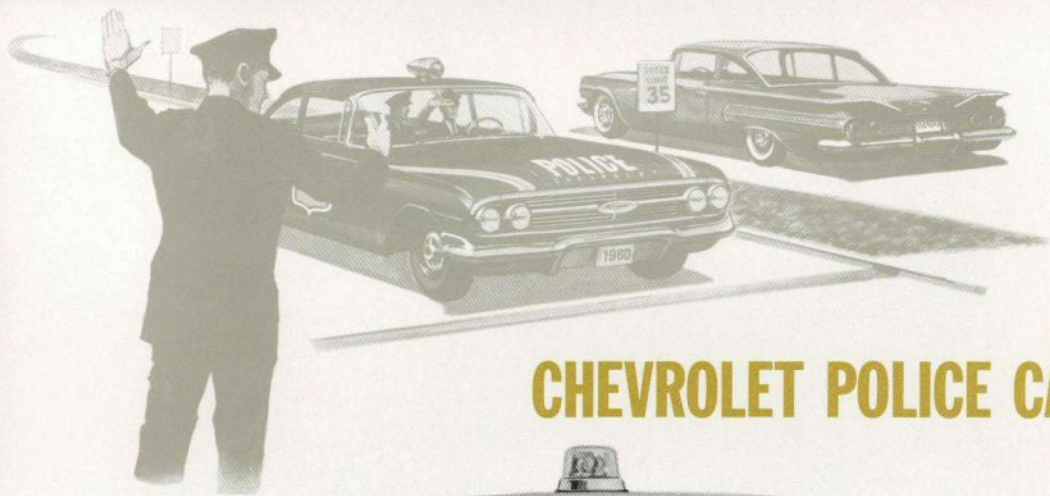


1960 CHEVROLET POLICE CARS





CHEVROLET POLICE CAR LINEUP



Blacayne 2-Door Sedan

DUTY-DESIGNED FOR ALL TYPES OF LAW ENFORCEMENT SERVICE

Superior engineering makes 1960 Chevrolet police cars more efficient for both highway cruising and city patrol duty. Chevrolet's Body by Fisher and Safety-Girder frame are both rigid and strong for long-lasting durability. Huge Safety *Plate* Glass areas allow officers to see clearly more of what's going on. And big, long-lasting Safety-Master brakes give an extra measure of confidence to the driver. There's greater driving ease in Chevrolet

police cars too . . . to help patrolmen stay more alert to regular police business. Steering is easy, ride is quiet, and handling is smooth. And the extra roominess and comfort inside seem to shorten long hours of patrol duty. For safer driving during all conditions, every '60 Chevy police car includes electric windshield wipers, dual sun visors, and hooded, non-glare instruments.



Brookwood 4-Door 6-Passenger Station Wagon

BROOKWOOD 4-DOOR 6-PASSENGER STATION WAGON

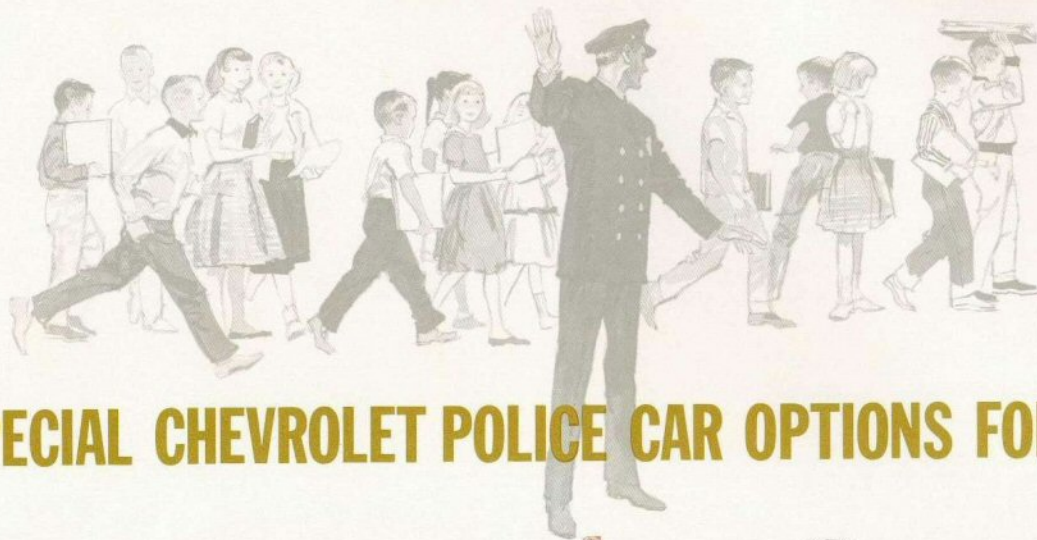
Here's the Chevrolet that can perform more of your police duties easier and faster—the '60 Brookwood 4-Door 6-Passenger Station Wagon. It combines Chevy's traditional dependability with a body style that's both smart and all-purpose convenient. Use it on regular patrol jobs, and there's roomy comfort for all occupants. Require an emergency ambulance, and Brookwood converts instantly to a special-assignment carrier. The positive-locked second seat folds flat in a jiffy, making available 42 cubic feet of cargo space. Vinyl-coated floor covering and floor mats plus all-vinyl upholstery thrive on rugged service and are easy to keep clean. Precisely counterbalanced tailgate with convenient roll-down window makes loading and unloading quick and safe.



