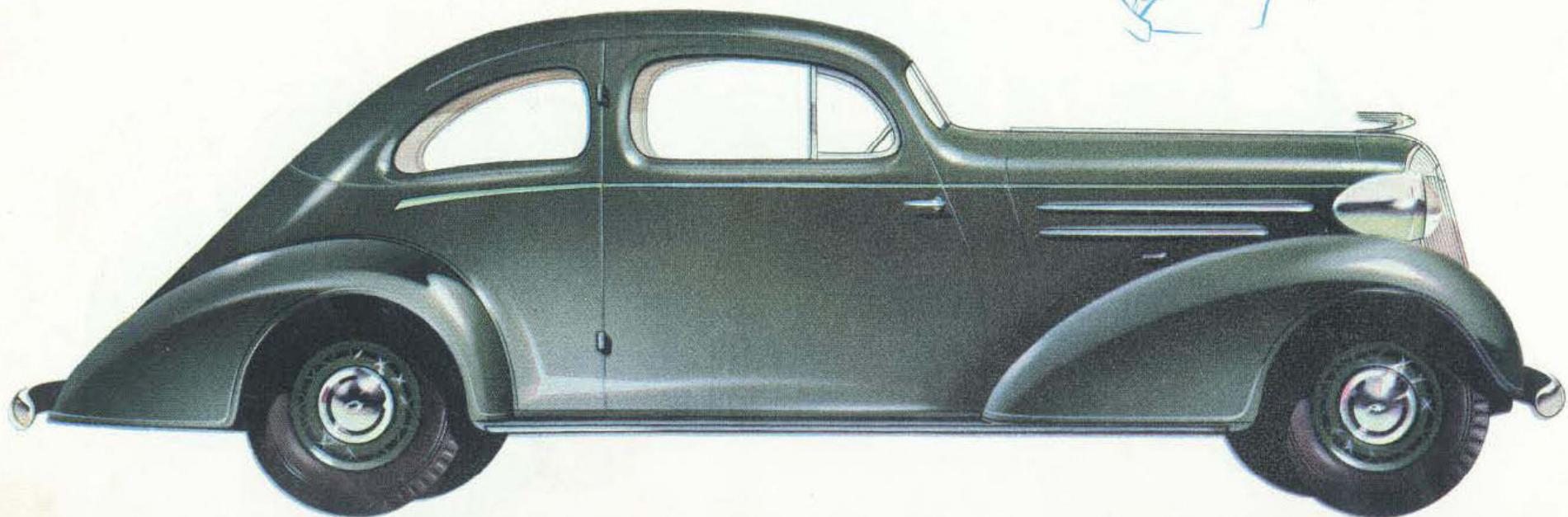
The interior of the new all-enclosed coupe is as luxuriously appointed as that of the sedan, and now the extra passengers ride inside. The front seat is hinged to allow passengers access to the rear, the seating of which can be folded forward to allow tremendously increased luggage space.

MASTER DE LUXE SEDAN



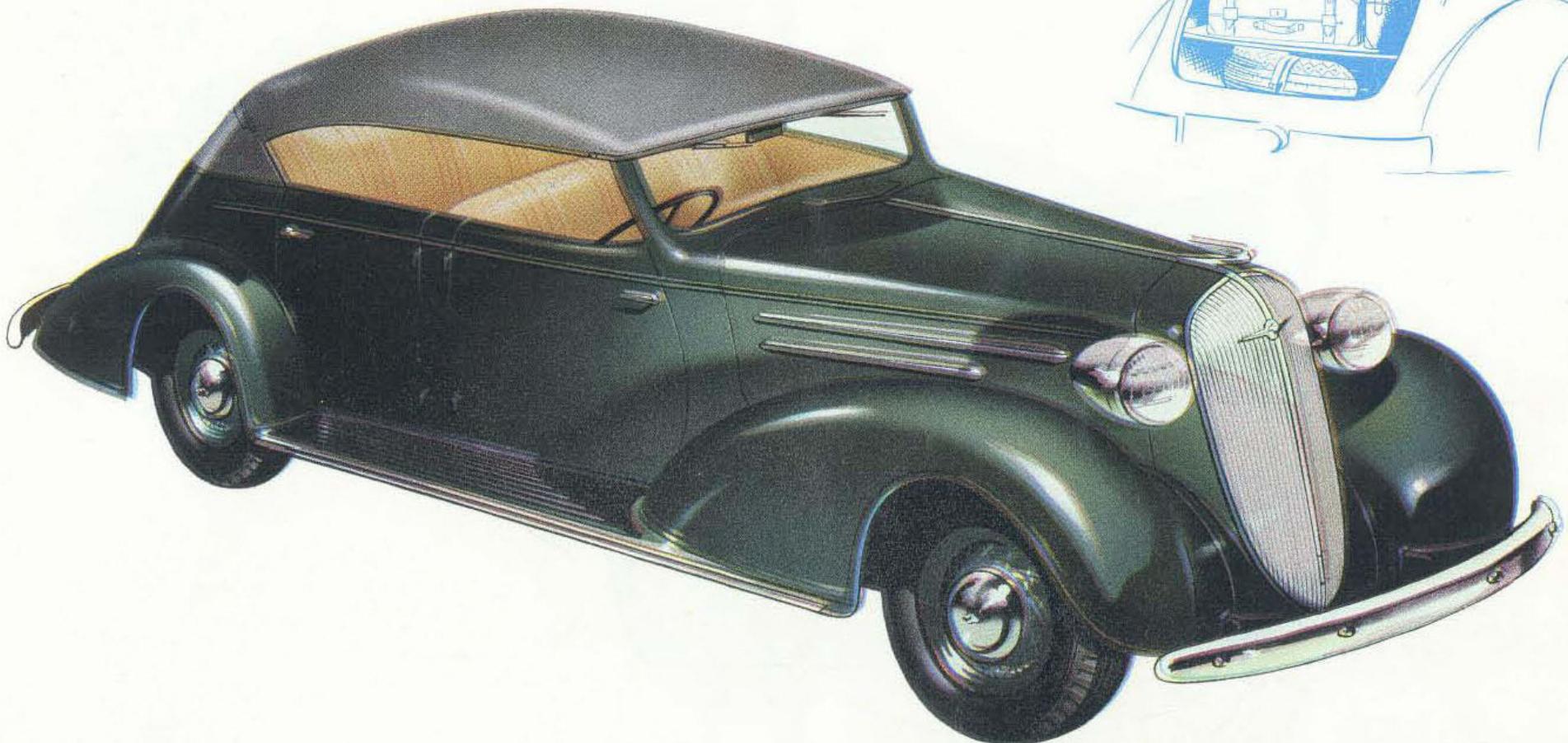
A superb example of modern styling, its smart chrome plated radiator blends in perfect harmony with its smooth flowing bodylines. As you enter its wide doors and relax in deep cushioned comfort you find yourself surrounded with luxury on all sides. Fitted with Knee Action Springing and Hydraulic Brakes it is Chevrolet's greatest car. Generous locked luggage compartment and separate spare wheel compartment, are provided in rear, access being gained through flush fitting door in rear panel.

MASTER DE LUXE COUPE



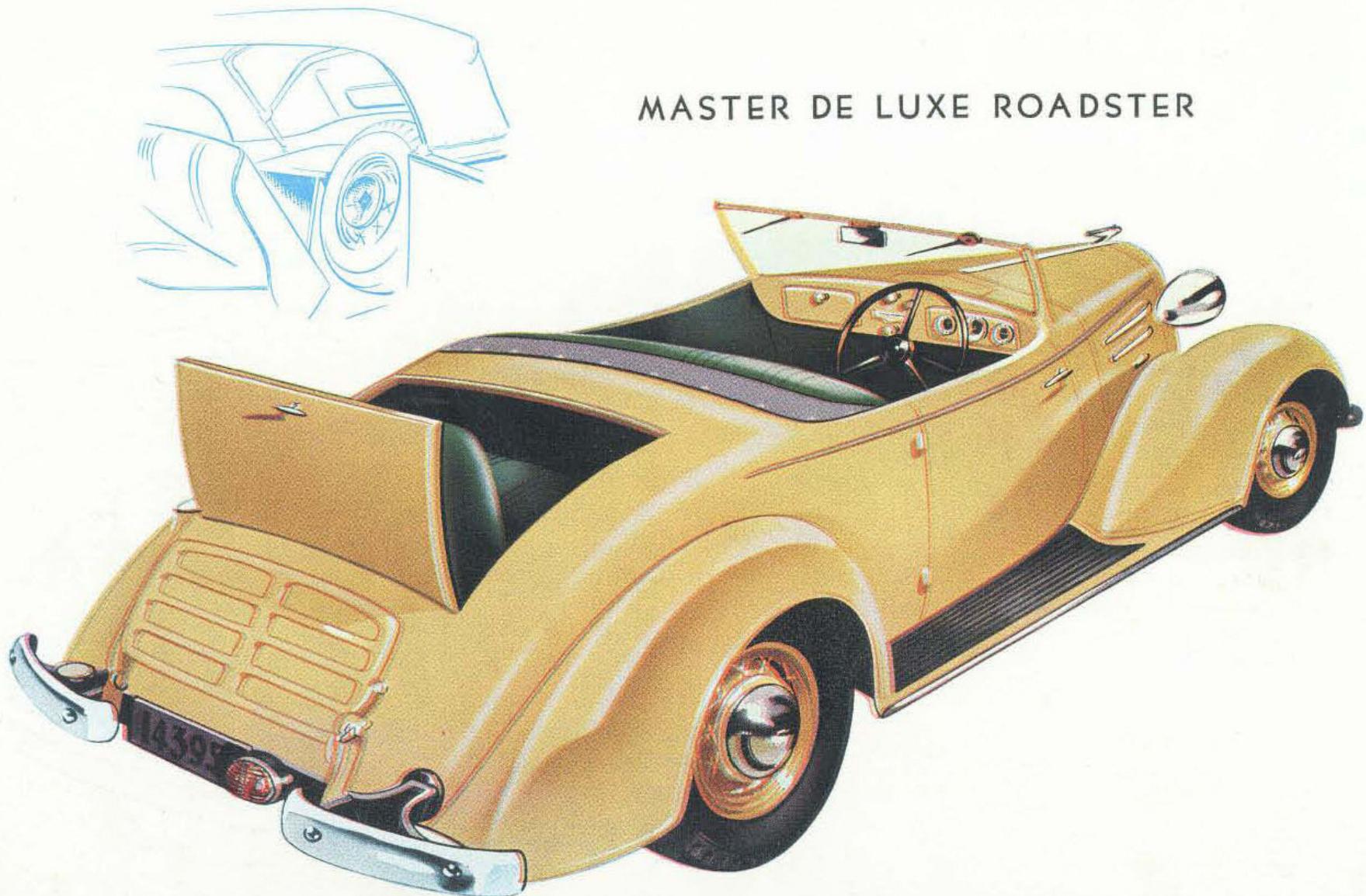
The "Perfect Coupe," most beautiful and most convenient of all coupe styles. This popular all-enclosed type takes all passengers and luggage inside. On each seat there is ample room for three passengers, but the rear seat and squab, when not in use, can be folded with a simple action to give greatly increased luggage space. Access to the luggage compartment is gained through a flush fitting door in the rear panel, this door also covering the spare tyre compartment which is separated from the luggage by a dividing floor.

