GENUINE PARTS ACCELERATOR

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THE GENUINE PARTS MAN WISHES YOU . . .

COMPLIMENTS of the SEASON

On behalf of the General Motors-Holden's Spare Parts Department, the Genuine Spare Parts Man wishes you the Compliments of the Season, and trusts that the year 1935 holds bigger, better and brighter business for all friends in the motor trade of Australia.

Sell G.M.-H. Genuine Accessories for Christmas Presents . . . .

THE wide range of Gift suggestions in G.M.-H. Accessories gives you an exceptional opportunity to increase your sales by featuring them between now and Christmas.

This issue of the G.M.-H. "Accelerator" is devoted mainly to Accessories, and in the following pages we list and illustrate the most prominent items from the new season's range. These Accessories, though primarily designed to suit the 1933 and 1934 cars, are, at the same time, admirably suited for previous models.

G.M.-H. Accessories are designed more than for the mere adornment of a car—they, each of them, have a definite utility that every motorist will appreciate. They are carefully engineered and will harmonise with the latest style trends of modern coachwork.

Extra Christmas trade can be yours with little effort on your part—now is the time for you to cash in on these extra profits. Display G.M.-H. Accessories . . . talk about them to your customers . . . suggest them as Christmas presents . . . and, if possible, have a car fitted up with some of the main Accessories. You will find that this extra Christmas trade is easy to get and that every customer will be so delighted that he will influence additional sales among his friends.

Competition Announcement . . .

The G.M.-H. Crossword Puzzle published in the last issue of the "Accelerator" has met with an amazing response. Many replies are still being received daily, so it has been decided to postpone the judging to enable everyone to send in their entries.

If you have not yet completed the crossword and sent it in, turn up last issue of the "Accelerator" now and get to work. You still have as much chance as the entries already received.

Remember the prizes are: 1st, £2; 2nd, £1; 3rd 10/-. They must be won, and the money can be yours. Remember to put your name and address on your entry. Watch the first issue in the New Year for the result and list of prize-winners.

Genuine Chevrolet Cylinder Heads

In the last issue of our "G.M.-H. Genuine Parts Accelerator" we described to you the methods by which Genuine Chevrolet Cylinder Heads are cast. This article deals with the accurate manner in which these Cylinder Heads are machined.

In order that the Genuine Chevrolet Cylinder Heads can be machined with such accuracy as to obtain 100% interchangeability, many special precision machine tools have been developed. These machines have been constructed by Chevrolet after years of experience in the manufacture of these parts, and it is only with equipment such as this that Cylinder Heads can be produced with such accuracy on a mass production basis.

When these Cylinder Head castings arrive at the Chevrolet Motor Plant at Flint, they are unloaded from freight cars and the first machining operation is the milling of the top and bottom faces on a large milling machine which is shown in Figure 1.

FIGURE 1.

From this machine, the Heads pass to the multiple milling machines, where all the holes in the Head are drilled in one operation. Next, these Heads pass to another gang of milling machines where both sides are milled. The Spark Plug Holes, Tappet Cover Plate Holes and the Intake and Exhaust Stud Holes are drilled.

After these operations, the Heads pass through other machines and various other operations are performed. Figure 2 shows the Head on a tapping machine where all holes are tapped in one operation.

FIGURE 2.

The Cylinder Head is then water-tested at high pressure, as shown in Figure 3, and any Head that should leak is immediately scrapped. It is then thoroughly cleaned and the Valve Guides inserted and reamed.

FIGURE 3.

Next, the Valve Seats are finished. This requires two separate machining operations—a rough and a finish. (See Figure 4). The Valves are then inserted and run with Valve Grinding Compound. The Valve Grinding Compound is then removed and the Head again cleaned. Inspectors then check each Valve Seat with Prussian Blue. For production the Valves are left in place, but for service the Valves are removed and the Cylinder Head is sent to Service Stock.

FIGURE 4.