Biscayne 4-Door Sedan

BISCAYNE 2-DOOR AND 4-DOOR SEDANS

Chevrolet's 1960 Biscayne Sedans meet exacting police requirements with economy and dependability to spare. The 2-Door is a popular choice for routine patrol duty . . . the 4-Door is tops for low-cost cruiser and escort service. Each style offers extra roominess for all passengers, wide-opening doors for quick entry and exit, and a spacious luggage compartment to carry plenty of equipment. Interiors combine good looks and ruggedness to accommodate every type of rider. Deep foam-cushioned front seat plus armrest on each front door adds to inside comfort. Standard features that help save maintenance time and money include lasting Magna-Motor axles, incoque finish, stress-steel mudflap, and easy-to-clean upholstery throughout.



SPECIAL CHEVROLET POLICE CAR OPTIONS FOR BUILT-IN



HEAVY-DUTY FRONT SEAT (in L.P.O. 1105)—For all models. Reinforced heavy-gauge S-wire springs in both seat cushion and backrest add stamina for day-in, day-out use. Seats stay comfortable and better looking even longer.



HEAVY-DUTY REAR SEAT (in L.P.O. 1105)—For Biscayne Sedans. Reinforced construction with heavier gauge spring wire in the seat cushion and backrest stands up in rough duty for lasting comfort, good looks.



HEAVY-DUTY FLOOR MATS (in L.P.O. 1105)—Extra-thick, extra-durable black rubber floor mats are furnished for front and rear of Sedans, front only in Station Wagon. Waterproof underlayers of asphalt-impregnated paper felt cushion the floor mats.



ALL-VINYL INTERIORS (in L.P.O. 1105)—Durable, washable, all-vinyl interior trim is standard in the Brookwood, available at slight extra cost in Biscayne models. Both all-vinyl and Biscayne's standard cloth-and-vinyl interiors are two-tone gray in all models.



DE LUXE STEERING WHEEL WITH HORN RING (R.P.O. 348)—De luxe steering wheel offers the added convenience of a horn ring that's easy to use with both hands on wheel. Special cutaway design permits unobstructed view of all instruments.



HEAVY-DUTY TRANSMISSION (in L.P.O. 1108)—Heavy-duty clutch gear and mainshaft bearings give increased transmission durability. Standard with V8 and included in L.P.O. 1108 for 6-cylinder models.



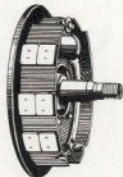
HEAVY-DUTY SHOCK ABSORBERS AND STABILIZER BAR (in L.P.O. 1108)—Stiffer valved shock absorbers combine with the heavy-duty springs to increase stability. A front stabilizer bar, standard with V8's and Brookwood Station Wagon, is included in L.P.O. 1108 for 6-cylinder Biscaynes.



DEPENDABILITY AND COMFORT



HEAVY-DUTY SPRINGS AND SUSPENSION (in L.P.O. 1108)—Four extra-capacity coil springs are stiffer for increased handling stability. Heavy-duty steering knuckles and metallic-lined spherical joints in front suspension plus special rubber bushings in rear suspension lower control arms increase durability.



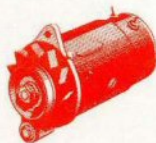
SPECIAL BRAKES WITH METALLIC LININGS (in L.P.O. 1108) — Safety-Master brakes are even better with these sintered-metallic linings that afford much greater fade resistance; they maintain effectiveness even after driving through water.



HEAVY-DUTY WHEEL BEARINGS (in L.P.O. 1108)—Inner and outer tapered roller bearings and heavy-duty hubs for front wheels plus roller-type bearings for rear wheels increase load capacity, are longer lasting.



15" WHEELS AND TYREX CORD TIRES (in L.P.O. 1108)—Special 15 x 5K wheels and rims accommodate large Tyrex cord tires that, like the standard tires, are improved for '60 to ride better, roll easier and last longer. 6.70 x 15"—4-ply rating on Sedans; 6.70 x 15"—6-ply rating on Station Wagons.



HEAVY-DUTY 60-AMPERE ALTERNATOR (see chart page 11)—For high output at idling and low road speeds, a compact 60-ampere alternator-type generator is ideal for use with two-way radio. Alternator requires minimum space for mounting.



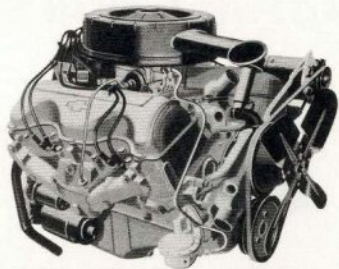
HEAVY-DUTY BATTERY (R.P.O. 345) —A 70-ampere-hour battery, available in all models, supplies reserve electrical power for reliable, all-weather starting. This heavy-duty battery is particularly important with two-way radio equipment.