MASTER DE LUXE TOURER



A beautiful car, impressively roomy and delightfully comfortable. Designed to take full advantage of the new body styling, its hood blends in perfect harmony with the body curves and radiator. The "Armourplate" safety glass windscreen is mounted on Sedan type pillars, the wide, soft-sprung seats are upholstered in leather, and separate locking luggage and spare wheel compartments are fitted with a flush fitting door in rear. Side curtains to match the hood are standard equipment.

MASTER DE LUXE ROADSTER



With all the beauty of line found on the other Chevrolet body types, the sportiness of this model is distinguished by its low harmonising hood which, when folded, disappears into the lines of the car. Space is provided behind the rear seat for the spare wheel, whilst the rear boot is fitted with a comfortable dickey seat. Smart all-weather side curtains to match the hood are included in the regular equipment.

Beautiful Body Styling and Sensational Improvements

ON THE NEW

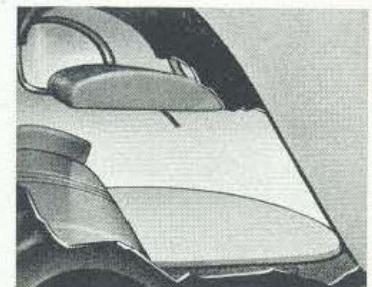
C H E V R O L E T S I X

"Australia's Lowest Priced Full Sized Six"

The Chevrolet Six is the most beautiful low cost car and the greatest motor car value ever presented to the motoring public. It is an entirely new car, different from all previous Chevrolets in horsepower, performance, frame, and brakes. It is different in body styles, interiors and upholstering. Its wheelbase is longer — now 109 inches — and its riding qualities are far better than ever before.

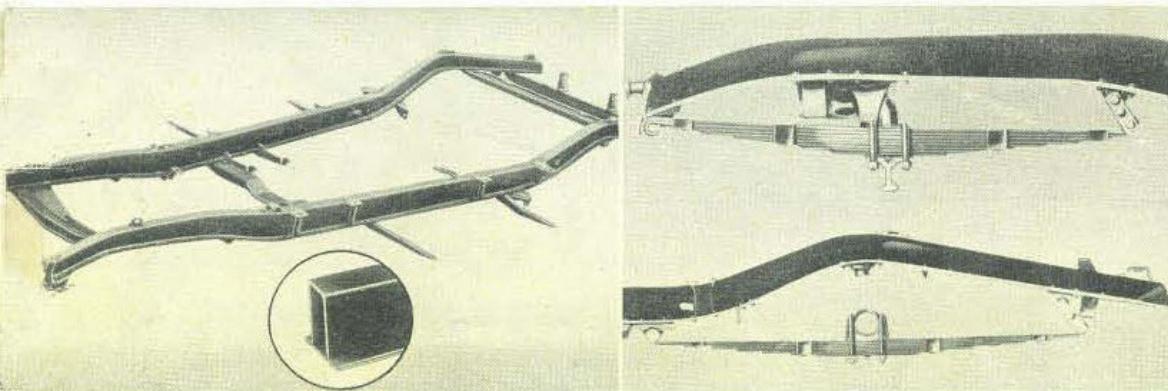
Its sensational new features include Hydraulic Brakes, "Armourplate" Safety Glass Windscreen, Higher Compression Engine, Welded Box-Girder Section Frame, Equalised Springs, Extended Water Cooling Jackets, and separate Luggage Compartment. No-draught Ventilation is also fitted.

This new Chevrolet offers the appeal of low price — with the widest range of body styles ever offered, including the new All-enclosed Coupe. It has a sparkling performance and operates with remarkable economy. It is a typical Chevrolet in its quality and value. Never in twenty-four years of manufacture has Chevrolet offered a car of such outstanding beauty and value at such low cost.

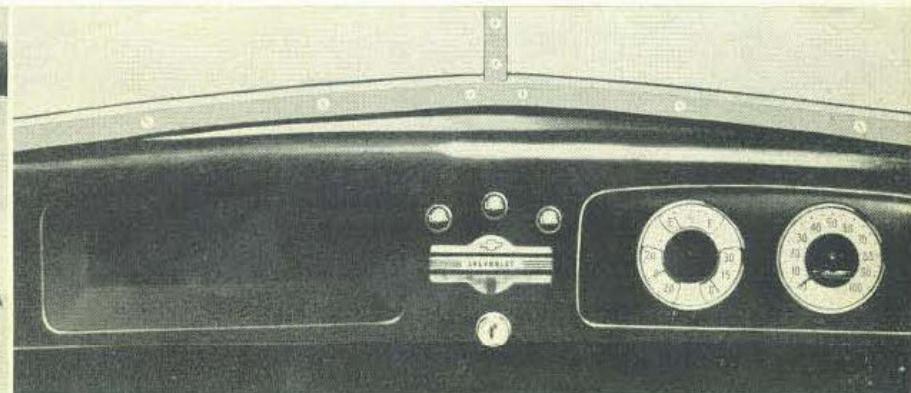


SEPARATE LUGGAGE COMPARTMENT

In the Sedan and Tourer models a large compartment is provided behind the rear seat, readily accessible by lifting the back rear squab. A special support arm holds the squab in place whilst transfer of luggage is being made.



WELDED BOX TYPE FRAME.—Entirely new type of frame giving 33% greater torsional strength. Box section construction resists torsion and bending to far greater extent than any other type of frame of the same weight.