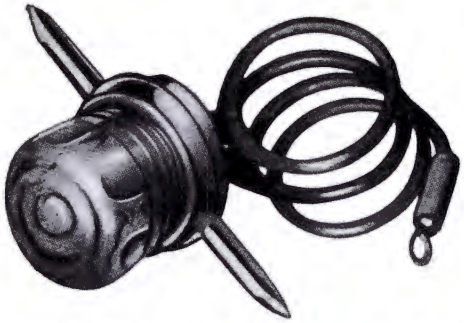
By using Genuine Chevrolet Cylinder Heads, you are assured that the existing relative parts will fit and operate perfectly. Such important points as valve seating, alignment of Valve Guides, thickness of metal around Valve Guides and Inlet and Exhaust Ports being uniform, and the bottom face of the Cylinder Head being perfectly flat so as to make a satisfactory joint when bolted to the Block, are all embodied in the Genuine Chevrolet Cylinder Head.

If a Head is used in which the above points are not strictly in accordance with specifications, the following difficulties are likely to eventuate:

(A) Warping of the Cylinder Head;
(B) Distortion of Valve Guides, due to uneven cooling;
(C) Sticking Valves;
(D) Broken Cylinder Head Bolts;
(E) Cracks, which no matter how minute will cause leaky Cylinder Heads;
(F) Blown Cylinder Head Gaskets;
(G) Over-heated Plugs, followed by ignition troubles and frequent Spark Plug replacements;
(H) Burnt Valves and warped Seats.

This completes the story of the manufacture of the Genuine Chevrolet Cylinder Head.

Sell these Genuine Accessories . . .

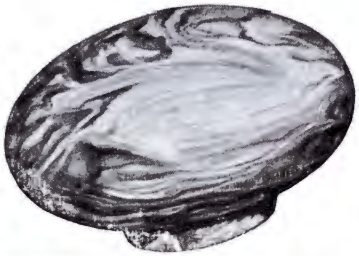


CIGARETTE LIGHTER: Designed to match the fitments at present on the instrument panel of your new Chevrolet, the Cigarette Lighter is a distinctly convenient and attractive accessory for the driver and passengers who smoke. The head is of beautifully grained "Catalin" and is fitted with a small element. The element glows when pressed inward and may then be handed around the car to provide a light for all passengers. By obviating the necessity for matches, the risk of fire is considerably reduced. The Gear Lever Knob is made to match the lighter.

Cigarette Lighter—Part No. 600233.
List Price 11/6

DE LUXE HORN UNIT: Two chromium-plated trumpet type horns of the most attractive appearance form the De Luxe Horn Unit for front end mounting to any car using a 6-volt Battery. Each horn has a different tone, but together they give a blended and commanding note which ensures their being heard at high speeds and in noisy traffic. These horns are complete with the necessary wiring, attaching brackets, and a relay to accentuate the tone. For a comparatively nominal sum they add pounds to the value of your car.

De Luxe Horn Unit—Part No. 600780
List Price per pair £3/7/6

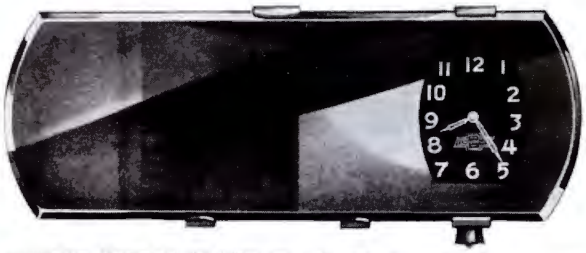


GEAR LEVER KNOB: A De Luxe Gear Lever Knob is an inexpensive item which adds rich beauty to the interior of the car—matching the cigarette lighter head, and blending with the modern beauty of the car. The Gear Lever Knob, being made of "Catalin," is practically indestructible. It is non-inflammable and impervious to moisture. It resists alcohol, oil, and all common acids.

Gear Lever Knob—Part No. 600231
List Price 4/-

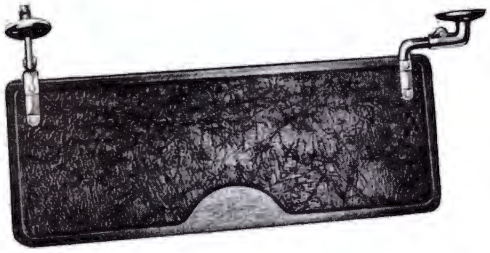
RADIATOR CAP WITH LOCK: The modernistic design of the Chevrolet Radiator Mascot has been created to blend harmoniously with the fleet, sweeping lines of the car itself. Of the finest workmanship, it is of highly polished chromium plating over a non-rust metal. The device shown in the picture below the cap itself acts as a lock which permanently prevents the Mascot from being removed from the car. The Radiator Cap fits all Chevrolet 1933 and 1934 models. The lock itself can be purchased separately and is suitable for both Pontiac and Chevrolet.