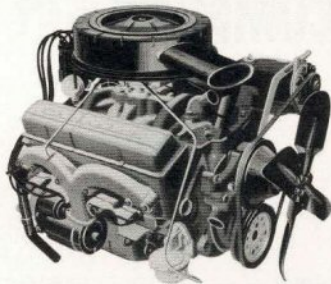
TEMPERATURE-CONTROLLED VISCOUS DRIVE FAN (F.O.A. 121)—Includes heavy-duty five-bladed fan for extra cooling capacity. Fan increases net power, saves gasoline, and reduces noise since speed is limited to 3100 r.p.m. Available with V8 engines. Five-bladed fan also available separately for 6 or V8 engines (L.P.O. 1200).



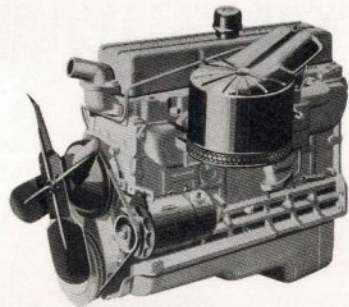
POWER TEAMS FOR CHEVROLET DUTY-TAILORED PO



348-CUBIC-INCH V8's take on demanding police work with ease. Their precision-machined Wedge-Fire combustion chambers located in the cylinder block permit exceptional smoothness from idle to top speed. The powerful 4-barrel *Turbo-Thrust V8* develops 250 h.p. while the *Turbo-Thrust Special V8* is offered for specialized highway performance—305 h.p. with Heavy-Duty Powerglide, 320 h.p. with Synchro-Mesh. Using versatile triple 2-barrel carburetion, Chevy's *Super Turbo-Thrust V8* and *Super Turbo-Thrust Special V8* deliver 280 h.p. and 335 h.p. respectively. All Special V8's feature high-speed performance items that include special camshaft, mechanical lifters, plus other heavy-duty components for electrical induction and exhaust systems.



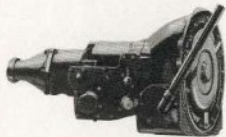
283-CUBIC-INCH V8's give 1960 Chevrolet police cars spirited performance with extra economy. The standard *Economy Turbo-Fire V8* offers new valve timing and carburetor calibration that increase both fuel economy and engine responsiveness at normal patrol speeds. Standard features include dry-type air cleaner and 2-barrel carburetor. Chevy's *Super Turbo-Fire V8* combines extra-responsive performance with over-all operating economy. Extra power output results from its camshaft, 4-barrel carburetor, and higher compression ratio. Tops for rugged-duty demands at lowest cost, both 283 V8's have proved valve-in-head design, forged steel crankshaft, efficient wedge-shape combustion chambers, hydraulic valve lifters, and automatic choke.



HI-THRIFT 6's record-breaking fuel economy, low up-keep, and top reliability make it a specialty for city police cars. Valve timing and carburetor calibration are engineered to deliver exceptional operating economy, top torque, and excellent performance within the range of regular patrol speeds. And the economy-contoured camshaft is designed to keep valves closed longer for peak efficiency during low-speed and engine idling conditions. Add up the extra benefits of Chevy's hydraulic valve lifters, automatic choke, positive-shift starter, wedge-type combustion chambers, and exclusive concentric carburetor with dual floats. This makes it clear why Chevrolet's 1960 Hi-Thrift 6 is the most advanced 6 for law-enforcement needs.

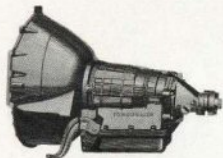


3-SPEED SYNCHRO-MESH: Chevrolet's standard transmission is the quiet, dependable 3-Speed Synchro-Mesh with high-torque capacity. Gear ratios are spaced and matched to either 6 or V8 engines for best performance and fuel economy. Chevy's 3-Speed Synchro-Mesh transmission is available with all engines except 305-h.p. Special V8.

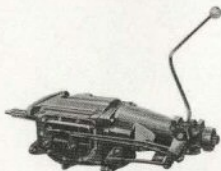


POWERGLIDE: Chevy's 1960 Powerglide transmission features low-cost reliability. Its smoothness is easy on driver and car alike during grueling hours of patrol cruising. Trigger-like downshift when the accelerator is floorboarded gives a burst of speed when needed. Standard Powerglide is available with all engines except Special V8's. A special Heavy-Duty Powerglide is offered with the 305-h.p. Turbo-Thrust Special V8.

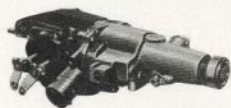
POLICE CARS



TURBOGLIDE: Rugged dependability and absolute smoothness are featured in the 1960 Turboglide transmission. Multiple-disc clutches give trouble-free service under tortuous demands. Triple turbine design acts as a single converter to allow an infinitely variable gear ratio for every cruising and acceleration need, and there's no sensation of shifting. An accelerator-controlled dual pitch stator gives boost in torque for extra acceleration, and the Grade Retarder gives control on steep downgrades. Available with all except Hi-Thrift 6 and Special V8 engines.