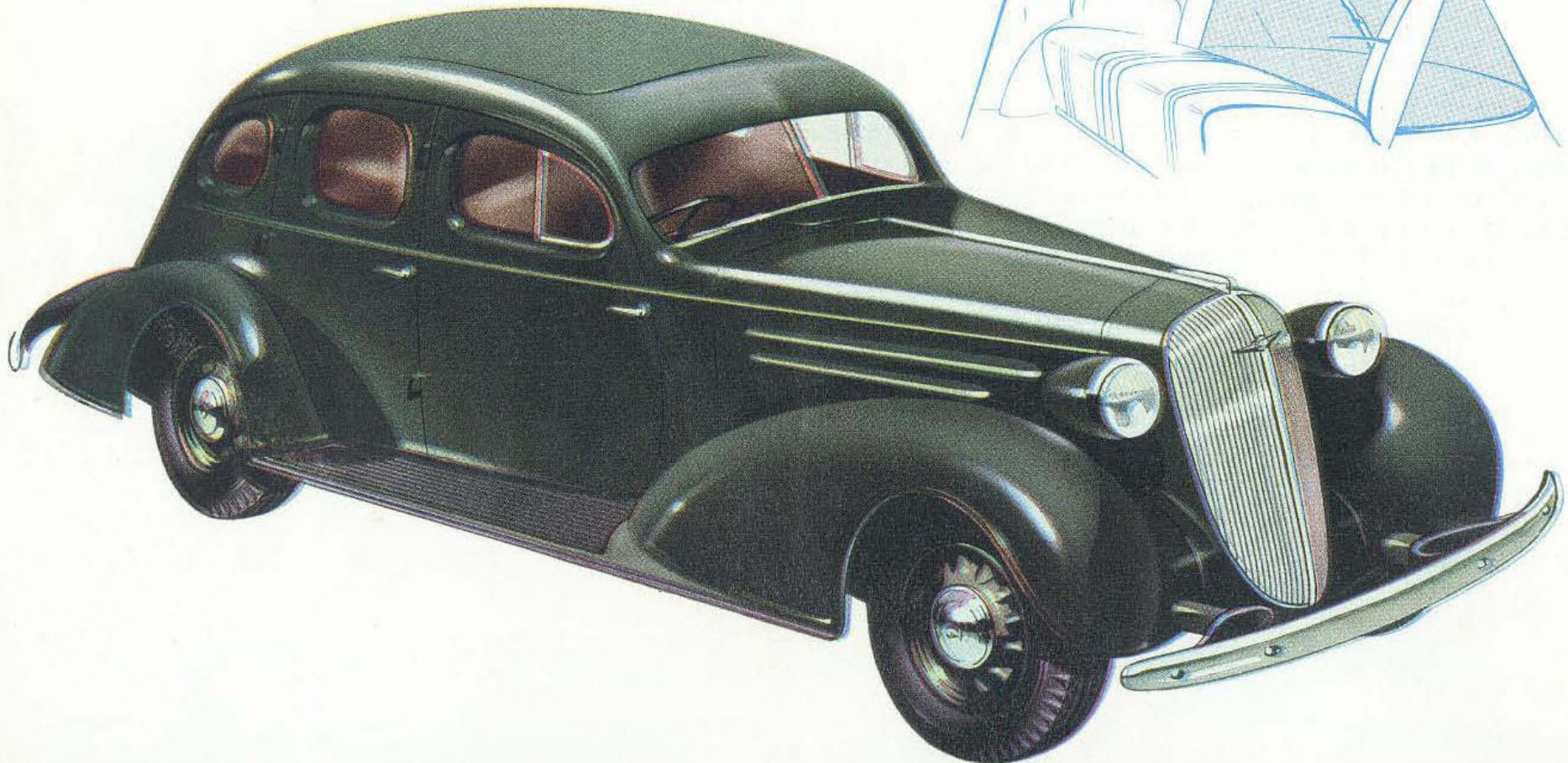


INSTRUMENT PANEL

This finely finished instrument panel has large dial instruments for speedometer, petrol gauge, pressure gauge and ammeter, all directly in line with the driver's vision. A spacious glove compartment is on the left and the central decorative plate can be removed for the installation of radio controls.

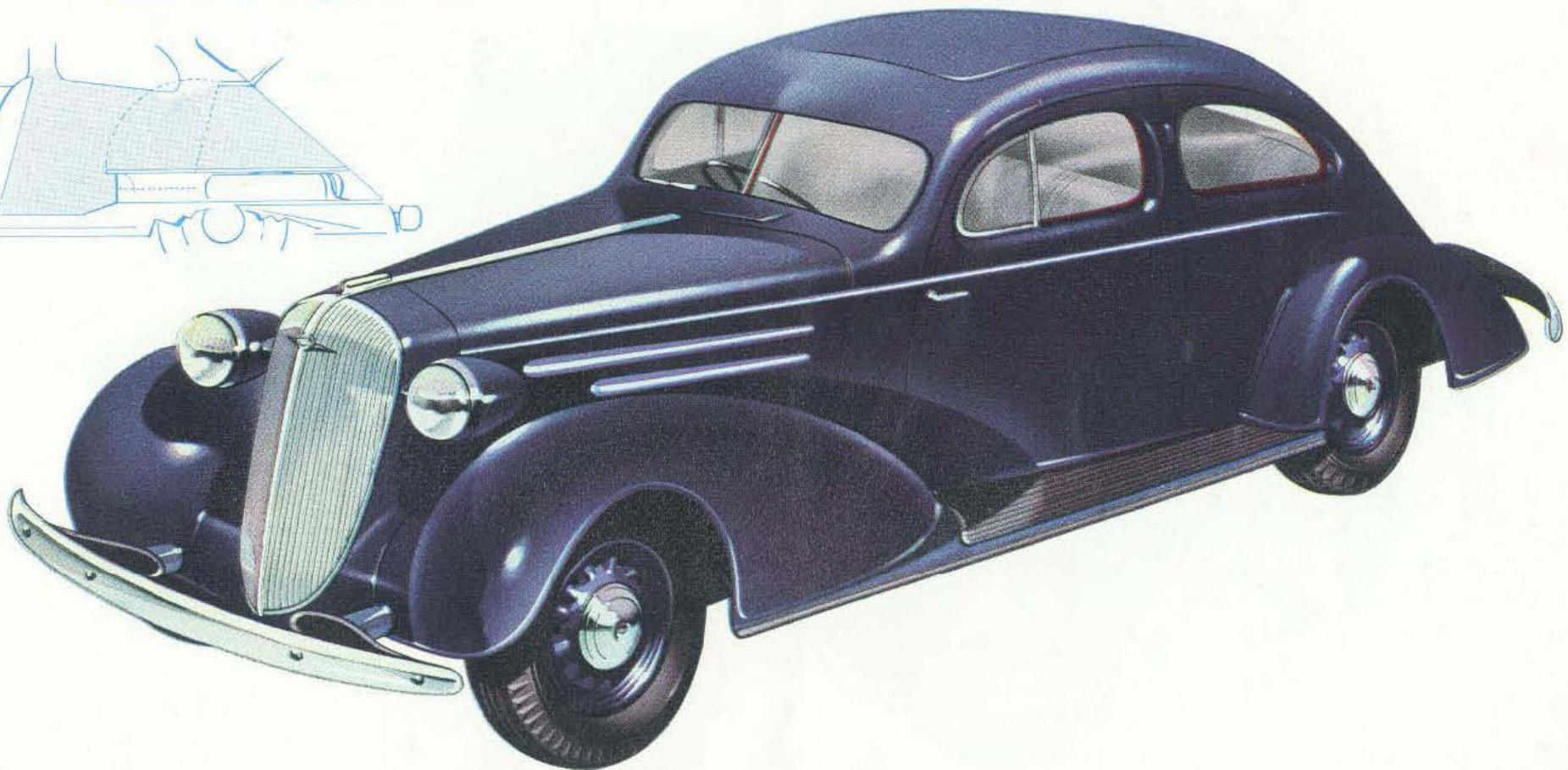
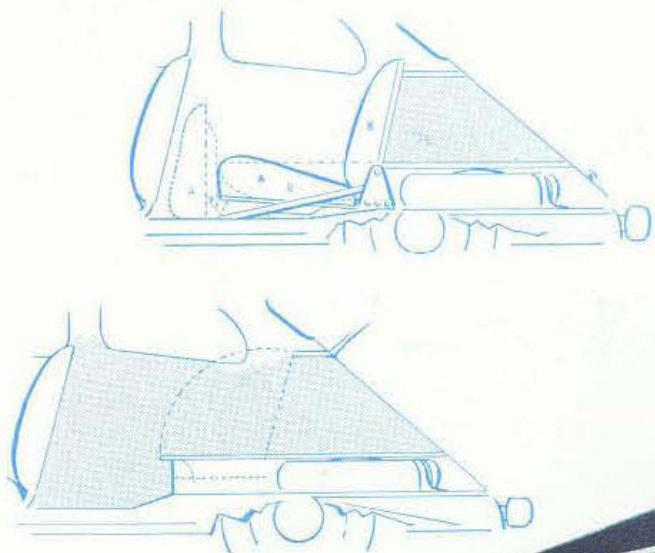
LONGER EQUALISED SPRINGS.—Front and Rear Springs made more flexible and equalised to give smoother, balanced ride. Fitted with threaded shackles to save wear.

CHEVROLET SIX SEDAN



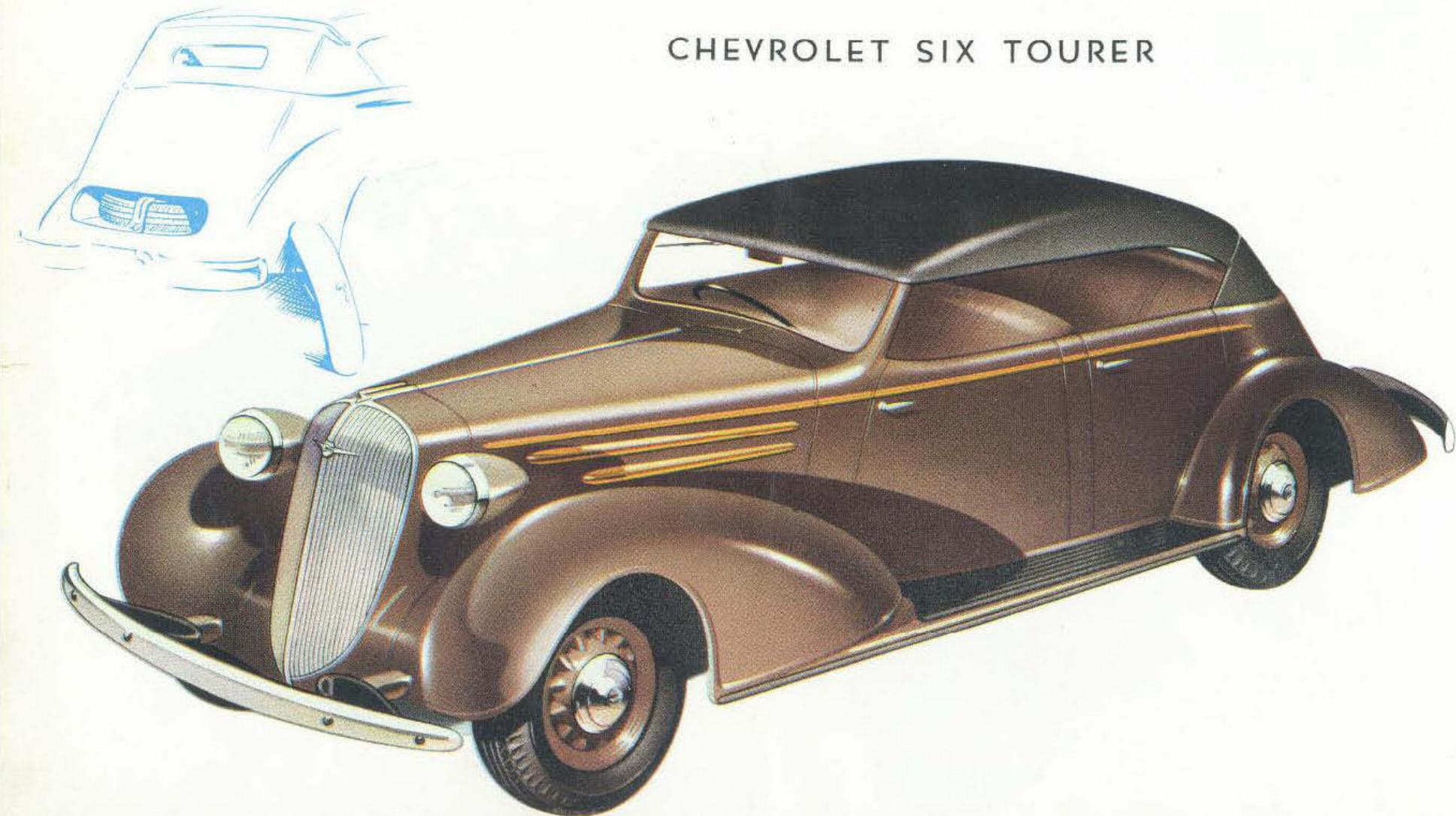
Brilliant new streamlined body, on longer wheelbase has sloping V radiator with chrome plated edging and centre bar carried over the top of the radiator to run full length of the bonnet, surmounted at front end by modernistic ornament. New bonnet louvres and V windscreen with electric wiper add to attractive appearance. Generous luggage space is provided behind rear squab. The spare tyre is stored in separate compartment, easily accessible through door in back panel.