Cap and Lock complete—Part No. 600201
List Price £1/7/6
Lock only—Part No. 364789
List Price 4/6



30-HOUR MIRROR CLOCK: The Mirror is made of non-glare glass which eliminates the blinding beams from headlights of cars approaching from the rear. The time-piece is modern and reliable and has a convenient pull-wind—you simply pull a cord to wind the clock. The clock is guaranteed under the usual Chevrolet warranty and may be had with or without the Chevrolet monogram on the clock face.

30-Hour Mirror Clock—Part No. 980361
List Price £1/10/-



SUN VISOR: The attractive leather-covered Sun Visor is equally adaptable for either the driver or front seat passenger. It can be adjusted to any angle, and may also be swung around to the door window to shade the sun when it comes from that direction.

Sun Visor—Part No. 260-1-13
List Price £1

Any one makes an Ideal Gift . . .

METAL TYRE COVER: The metal drum tyre cover is an improved type for the 1934 Master model. For convenience in attaching, the back piece has a hook clamp which fits over the top of the tyre and holds the back in place while the front part is attached to it. The front hooks over the retaining lip and is then fastened at the lower tyre sides by jack knife clamps. The jack knife clamps are an improved type and are made of polished stainless steel, as are the mouldings on tread and side wall of cover, which protect them from corrosion or rust. The Chevrolet emblem is finished in chromium and blue vitreous enamel, and is recessed into the cover so that polishing cloths or sponges will not catch on the corners.

Metal Drum Cover—Master—Part No. 600328
List Price £3

A Metal Ring Type Cover—Part No. M/6030 is also available for the 1934 F.34 Oldsmobile.
List Price £3

PETROL TANK LOCKING CAPS: G.M.-H. Locking Caps for petrol tanks fit almost every popular make of car. See the list in Accessories Catalogue. They are designed to prevent the theft of petrol, and to discourage car thieves. They are easy to instal, and cannot be lost or stolen. They have a Yale lock with two keys, and are finished in chromium plate.

List Price 12/6

HUB CAP WHEEL LOCKS: Constructed in heavy-weight steel and finished in polished chromium plate, the Master Chevrolet Hub Cap adds greatly to the handsome appearance of your Chevrolet. The circular panel in the centre slides upward to reveal the lock, which, of course, is ordinarily covered by the panel to seal it against grit and wind. The Hub Cap is made to fit the Metal Tyre Cover featured on this page, but can, of course, be used on the spare wheel in the fender well without this cover.

Make and Model.	Part No.	Price
Chevrolet Master 1931-33 (as illustrated)	364510	£0 16 6
Chevrolet Standard 1933-34	474199	0 14 6
Chevrolet Master 1934	600473	1 0 0
Chevrolet Master 1931-33 (plain type), Pontiac 1933, Continental (All), Ford B, V8, Nash Six 1933, Rockne 1932, Studebaker Six 1933, Willys Six 1932, Willys 99 1932.	D575	0 16 6

WHEEL MOULDINGS: These chromiumed, highly polished, stainless steel wheel mouldings add brilliancy, smartness, and distinctiveness to the new 1934 Chevrolet and 1934 Pontiac. They make the wheels appear smaller and the hub caps even larger. These wheel mouldings can be instantly installed and are held permanently in place by patented teeth. They will not rattle, rust, or tarnish. Wheel mouldings add that final touch of individuality. As all 1934 Pontiacs are fitted with six wheels, it is necessary when ordering mouldings to specify Part No. M-6019.

Mouldings (set of 6)—Part No. M-6019—List Price, £3/2/6.
Mouldings (set of 5)—Part No. 600510—List Price, £2/10/-.
Mouldings (1 only) —Part No. 600511—List Price, 12/6.

Genuine Brake Lining Gives More Miles of Safe Driving

When the accident is over it is too late to be sorry. The few shillings saved by fitting inferior brake lining is poor compensation for the risk you take.

Genuine Chevrolet Brake Lining should be used for replacement in all Chevrolets because it is identical in material and fit with that originally fitted to the car.

Chevrolet Brake Lining is made to give you an extra margin of safety, to do a tough job and to act efficiently under all conditions.

Genuine Lining has the correct frictional properties and will not score or cause premature wear of the brake drums.