4-SPEED SYNCHRO-MESH: Versatility is unmatched with Chevrolet's 4-speed gearbox. Floor-mounted shift lever is at the driver's fingertips. For excellent acceleration over the entire speed range, this 4-speed gearbox is fully synchronized in all forward speeds—downshifts can be made without double-clutching or gear clashing. Available with all 348-cu.-in. V8's except 305 h.p.



OVERDRIVE: For extra economy and ease of driving, Chevrolet's Overdrive adds versatility to the 3-speed transmission. With Overdrive engaged, engine speed is reduced 19 per cent. Extra power is always available with an automatic downshift triggered by the accelerator. Overdrive is available with 6-cylinder or 283-cu.-in. V8 engines.

ENGINE	H.P.	TRANSMISSION	AXLE	DUTY
Turbo-Thrust Special V8	305	Special Heavy-Duty Powerglide	3.55:1	All purpose special police car power team
Super Turbo-Thrust Special V8	335	3-Speed Synchro-Mesh	3.70:1	Turnpike and highway pursuit
Turbo-Thrust Special V8	320	4-Speed Synchro-Mesh		
Super Turbo-Thrust V8	280	4-Speed Synchro-Mesh	3.36:1	Highway pursuit
Turbo-Thrust V8	250	4-Speed Synchro-Mesh	3.55:1	
Super Turbo-Thrust V8	280	Turboglide		Highway cruising
Turbo-Thrust V8	250	Powerglide	3.08:1	
Super Turbo-Fire V8	230	3-Speed Synchro-Mesh	3.36:1	Urban pursuit
		Overdrive	3.70:1	Urban cruising
		Turboglide Powerglide	3.36:1 3.08:1	Urban patrol
Economy Turbo-Fire V8	170	4-Speed Synchro-Mesh	3.36:1	Urban economy pursuit
		Overdrive	3.70:1	Urban economy cruising
		Turboglide Powerglide	3.36:1 3.08:1	Urban economy patrol
Hi-Thrift 6	135	4-Speed Synchro-Mesh	3.55:1	Utility
		Overdrive	3.70:1	Economy utility
		Turboglide	3.36:1	Convenience utility

*Standard Power Teams. Others optional at extra cost.

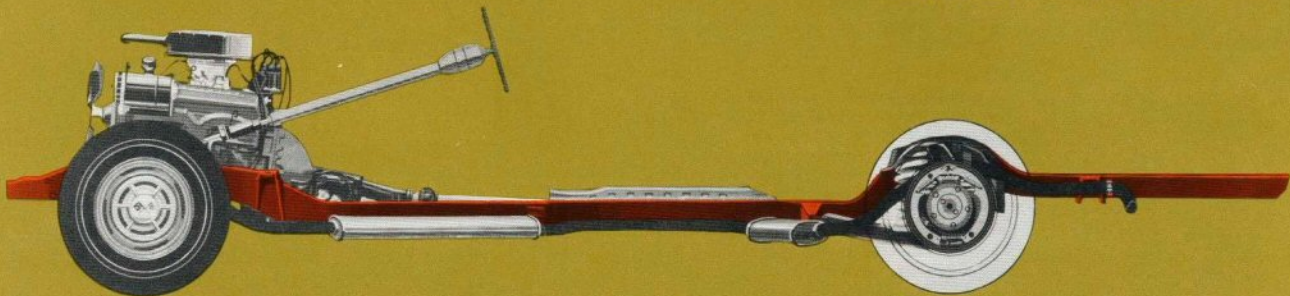
1960 CHEVROLET POLICE CAR ENGINE SPECIFICATIONS

ENGINE	H.P.	DISP. CU. IN.	COMP. RATIO	BORE x STROKE	CARBURETION	EXHAUST
Super Turbo-Thrust Special V8	335	348	11.25:1	4.125 x 3.25	Triple 2-bbl	Dual
Turbo-Thrust Special V8 (with Synchro-Mesh)	320	348	11.25:1	4.125 x 3.25	4-bbl	Dual
Turbo-Thrust Special V8 (with H.D. Powerglide)	305	348	11:1	4.125 x 3.25	4-bbl	Dual
Super Turbo-Thrust V8	280	348	9.5:1	4.125 x 3.25	Triple 2-bbl	Dual
Turbo-Thrust V8	250	348	9.5:1	4.125 x 3.25	4-bbl	Dual
Super Turbo-Fire V8	230	283	9.5:1	3.875 x 3.0	4-bbl	Single*
Economy Turbo-Fire V8	170	283	8.5:1	3.625 x 3.0	2-bbl	Single*
Hi-Thrift 6	135	235.5	8.25:1	3.56 x 2.94	1-bbl	Single

*R.P.O. 220 dual exhaust system available at extra cost.