CHEVROLET SIX COUPE



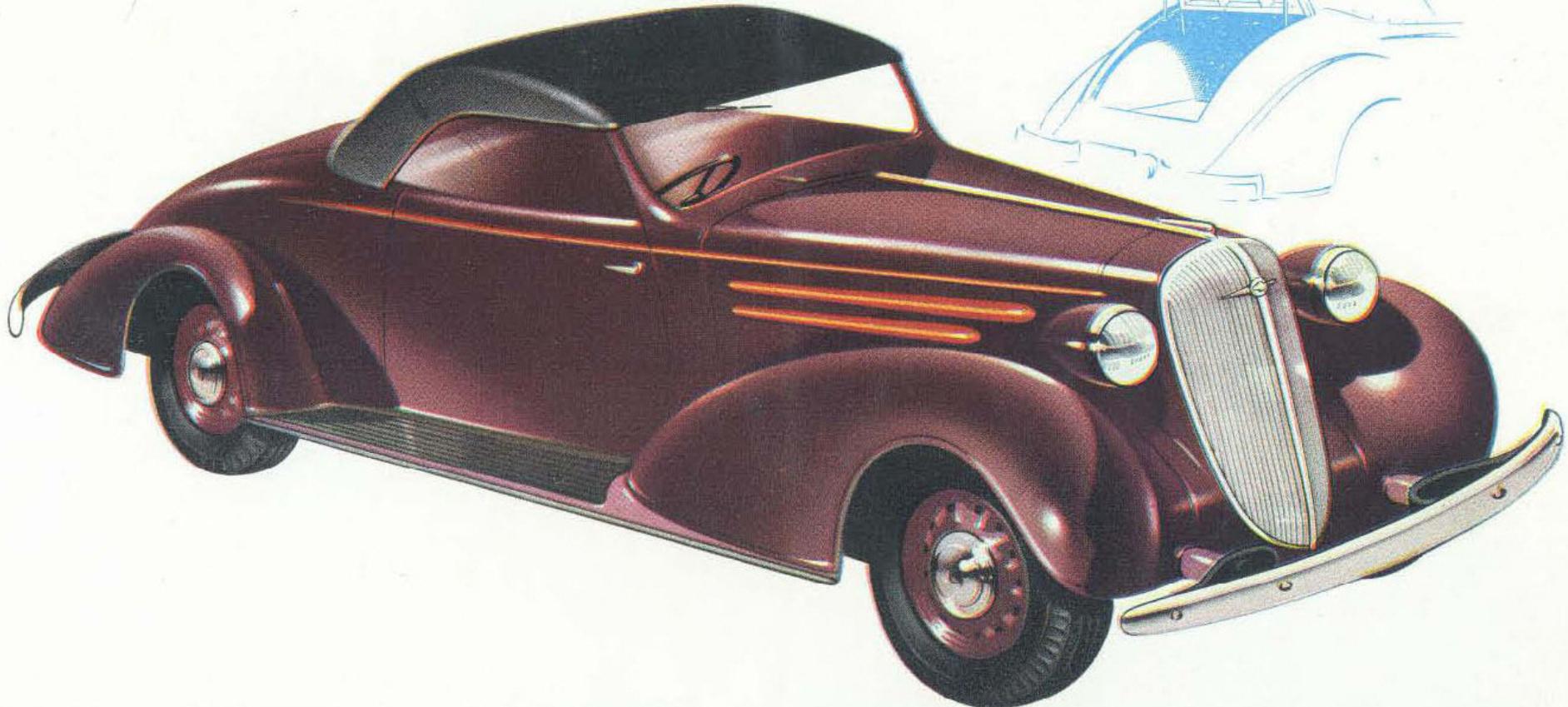
Famous Holden all-enclosed design available in two styles — Sports and Commercial. Ample room in Sports is available on each seat for three passengers, but rear compartment can be converted into capacious luggage space by tilting balanced back seat (A) upright — the rear squab (B) falling forward automatically. For business use, the Commercial style has no rear seat cushion, allowing even greater space for goods, samples or luggage. By a simple arrangement, a back seat may instantly be provided for occasional passengers. A separate compartment in both styles accommodates the spare wheel.

CHEVROLET SIX TOURER



A handsome open car with a brilliant appearance, aided by a chromium V radiator and modernistic ornament. Smart hood is made to blend with streamlining of the car and snug fitting all-weather side curtains to match are provided as standard equipment. Extra luggage space is provided behind rear squab which tilts up giving easy access. A small door in rear panel is provided for separate spare tyre compartment.

CHEVROLET SIX ROADSTER



A real sporting style with a hood which folds down to disappear into the lines of the car. Available either as a Sports Roadster with comfortable dickey seat, or for business purposes with a top-hinged lid on the spacious rear luggage boot. Luggage and spare tyre compartments are provided in sports model behind rear seat squab, and all-weather side curtains are provided as standard equipment.

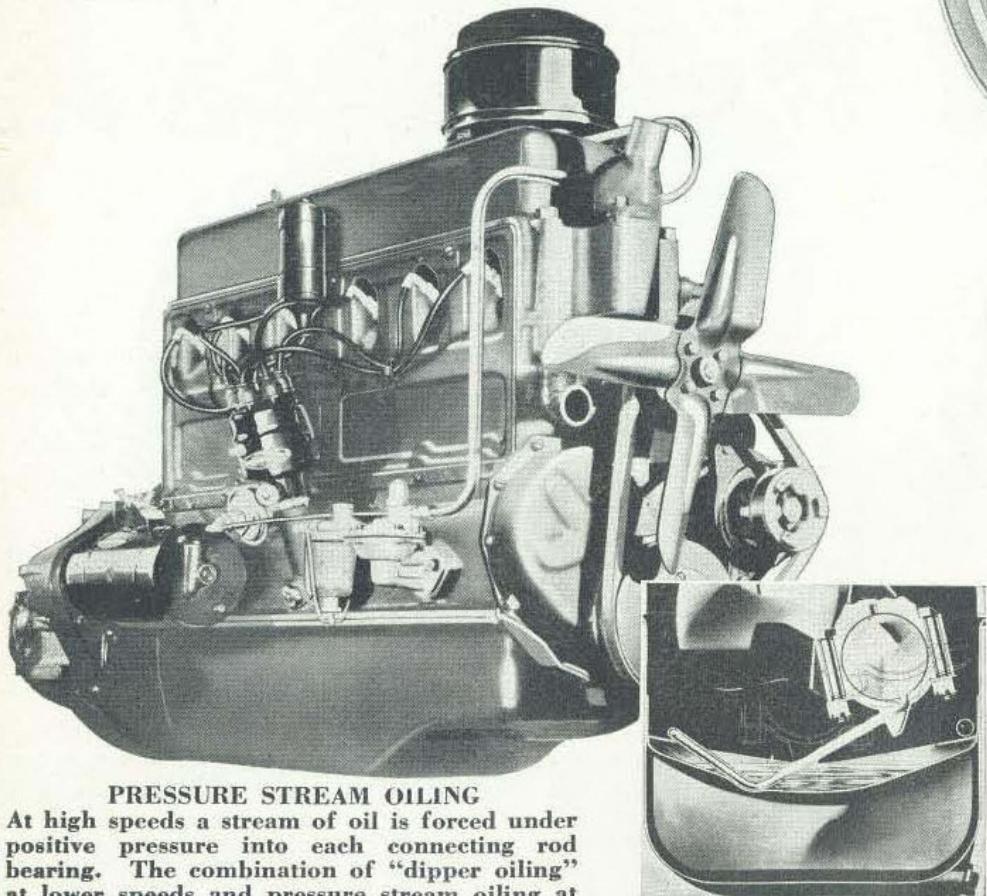
CHEVROLET FEATURES

LONG LIFE

HIGH COMPRESSION VALVE-IN-HEAD

ENGINE

In this engine have been incorporated many improvements to make it even smoother, more powerful, more dependable and durable. Its compression ratio has been increased to 6 to 1 and its rating raised to 79 horsepower. For twenty-four years Chevrolet has used valve-in-head construction because of its greater efficiency and economy of operation and upkeep.