All Genuine G.M.-H. Brake Linings are packed in attractive package cartons and are available for all Chevrolet models—both cars and trucks.

CHEVROLET PASSENGER.

Part No.	Model Data.	List Price.
M.6011	Superior "K" 1925 Passenger Cars	£0 17 0
M.6012	Superior "V" 1926 Capitol "AA" 1927 Passenger Cars	£1 1 0
M.6013	National "AB" 1928 Passenger Cars	£1 6 6
M.6014	International "AC" 1929 Passenger Cars	£1 6 6
M.6016	Universal "AD" 1930 Independence "AE" 1931 Confederate "BA" 1932 Passenger Cars	18 6
544127	Master "CA" 1933 Passenger Cars	£1 2 6
600764	Standard "CC" 1933 Passenger Cars	15 0
600769	Master "DA" 1934 Passenger Cars	£1 5 0
600772	Standard "DC" 1934 Passenger Cars	£1 2 6

CHEVROLET TRUCKS.

Part No.	Model Data.	List Price.
M.6009	"R" Truck 1925 "X" Truck 1926 "LM" Truck 1927 "LO" Truck 1928	£1 6 6
M.6010	"LP" Truck 1928 "LQ" Truck 1929	£1 12 6
M.6015	"N" Truck 1932	£1 13 6
600763	"O" Truck 1933	£1 12 6
600771	"P" Truck 1934	£1 15 0

Another Page of Useful Accessories

Hose Line Thermostat for 1934 Chevrolet.

A thermostat is efficient in any climate regardless of atmospheric temperatures, but it is a very desirable accessory when climatic conditions require more quickly controlled engine temperature to secure maximum efficiency. The thermostat valve starts to open at 148 degrees to 153 degrees F. This means that the water in the engine cooling space must reach that temperature before it can circulate through the radiator core. The quicker a motor reaches normal temperature, the quicker it performs at normal efficiency, which in turn effects fuel economy. A thermostat, in addition to ensuring greater fuel economy, contributes to oil economy, and the safeguarding of internal engine parts against abnormal wear. In cold weather where a cold motor is driven, there is a tendency toward prolonged choking. This causes slight dilution of the crankcase oil by the seepage of raw petrol.

Hose Line Thermostat (Standard Model)—Part No. 600157.
List Price ..... 10/6.

Thermostat Assembly (Master Model) — Part No. 3110175.
List Price ..... 10/6.

The Vauxhall Magnetic Inspection and Emergency Lamp.

This beautifully finished emergency and trouble lamp is particularly suitable for the ASX and BX Vauxhall, but can be used on any car. These two Vauxhall models are fitted with the necessary dashboard connecting socket, but a spare socket is supplied which makes it suitable for use on any car—the lamps being available for both 6 and 12 volt systems. Upon plugging in, the base of the lamp becomes a powerful magnet, and it will adhere to any ferreous metal surface. Sufficient flex is supplied to enable the lamp to be taken anywhere around the car, and its uses are therefore manifold, some of them being—

Wheel changing. Engine inspection.
Sign Post reading. Removing luggage from carrier.
Garage lamp. Emergency Head Lamp.
Emergency Tail Lamp. (A small red lens makes it a legal fitting for this purpose).
(Please state voltage when ordering).

List Price ..... 18/9 each.

G.M.-H. Battery Charger.

The G.M.-H. Battery Charger is a compact, dry metal rectifier charging device, by which the car owner is enabled to keep his battery at full charge in the home garage without the inconvenience of removing it from the car.

The modern car battery has many calls on its capacity—radios, windshield wipers, cigar lighters and other electrical devices; the G.M.-H. Battery Charger will keep the Battery at full efficiency, economically and without worry to the owner.

The Charger is simplicity itself to operate, it only being necessary to plug into any convenient power point socket and another permanent connection on the dashboard of the car.

The G.M.-H. Battery Charger is available in two units to suit the range of voltages in the different towns, as under:

Part No.	Description.	Models	List Price.
M6025	200-220 volt A.C. unit	All cars with 6-volt battery	£4 10 0
M6026	220-240 volt A.C. unit	All cars with 6-volt battery	£4 10 0

Buick Dash Watch.

The Buick Dash Watch has been especially designed to harmonise with the other instruments on the panel. It has an eight-day, precision, jewelled movement and indirect lighting for the dial. It is easily installed on the compartment door, replacing the Buick emblem.