STAMINA-PLUS FOR 24-HOUR DUTY

Chevrolet's stamina-built chassis takes rugged police service in stride. Every detail is designed with dependability as the first requisite. Superior ride with Full Coil suspension and crisp, precise handling puts new comfort and safety into every police car task.



SAFETY-GIRDER FRAME, X-built with heavy box-section construction, offers torsional rigidity that keeps body and suspension parts in proper alignment. A new crossmember adds to frame rigidity, increases fatigue life, and helps to equalize braking and driving forces between the two side rails. Important modifications also make possible a lower, narrower transmission floor tunnel for a substantial increase in passenger foot room. Chevy's long 119-inch wheelbase and wide tread help give '60 police cars top stability and comfort on any road.

SAFETY-MASTER BRAKES feature big brake drums with extra-large bonded linings for reserve stopping power and long brake life on every '60 Chevrolet police car. Better balanced front and rear wheel braking effort means safer straight-line stops. Safety-Master brakes

are air cooled, too, for longer lining life. The special police car brakes, included in L.P.O. 1108, offer all these advantages plus the extra heat and fade resistance of segmented sintered-metallic linings.

WHEELS AND TIRES are precision balanced as a unit for extra smoothness and longer tire life. All 1960 tires feature high-strength Tyrex cord construction and new, longer lasting tread material. Soft riding, cool running, easy rolling—they offer better traction, blowout resistance, longer tire life, and contribute to fuel economy.

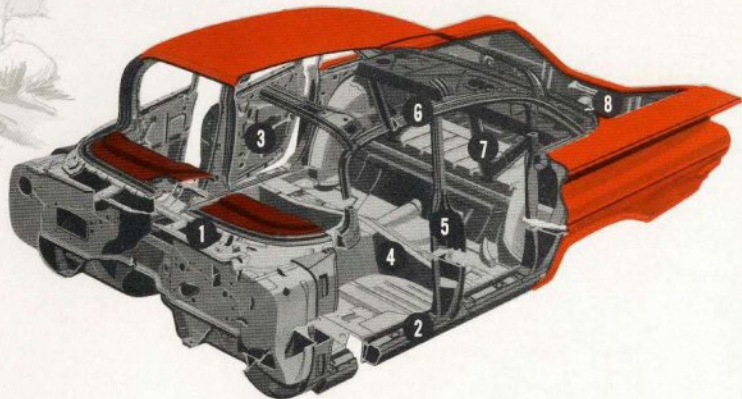
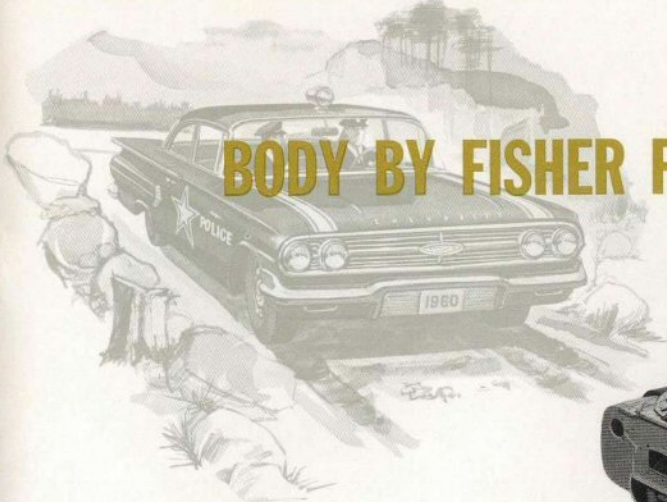
HIGH-RATIO BALL-RACE STEERING gives Chevrolet easy steering for even the tightest situation. Overall ratio of 28:1 and low-friction front suspension spherical joints make Chevy's steering smooth and precise under

all driving conditions. Steering shaft is jointed and cushioned to isolate road shock from the driver's hands.

SMOOTH-RIDING FULL COIL SUSPENSION soaks up bumps and road shocks like no other system on the road. Coil springs are friction-free, smooth and quiet, and need no cleaning or greasing. Built-in anti-dive control in Chevy's suspension helps keep the car level, even during sudden starts or severe stops. A front stabilizer is standard on Brookwood Station Wagon and all V8 Biscayne police cars.

MAINTENANCE-SAVING EXHAUST SYSTEM in every '60 Chevy police car features a rugged muffler that is zinc-coated for extra-long life. The V8 dual-exhaust system contains resonators behind main mufflers.