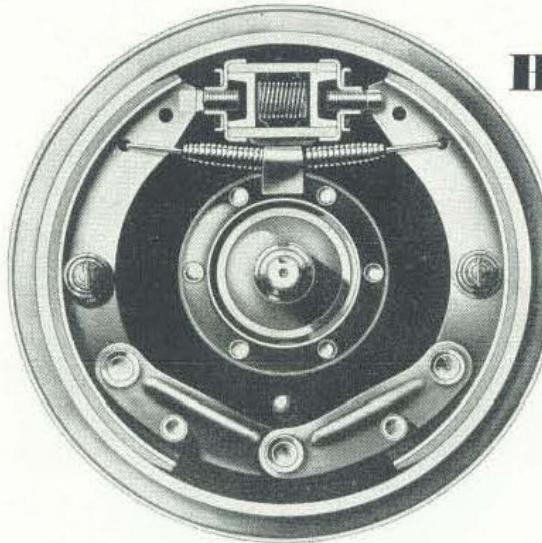
PRESSURE STREAM OILING

At high speeds a stream of oil is forced under positive pressure into each connecting rod bearing. The combination of "dipper oiling" at lower speeds and pressure stream oiling at fast speeds assures an abundant supply of oil in the connecting rod bearings at all times.

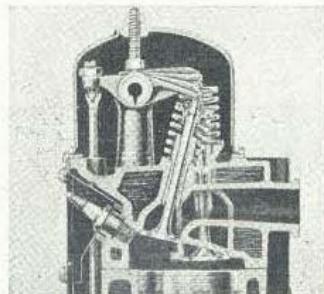
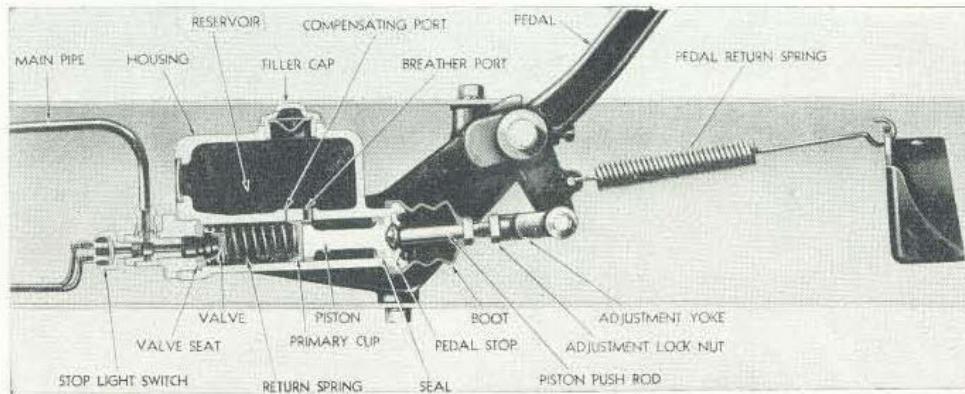
FITTED TO BOTH MODELS

NEW PERFECTED

HYDRAULIC BRAKES

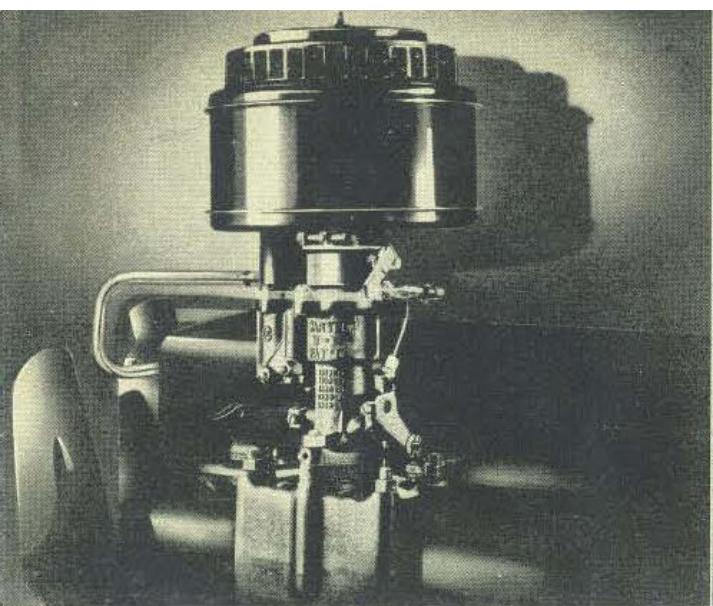


Large weatherproof brakes working under hydraulic pressure give smooth and positive braking power at a light touch. The pressure on the brake pedal is transmitted to the fluid cylinder causing the fluid to exert an equal pressure on all four wheels, so ensuring straight line stopping. Articulating brake shoes are fitted to bring every inch of brake lining into contact with the drums when pressure is applied. A mechanical handbrake operates independently on the rear wheels giving a double assurance of safety.

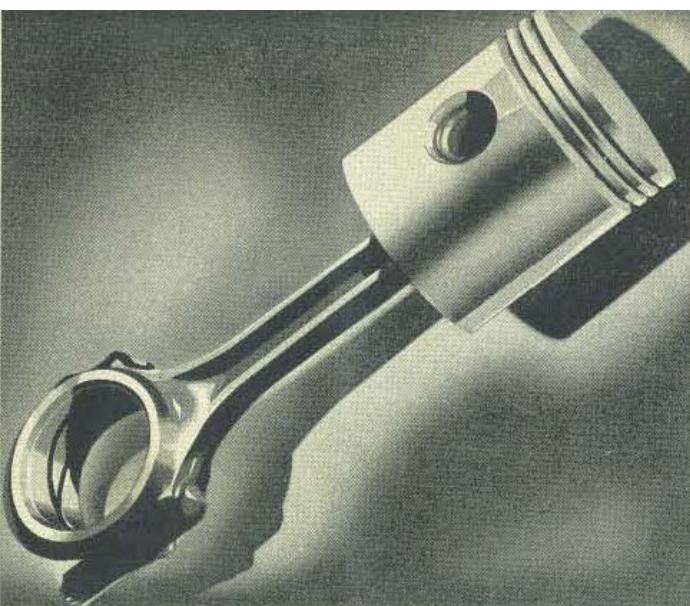


BLUE FLAME CYLINDER HEAD

Constructed to give the most scientifically correct shape for a combustion chamber, and the best position for valves and spark plugs. Improved now to give higher compression ratio of 6 to 1, hence increased power, acceleration, smoothness, quietness and fuel economy.



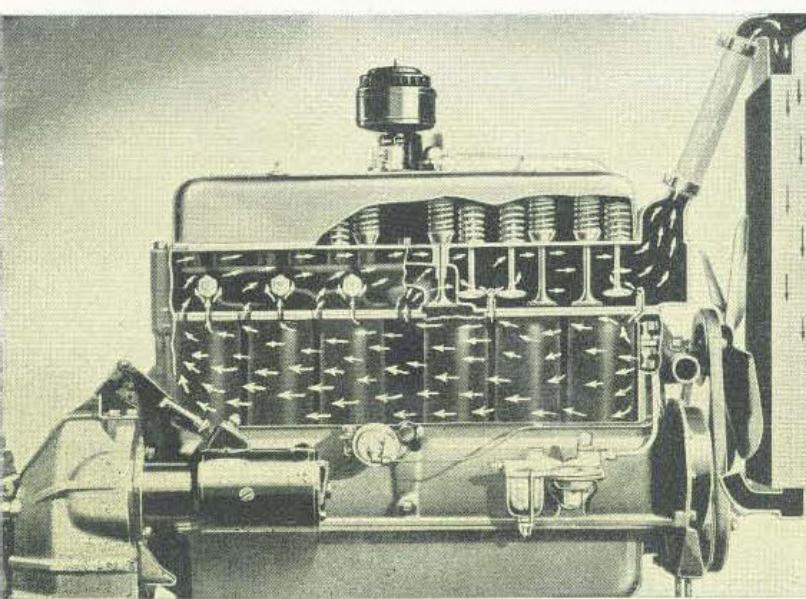
"BALANCED" DOWN DRAUGHT CARBURETOR.—An entirely new type that provides at every engine speed, regardless of temperature — the most scientifically proportioned balance of the petrol vapour and air mixture entering the engine. Carburetor fitted with silencer, large air cleaner, flame arrestor.



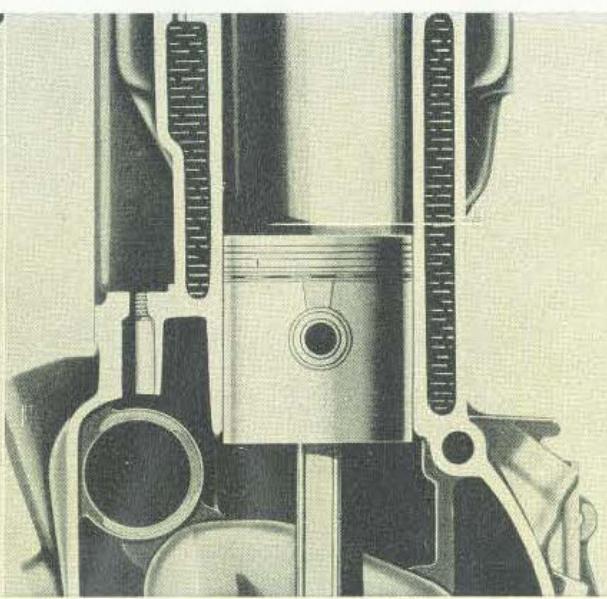
ELECTROPLATED PISTONS.—Grey iron pistons electroplated to give longer durable wear. Being of grey iron they have the same expansion rate as the cylinder block and electroplating reduces friction and materially increases the life of the pistons and cylinder walls.