For 1934 Series 50 and all 1933 Buicks.
Part No. 1560278 — £3/7/6 — List Price.

After frame No. 2771472 the Series 40 Buick has a Glove Compartment Door to which a clock can be installed.

The clock, similar to that as used on Series 50, is available, and on cars previous to frame No. 2771472 a new door part, No. 1288355, is furnished.

For 1934 Series 40 Buick.
Part No. 1288357—£3/12/6—List Price.

BRAKE ADJUSTMENT INSTRUCTIONS
Vauxhall ASX Light Six

Normal Adjustment.

Do not adjust brake operating cables to compensate for wear as normal wear on brake linings is taken up by an adjusting mechanism inside the brake drum but which is operated externally by means of an adjusting nut attached to the end of a flexible shaft. Independent adjustors are provided on each wheel, all of which must be given attention at the same time to ensure even braking.

Jack up all four wheels, slacken the eccentric adjustment lock nut "C" and turn the eccentric itself by means of the spanner, supplied in tool kit, in the direction the road wheel revolves when moving forward, until a slight drag is felt when turning the wheel by hand. Then turn the eccentric in the opposite direction until the wheel will just revolve freely. Hold the eccentric in this position and thoroughly tighten the lock nut. Turn the brake shoe adjustor "B" of the front and rear brake on the right-hand side of the car in a clockwise direction, and on the left-hand side in an anti-clockwise direction until a very slight drag is felt when turning the wheels by hand (CARE MUST BE TAKEN NOT TO FORCE THE ADJUSTORS), then turn the adjustors in the opposite direction until each wheel will rotate freely.

With the vehicle still jacked up apply the foot brake pedal lightly and test the braking effect by turning each wheel by hand. The resistance to turning should be the same on each wheel. If not, slacken off the adjustment of the brakes having greatest resistance until the braking effect is the same on all wheels. DO NOT APPLY THE HAND BRAKE LEVER WHEN MAKING ADJUSTMENTS.

Anchor Pin Adjustment.

Anchor pins should be adjusted only when fitting newly lined shoes or if for any reason the nuts have been slackened. In such cases proceed as follows:—

Jack up all four wheels.

Loosen anchor pin nuts "A" just sufficiently to free lock washers. Loosen lock nut "C" on eccentric adjustor and turn eccentric in direction wheel rotates when car is moving forward, until a slight drag is felt on the wheel. Holding the eccentric in this position, tighten lock nut sufficiently to hold eccentric in temporary position.

Expand brake shoes by means of the flexible adjustors "B" until the wheels can just be turned with one hand.

Very thoroughly tighten anchor pin nuts "A."

Slacken off brake shoe adjustors "B," approximately 1½ turns, and the eccentric until wheel turns freely, then hold eccentric with spanner while tightening nut "C."

Again adjust brake shoes by means of the flexible adjustors "B" until slight brake drag can be felt on turning the wheels, then ease back the adjustors until the wheels revolve freely.

Finally test braking effect as described under "Normal Adjustment."

Resetting System.

Do not disturb the operating cables unnecessarily and never shorten them to compensate for brake wear. If after considerable mileage stretching of the cables is encountered or if the original setting has been disturbed, proceed as follows:—

With the hand lever "E" and foot pedal "D" in the fully off position disconnect all four cables at connections "H" on cross shaft levers and ensure that the cross shaft is free to return to its stop "F" and that the cables have free movement. Remove any play between the foot pedal and its lever on the shaft by screwing the yokes further on to the rod, but not sufficiently to pull the cross shaft away from its stop "F." Adjust each front and rear brake by means of the adjustors "B" until the shoes are binding on the drums (DO NOT FORCE THE ADJUSTORS). Give each cable a sharp pull to ensure they are not sticking in their guides, and the clips "G" are tight, and all parts are seated correctly, then adjust each brake cable until the pins can just be inserted through each connection "H" and the respective levers on the cross shaft.

Finally unscrew each brake adjustor until the wheels just revolve freely.

Lubrication of Operating Cables.

To maintain maximum braking efficiency it is essential that the operating cables are perfectly free to slide in their conduits, and in consequence these must be packed with good quality grease every 10,000 miles, and all joints of the brake operating mechanism should receive a few drops of engine oil every 1,000 miles.