BODY BY FISHER FOR SAFETY AND COMFORT

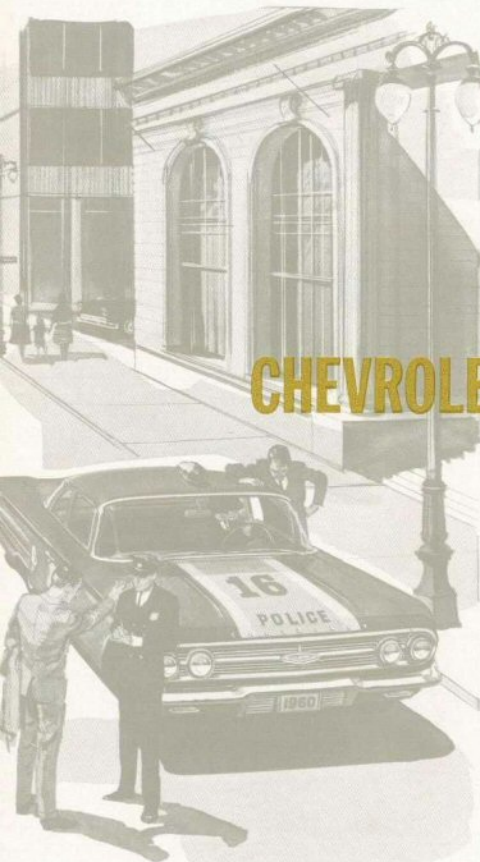


Massive structure throughout gives 1960 Chevrolet Body by Fisher strength where it counts for more rigidity and a real solid feel. Every '60 police car features new body mounts that more effectively isolate road shock and noise for new hushed silence inside the car. The body mounts are larger, of new material, and positioned in a pattern that improves body cushioning. Wide, roomy seating with ample hip and shoulder room offers extra utility to both Sedan and Station Wagon body styles. There's head room and leg room to spare for stretch-out comfort during long patrol tours. Wide-opening doors and plenty of entrance height make entry and exit quick and easy to save seconds in an emergency. Each '60 Chevrolet features Safety *Plate* Glass in every window. And all four fenders are clearly visible for easy parking and maneuvering.

CONSTRUCTION FEATURES

1. Double-wall cowl forms a rigid steel arch in front of passenger compartment and bridges the sturdy side rails. Cowl also forms plenum chamber for High-Level ventilation system.
2. Massive box-section side rails are welded and reinforced by the deeply ribbed and contoured floor panel.
3. Double-panel doors are contoured and welded for strength.
4. Extra-heavy reinforcement crossmember extends entire width of car between body side rails under the front seat.

5. Body side pillars are multiple box-section for added strength.
6. Roof side rails of box-section construction are welded for added strength at the box-section windshield header bar, roof crossmember, and box-section rear window header.
7. W-bracing between rear quarters integrates sides with floor and package shelf into a rigid, unified assembly.
8. Body rear structure features a strong, boxlike assembly that makes the entire rear-end more stable and contributes to the '60 Chevy's exceptional rigidity.



CHEVROLET EXTRAS FOR POLICE CAR VALUE

...STANDARD IN EVERY '60 SEDAN AND STATION WAGON

- ▶ **FOOT-OPERATED PARKING BRAKE** offers easier, safer release, permits an extra pedal stroke if needed to set brake. T-handle pops out to show brake is applied, pulls out to release brake . . . foot pedal does not spring back on release.
- ▶ **CRANK-OPERATED VENTIPANES** open effortlessly—stay put where they are positioned.
- ▶ **AUTOMATIC CHOKE** offers automatic fuel mixture control for easier starting, smooth warmup, top economy.
- ▶ **POSITIVE-SHIFT STARTER** engages completely before cranking engine, eliminates clashes and kickouts.
- ▶ **HYDRAULIC VALVE LIFTERS** on all engines except Special V8's automatically eliminate noisy valve lash for quiet operation and long life—never require adjustment.
- ▶ **HIGH-SECURITY ONE-KEY LOCKING SYSTEM** with quick, keyless locking of all doors from outside, combines convenience with maximum protection.
- ▶ **MAGIC-MIRROR ACRYLIC LACQUER FINISH** maintains high luster for years longer. Durable primer features increased resistance to chipping.
- ▶ **HIGH-LEVEL COWL VENTILATION SYSTEM** offers extra air flow capacity to help keep windows from fogging. Individually controlled vents are located at each side for driver and front-seat passenger comfort.
- ▶ **SAFETY-TYPE DOOR LATCHES** hold doors securely closed and prevent latch disengagement in any direction.
- ▶ **ELECTRIC WINDSHIELD WIPERS** operate steadily and positively regardless of engine speed—can't stall during acceleration or as a result of heavy snow, sleet or slush.
- ▶ **ZINC-COATED MUFFLERS** increase exhaust system durability.
- ▶ **DUAL SUN VISORS** offer glare-reducing safety for driver and front-seat partner, are sliding, adjustable type.

CHEVROLET POLICE CAR OPTIONS AND CUSTOM FEATURE ACCESSORIES*

POLICE EQUIPMENT PACKAGE

Equipment especially designed for police duty is offered in two "packages" designated L.P.O. 1105 Body or L.P.O. 1108 Chassis. These nominal-cost options include factory-installed chassis and body features and are fully described on pages 4 and 5.