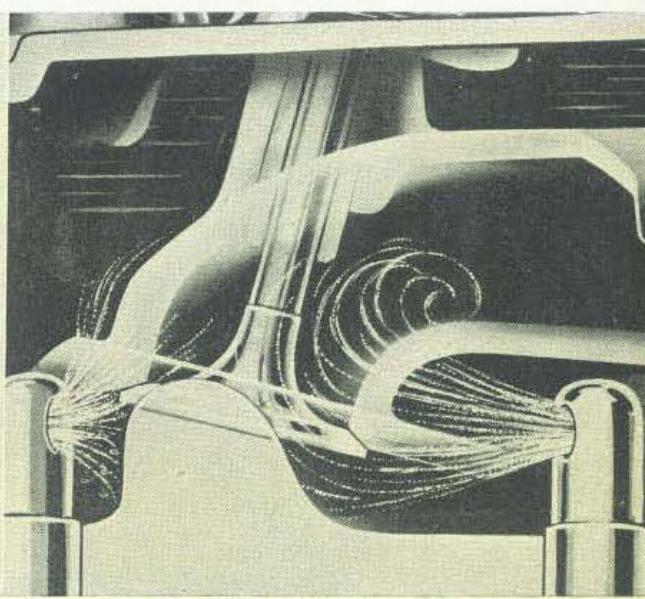
OCTANE SELECTOR.—An important feature contributing to economy. By means of the selector, the distributor timing can be set to suit any grade or brand of petrol in order to give maximum performance and economy.



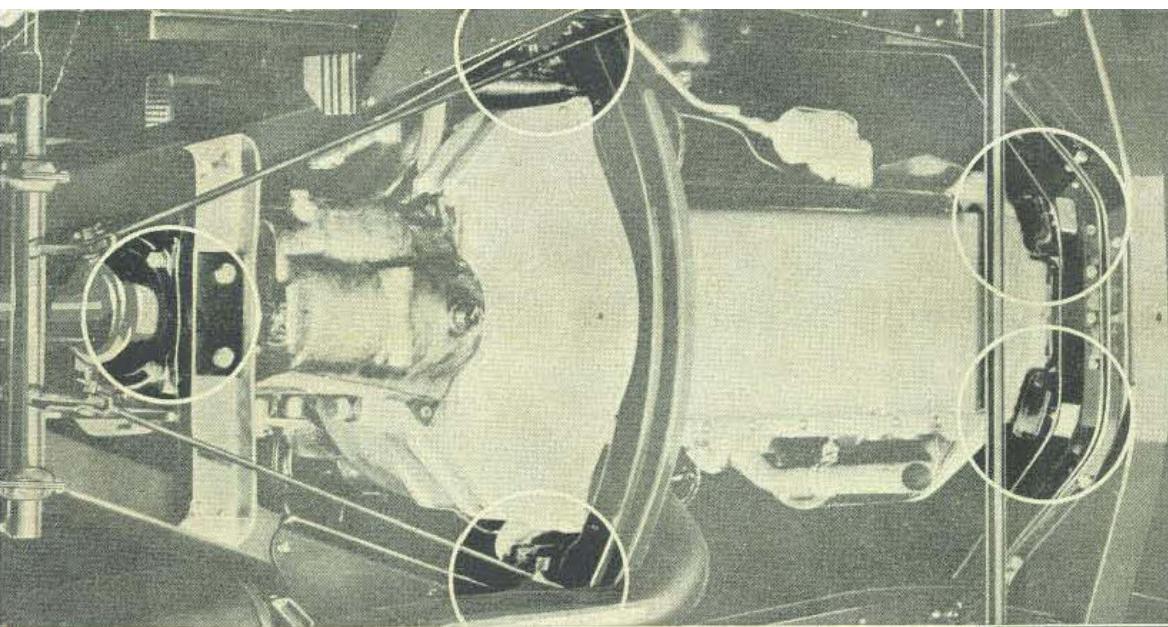
EFFECTIVE COOLING SYSTEM.—A very effective system because Chevrolet's valve-in-head engine design provides large water areas around cylinder walls, spark plugs and exhaust valves. Because of an unrestricted circulation Chevrolet's engine does not develop "hot spots." Its capacity is 12½ quarts of water.



FULL LENGTH WATER JACKETING.—An outstanding improvement is the extension of the water jackets to the full length of the cylinder walls. The cylinder walls, and in fact the whole engine, operates cooler and more quietly, oil temperature is actually reduced by 14% and longer life results in all wearing parts.



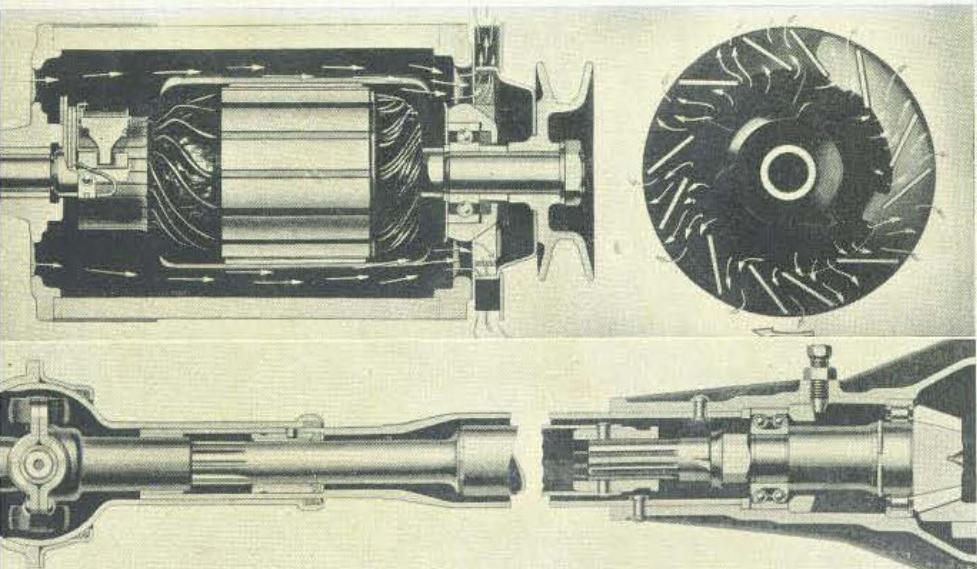
NOZZLE SPRAY VALVE COOLING.—With this feature the coolest water in the engine is directed under pressure at the valve seats by means of spray nozzles built into the cylinder head. Because valve seats and valves are kept at a temperature many degrees lower, the need for valve grinding comes much less frequently.



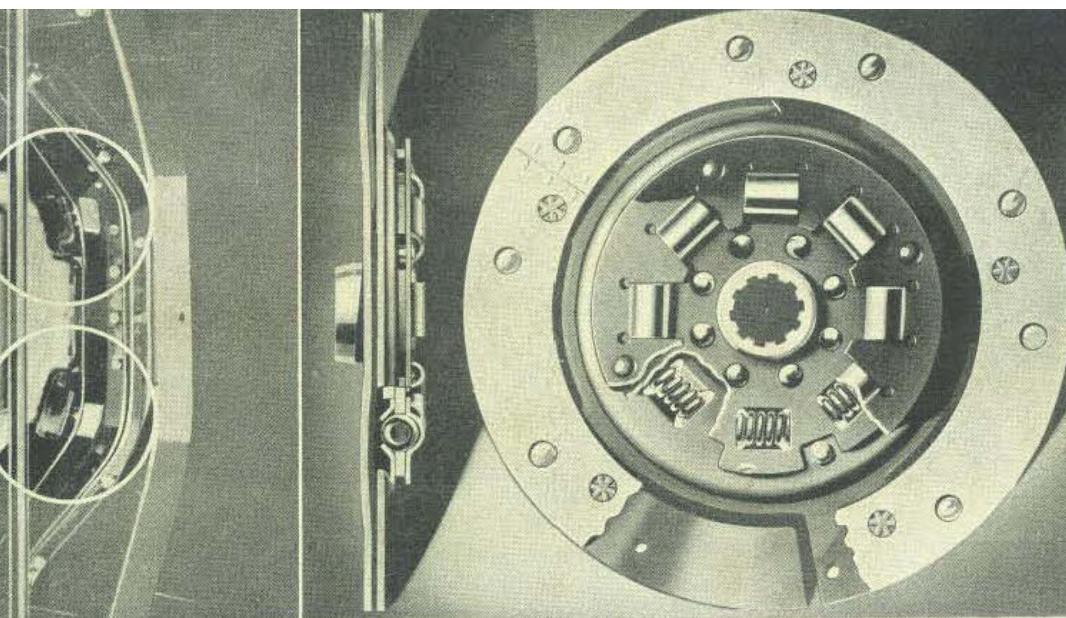
CUSHION BALANCED ENGINE MOUNTING

With this type of motor mounting, together with a naturally smooth engine, all vibration is completely isolated from the car and its occupants.

(Below) AIR COOLED GENERATOR.—A ventilating fan keeps the generator operating at a cooler temperature. The large generator provides ample current to the battery at all times.

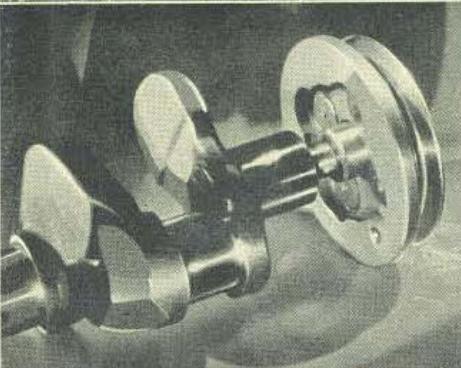


TORQUE TUBE DRIVE.—The rugged torque tube absorbs the heavy twisting strains imposed on the chassis when starting and stopping. By its use only one universal joint is needed, it being automatically lubricated from the transmission.



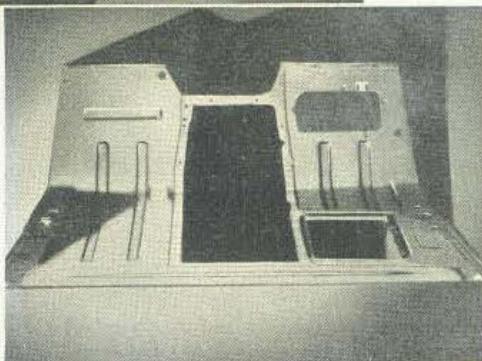
RUGGED CLUTCH

The life of the clutch springs has been increased nearly 20 times by a new "shot blasting" treatment used in their manufacture. The clutch hub is spring cushioned to give smooth easy engagement and chatter free operation.

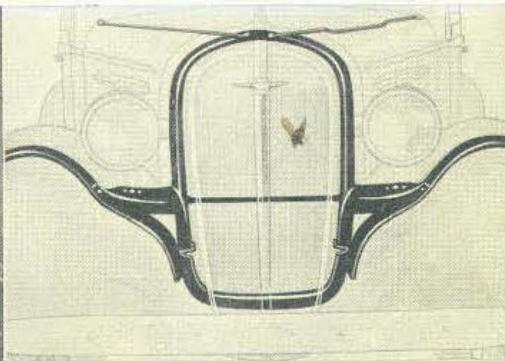


HEAVY CRANKSHAFT AND HARMONIC BALANCER

Correctly proportioned counterweights result in smooth engine operation, with very low main bearing loads, thus increasing bearing life. The crankshaft is balanced dynamically and statically.



STEEL CHASSIS FLOORING.—A strong steel floor extends under the driving compartment tilting at the forward end to give adequate protection and body insulation.



STABILISED FRONT END

Mudguards, radiator and headlamps are assembled together in one complete and rigid unit mounted to the frame on a large rubber cushion to overcome vibration.

ACCESSORIES AVAILABLE FOR YOUR NEW CHEVROLET

Each one of these Genuine Accessories is made particularly to suit the New Chevrolet models.

1. Gas Lock Cap.
2. Extra Sun Visor.
3. Bumper Guards.
4. Cigarette Lighter.
5. Insect Screens.
6. Fancy Gear Knob.
7. Wheel Shields.
8. Rear View Mirror and Pull-wind Clock.
9. Kool Kushion. This wonderful new car cushion keeps you cool and comfortable, and prevents perspiration. It is made of open weave material, and is ventilated, flexible and durable.
10. G.M.H. "Air Chief" Car Radio. The new G.M.H. "Air Chief" Car Radio has a separate speaker specially designed to fit into the Header Bar flush with the roof. Attractive in appearance, this new speaker gives better sound distribution and equal reception to the passengers in both front and rear seats.

The receiver unit is a 6-valve super-heterodyne with one dual purpose and one triple purpose valve giving 9-valve performance.

Perfect tone and clarity of reproduction makes it the finest car radio in Australia. No spark plug suppressors are necessary.

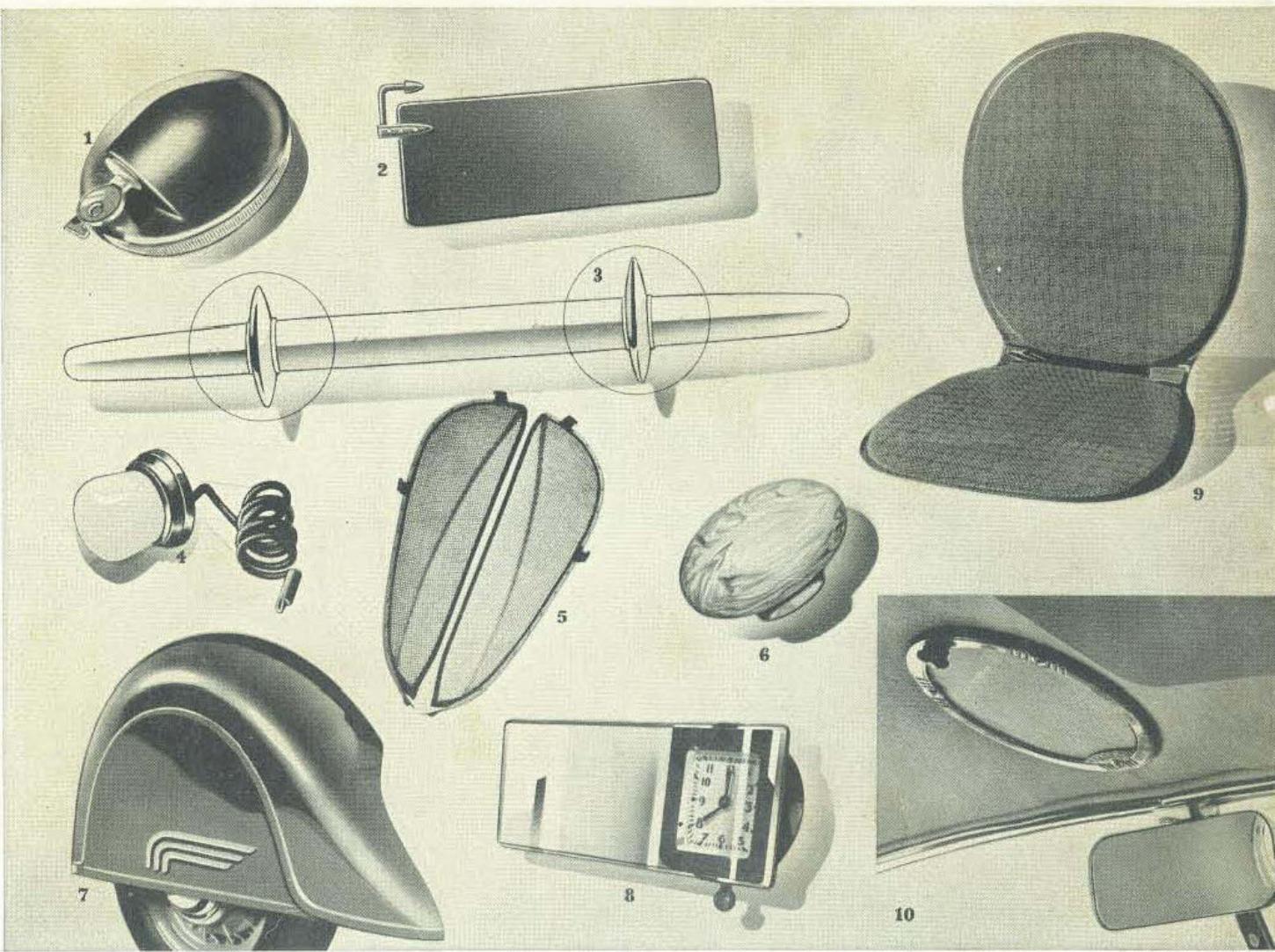
OTHER ACCESSORIES AVAILABLE BUT NOT ILLUSTRATED ARE:—

Handbrake Lever Extension, Fancy Horn Button, Fender Markers, Wheel Mouldings, Visor Vanity Mirror, Disappearing Ash Tray, Wheel Discs, G.M.H. Duo Cleaner and Polish, Instant Glass Cleaner, and "Door Ease" Dry Lubricant.

For the Chevrolet Six Model only, a Glove Box Lid and Extra Windshield Wiper are available.

G.M.A.C. Plan of Deferred Payments

Thousands of people have bought Chevrolet cars on the convenient and accepted G.M.A.C. Plan of Deferred Payments. Because G.M.A.C. (General Motors Acceptance Corporation) is a unit of General Motors, and the largest time financing institution in the world, you save money through low finance charges, secure valuable insurance protection, and are assured of considerate treatment. Your dealer can arrange the purchase of genuine Chevrolet accessories under the G.M.A.C. plan.



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.

SPECIFICATIONS OF THE MASTER DE LUXE CHEVROLET, 113 in. Wheelbase

ENGINE: Six cylinders; valve-in-head type; 3 $\frac{1}{8}$ in. bore; 4 in. stroke. R.A.C. horsepower rating, 26.3. Develops 79 h.p. Compression, 6 to 1.

CYLINDERS: Cast en bloc (including upper half of crank-case). Head detachable.

VALVES: 1 $\frac{1}{4}$ in. diameter intake; 1 $\frac{1}{2}$ in. diameter exhaust. Counterbored exhaust valve guides.

CONNECTING ROD BEARINGS: 2 $\frac{1}{8}$ in. diameter, 1 $\frac{1}{2}$ in. long. Material: Babbitt.

CRANKSHAFT: Weighs 69 pounds. Counter balanced. Harmonic balancer combined with crankshaft pulley. Three main bearings.