COMFORT—SAFETY—APPEARANCE

HEATER-DEFROSTER. Air Flow—outside air.
..... F.O.A. 101

HEATER-DEFROSTER. Recirculating. F.O.A. 116

2-SPEED ELECTRIC WINDSHIELD WIPER.
Includes pushbutton windshield washer. R.P.O. 333

WINDSHIELD WASHER. Pushbutton. F.O.A. 109

DE LUXE STEERING WHEEL. Includes horn ring.
..... R.P.O. 348

CUSHIONED INSTRUMENT PANEL PAD. Shock-absorbing foam plastic for greater safety. R.P.O. 427

E-Z-EYE GLASS. Soft tint reduces glare and sun's heat. R.P.O. 398

EXTRA-HEAVY FOAM PADDED FRONT SEAT CUSHION. R.P.O. 335

POWER ASSISTS

POWER STEERING R.P.O. 324

POWER BRAKES R.P.O. 412

HEAVY DUTY AND MECHANICAL

TEMPERATURE-CONTROLLED VISCOS DRIVE FAN. F.O.A. 121

HEAVY-DUTY FAN. 5-blade, 18-in. diameter.
..... L.P.O. 1200

DUAL EXHAUST SYSTEM. For Super Turbo-Fire V8 and Economy Turbo-Fire V8 engines. R.P.O. 220

SPECIAL GENERATORS**

A GENERATOR, 30-AMPERE (Standard)—Included here as basis of comparison.

B GENERATOR, 35-AMPERE (R.P.O. 338)—Extra output standard-duty generator for high output. For state police highway use without two-way radio.

C GENERATOR, 40-AMPERE (R.P.O. 326)—Medium-duty generator, for high output. For state police highway use with two-way radio.

D GENERATOR, 35-AMPERE LOW-CUT-IN (L.P.O. 1000)—Medium-duty generator for peak output at lower speeds. For use in city operation.

E GENERATOR, 50-AMPERE LOW-CUT-IN (R.P.O. 378)—Generator, with extra-heavy-duty construction, for higher current at very low speeds, such as city police duty with two-way radio.

F GENERATOR, 60-AMPERE ALTERNATOR-TYPE (L.P.O. 1055)—Heavy-duty self-rectifying alternating current generator fits standard generator mounting. All-transistor regulator. Produces high output at idle and low speeds. Special for cars with two-way radios.

POSITRACTION REAR AXLE. Available on special order with L.P.O. 1108.

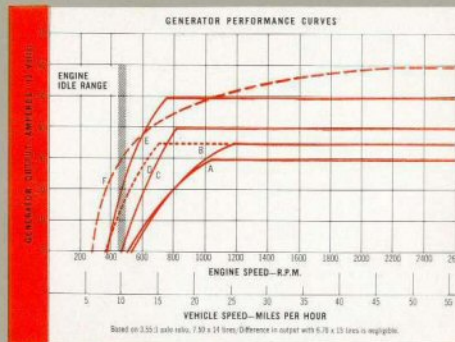
OIL FILTER. For Hi-Thrift 6. R.P.O. 237

OIL-BATH AIR CLEANER. For Hi-Thrift 6. Available separately if Positive-Type Crankcase Ventilation is not ordered. R.P.O. 216

POSITIVE-TYPE CRANKCASE VENTILATION. For Hi-Thrift 6. Includes oil-bath air cleaner. Not available with Power Brakes. L.P.O. 1019

HEAVY-DUTY CLUTCH. For Hi-Thrift 6.
..... R.P.O. 227

HEAVY-DUTY BATTERY. 70-ampere-hour rating.
..... R.P.O. 345



*Options and Custom Feature Accessories at extra cost.

**Contact your local authorized Chevrolet dealer for other special generators and alternators to fill special requirements.

SPECIFICATIONS

BISCAYNE 2-DOOR AND 4-DOOR SEDANS, BROOKWOOD 4-DOOR 6-PASSENGER STATION WAGON

SPECIALIZED POWER TEAMS FOR POLICE CARS

	3-Speed Synchro-Mesh	4-Speed Synchro-Mesh	Turbo-glide	Powerglide	Overdrive
Super Turbo-Thrust Special V8 (335 h.p.)	X	X			
Turbo-Thrust Special V8 (320 h.p.)	X	X		X*	
Turbo-Thrust Special V8 (305 h.p.)	X	X	X	X	
Super Turbo-Thrust V8 (280 h.p.)	X	X	X	X	
Turbo-Thrust V8 (250 h.p.)	X	X	X	X	
Super Turbo-Fire V8 (230 h.p.)	X	X	X	X	X
Economy Turbo-Fire V8 (170 h.p.)	X	X	X	X	X
Hi-Thrill 6 (135 h.p.)	X				

*High-Duty Powerglide

ENGINE

SUPER TURBO-THRUST SPECIAL V8*—335 horsepower at 5600 r.p.m., 348-cu.-in. V8, 4.125" bore and 3.25" stroke, 11.25:1 compression ratio. Triple 2-barrel carburetion, replaceable element air cleaner, dual exhaust system. Special pistons, camshaft, and main and connecting rod bearings. High-speed valve system with mechanical valve lifters.