CRANKSHAFT BEARINGS: Front 2 $\frac{1}{8}$ in. diameter by 1 $\frac{1}{4}$ in. long. Centre 2 $\frac{1}{8}$ in. diameter by 2 $\frac{1}{4}$ in. long. Rear 2 $\frac{1}{8}$ in. diameter by 2 $\frac{1}{4}$ in. long. Material: Steel-backed babbitt. **CAMSHAFT BEARINGS:** Front 1 $\frac{1}{4}$ in. diameter by 1 $\frac{1}{2}$ in. long. Centre 1 $\frac{1}{2}$ in. diameter by 2 $\frac{1}{4}$ in. long. Rear 1 $\frac{1}{2}$ in. diameter by 1 $\frac{1}{2}$ in. long. Centre and rear bearing, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Vane type pump in crankcase; oil pressure gauge in instrument panel. Crancase ventilator. Oil pump capacity 7 quarts per minute. Screen on intake side of oil pump. A positive stream of oil is forced along the path of each connecting rod dipper from direction to opposite than that of rotation of connecting rod. Crancase ventilator covered with baffle.

CARBURETTOR: Carter, "Balance" down-draught construction. With accelerating pump. Single adjustment. Petrol filter in fuel pump. AC air cleaner, silencer and flame arrester. Fuel mixture is heated (thermostatically controlled) in manifold heat chamber.

FUEL: Mechanical fuel pump. 12 gallon tank in rear, electric seam welded. Petrol gauge on instrument panel. **IGNITION:** Delco-Remy with high tension wires waterproofed. Automatic and vacuum spark control. Octane selector connected to distributor. Ventilated generator. **TRANSMISSION:** Synchro-mesh silent-second design, three speeds forward and one reverse; unit power plant construction.

INSTRUMENT PANEL: Two-tone metallic grey finish. Indirectly lighted. Includes ammeter, oil gauge, speedometer, starter button, theft-resisting ignition lock, lighting switch, engine heat indicator, carburetor choke, throttle control, petrol gauge, radio plate and package compartment.

CONTROLS: Rubber pads on clutch and brake pedals.

CLUTCH: New improved dry single plate. Single cushion-mounted clutch disc with braided-moulded facings. "Shot-blasted" disc cushion springs.

COOLING: Harrison "V" centre core radiator, water pump on fan. Core material: copper. Full length jackets around cylinders. Nozzle spray valve seat cooling.

REAR AXLE: Semi-floating type. One-piece banjo-type pressed steel housing; one-piece differential case.

TYRES: 5.50 x 17 balloons.

WHEELS: 5 wire wheels with the fifth carried in rear concealed compartment.

STEERING GEAR: Semi-reversible, worm and sector type, 1 $\frac{1}{2}$ to 1 ratio.

KNEE ACTION UNIT: Enclosed coil springs in constant oil bath. Includes double-action shock absorbers.

REAR SPRINGS: Long special spring steel, semi-elliptic type, 54 in. long threaded shackles. Delco-Lovejoy type shock absorbers rear on all models.

FRAME: Channel section 5 $\frac{1}{4}$ in. deep, width of flange 2 $\frac{3}{8}$ in. Stock thickness $\frac{3}{8}$ in.; 5 sturdy cross members. Two sub-frames. "Y-K" shape sub-frame construction.

EQUIPMENT: Bumpers front and rear; leather upholstery; theft-proof ignition lock; radiator ornament; cowl ventilator; dome light and radio aerial (closed models); pockets both front doors of Sedan and Tourer, and in rear doors of Sedan; robe rail; built-in foot rest on Sedan and tube type on Tourer; arm rests front and rear compartment (Sedan); high pressure gun lubrication; complete tool kit; automatic stoplight; rear vision mirror; "V" windshield; dual electric wipers; vibrator-type horn; two beam headlamps, parking bulbs on all models; adjustable sun visor; adjustable driver's seat (closed models); ash tray; no-draught ventilation on front and rear windows.

BRAKES: Hydraulic application on four wheels. Service expanding type with 11 in. brake drums of composite cast iron rim and pressed steel web with cooling fins. Self-actuation brake shoes with effective braking area of 158 $\frac{1}{4}$ sq. ins. Separate mechanical handbrake operates on rear wheels by cable control.

DOOR LOCKS: Door locks fitted to closed models, permit outside door handles to "free-wheel" when locked, thus obviating the danger of broken handles and locks arising from unauthorised attempts to open the car.

WINDSCREEN: "Armourplate" annealed plate safety glass. Divided Vee screen on closed models. Open models—Top hinged one piece windscreen with Sedan type pillars.

WHEELBASE: 113 in.

CHEVROLET SIX, 109 in. Wheelbase

ENGINE: Six cylinders; valve-in-head type; 3 $\frac{1}{8}$ in. bore; 4 in. stroke; R.A.C. horsepower rating, 26.3. Develops 79 h.p. at 3,200 r.p.m. Compression, 6 to 1.

CYLINDERS: Cast en bloc (including upper half of crank-case). Head detachable.

VALVES: 1 $\frac{1}{4}$ in. diameter intake; 1 $\frac{1}{2}$ in. diameter exhaust. Counterbored exhaust valve guides.

CONNECTING ROD BEARINGS: 2 $\frac{1}{8}$ in. diameter, 1 $\frac{1}{2}$ in. long. Material: Babbitt.

CRANKSHAFT: Weighs 69 pounds, counter-balanced. Three main bearings.

CRANKSHAFT BEARINGS: Front, 2 $\frac{1}{8}$ in. diameter by 1 $\frac{1}{4}$ in. long. Centre, 2 $\frac{1}{8}$ in. diameter by 2 $\frac{1}{4}$ in. long; rear, 2 $\frac{1}{8}$ in. diameter, 2 $\frac{1}{4}$ in. long. Materials: Steel-backed babbitt. **CAMSHAFT BEARINGS:** Front, 1 $\frac{1}{4}$ in. diameter by 1 $\frac{1}{2}$ in. long. Centre, 1 $\frac{1}{2}$ in. diameter by 2 $\frac{1}{4}$ in. long. Rear, 1 $\frac{1}{2}$ in. diameter by 1 $\frac{1}{2}$ in. long. Centre and rear bearing, steel-backed babbitt.

OILING SYSTEM: Positive pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Vane type pump in crancase, oil pressure gauge in instrument panel. Crancase ventilator. Oil pump capacity, 7 quarts per minute. Screen on intake side of oil pump. A positive stream of oil is forced along the path of each connecting rod dipper from opposite direction than that of rotation of connection rod.

Crancase ventilator covered with baffle. **CARBURETTOR:** Carter, balanced—down-draught construction. With accelerating pump. Single adjustment. Petrol filter in fuel pump. AC air cleaner, silencer and flame arrester.

FUEL: Mechanical fuel pump. 11 $\frac{1}{2}$ gallon tank in rear, electric seam welded. Petrol gauge on instrument panel.

IGNITION: Delco-Remy with high-tension wires waterproofed. Automatic and vacuum spark control. Octane selector connected to distributor. Ventilated generator.

TRANSMISSION: Helical constant mesh, three speeds forward and one reverse; unit power plant construction. Rail type with interlock.

INSTRUMENT PANEL: Indirectly lighted. Includes ammeter, oil gauge, speedometer, theft-resisting ignition lock, lighting switch, carburetor choke, throttle control, petrol gauge. Open glove box.

CLUTCH: Single dry plate. Single cushion-mounted clutch disc with braided moulded facings. "Shot-blasted" Disc Cushion Springs.

COOLING: Harrison "V" centre core radiator, water pump on fan. Core material: Copper. Full length jackets. Nozzle spray valve seat cooling.

FRONT AXLE: I-beam section; 4 New Departure ball bearings in wheels.

REAR AXLE: Semi-floating type. One piece banjo-type pressed steel housing; one-piece differential case. Barrel type differential bearings.

BRAKES: Four wheel hydraulic service internal-expanding type on front and rear; 11 in. brake drums of pressed and machined homogeneous steel. Brake lining 1 $\frac{1}{2}$ in. width. Effective braking area, 158 $\frac{1}{4}$ sq. in. Separate mechanical handbrake acting on rear wheels.

WHEELS: 5 steel spoke wheels. Spare is housed in special compartment in body. Standard equipment.

TYRES: 5.25 x 17 balloons.

STEERING GEAR: Semi-reversible; worm and sector type, 14 to 1 ratio.

SPRINGS: Special spring steel, semi-elliptic type; front, 36 in., and rear, 49 in.; threaded shackles. Delco-Lovejoy shock absorbers front and rear on all passenger models.

FRAME: "Box-girder" section; 2 box-section side rails connected by 3 box section cross members. Side rail sections 4 $\frac{1}{2}$ in. deep x 2 $\frac{1}{4}$ in. wide of $\frac{3}{8}$ in. thickness.

EQUIPMENT: Bumpers front and rear; leather upholstery; steel spoke wheels; theft-proof ignition lock; radiator ornament; cowl ventilator; dome light and radio aerial (closed models); pockets both front doors of Sedan, and back of front seat in Sedan and Tourer; foot rest (Sedan); high pressure gun lubrication system; complete tool kit; automatic stoplight; rear vision mirror; electric wiper; two beam headlamps; parking bulbs on all models. Adjustable sun visor on closed models. No-draught ventilation on all closed models. Top boot standard on Sports Roadster.

WINDSCREEN: Of "Armourplate" Safety Glass construction. Closed models have divided sloping windshield. Open models—Top hinged one-piece windshield with Sedan type pillar.

WHEELBASE: 109 in.

NOTICE

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT

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