TURBO-THRUST SPECIAL V8*—320 horsepower at 5600 r.p.m. with 3- and 4-speed transmission, 11.25:1 compression ratio; 305 horsepower at 5600 r.p.m. with Heavy-Duty Powerglide, 11:1 compression ratio, 348-cu.-in. V8, 4.125" bore and 3.25" stroke. Four-barrel carburetor, replaceable element air cleaner, dual exhaust system. Special pistons and camshaft. High-speed valve system with mechanical valve lifters.

SUPER TURBO-THRUST V8*—280 horsepower at 4800 r.p.m., 348-cu.-in. V8, 4.125" bore and 3.25" stroke, 9.5:1 compression ratio. Triple two-barrel carburetion, replaceable element air cleaner, full dual exhaust system. Hydraulic valve lifters.

TURBO-THRUST V8*—250 horsepower at 4400 r.p.m., 348-cu.-in. V8, 4.125" bore and 3.25" stroke, 9.5:1 compression ratio. Four-barrel carburetor, replaceable element air cleaner, full dual exhaust system. Hydraulic valve lifters.

SUPER TURBO-FIRE V8—230 horsepower at 4800 r.p.m., 283-cu.-in. V8, 3.875" bore and 3.0" stroke, 8.5:1 compression ratio. Four-barrel carburetor, replaceable element air cleaner, single exhaust system. Hydraulic valve lifters.

ECONOMY TURBO-FIRE V8—170 horsepower at 4200 r.p.m., 283-cu.-in. V8, 3.875" bore and 3.0" stroke, 8.5:1 compression

ratio. Two-barrel carburetor, replaceable element air cleaner, single exhaust system. Hydraulic valve lifters.

HI-THRIFT 6—135 horsepower at 4000 r.p.m., 225-cu.-in. 6-cylinder, 3.95" bore and 3.94" stroke, 8.25:1 compression ratio. Single-barrel carburetor, oil-wetted air cleaner, hydraulic valve lifters.

ALL CHEVROLET ENGINES feature valve-in-head design, aluminum pistons, forged steel crankshaft, replaceable-inset main and connecting rod bearings, full-pressure lubrication, 12-volt electrical system, positive-shift starter, automatic choke, 8-pump ventilation. Cooling system has tube-on-center type radiator with 13-pound pressure cap, positive-action pellet-type thermostat.

V8 ENGINES feature independent operating mechanism for each valve, integral valve guides, chain-driven camshaft, 3/16" main bearings, full-flow oil filter, four-quart oil refill (without filter). Additional features of 348-cu.-in. V8 engines are precision machined-in-block combustion chambers and larger valves.

SIX-CYLINDER ENGINE has shift-mounted rocker arms, replaceable valve guides, four main bearings, gear-driven camshaft, by-pass type oil filter*, five-quart oil refill (without filter).

TRANSMISSION

3-SPEED SYNCHRO-MESH—All helical gear, high torque capacity Synchro-Mesh with needle-bearing mounted countershaft, hardened shot-pressed gears, rounded ends on sliding gear teeth and smooth-action cam and roller shift mechanism. Gear ratios matched to power team: V8 engines first 2.47:1, second 1.53:1, third 1:1, reverse 2.40:1; four-cylinder engine first 2.4:1, second 1.68:1, third 1:1, reverse 2.94:1.

4-SPEED SYNCHRO-MESH—Close-ratio 4-speed design, all forward speeds fully synchronized. Needle-bearing mounted countershaft, hardened shot-pressed gears. Floor mounted shift lever. Gear ratios: first 2.20:1, second 1.66:1, third 1.31:1, fourth 1:1, reverse 2.26:1.

TURBOGLIDE—Five-element torque converter with pump, three turbines, and dual-pitch stator controlled by accelerator pedal. Two turbine-operated planetary gear sets. Single forward "Drive" range, built-in Grade Retarder, powerful reverse, and positive parking lock. P-R-N-D-G-R selector sequence. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system. Ratio range infinitely variable from 4.3:1 to 1:1.

POWERGLIDE—Three-element torque converter (pump, turbine, and stator) with automatically controlled planetary gears in "Drive" range, manually selected for "Low" and "Reverse." Positive parking lock, P-R-N-D-L selector sequence. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system. Maximum overall ratio 3.82:1.

OVERDRIVE—3-Speed Synchro-Mesh plus 2-speed planetary Overdrive, engaged semi-automatically above approximately 30 m.p.h. by momentarily releasing accelerator. Downshift to direct drive by flooring accelerator. Full hand control locks out Overdrive. Gear ratios with Overdrive engaged: first 2.06:1, second 1.18:1, third 0.70:1, reverse 2.44:1—with Overdrive disengaged: first and reverse 2.94:1, third 1.68:1, third 1:1.

CLUTCH—9½" diaphragm spring type 11½" heavy-duty clutch—R.P.O. 227" or 238-cu.-in. V8 engines 10½" standard 283-cu.-in. V8, 10" semi-centrifugal diaphragm spring type with optional 283-cu.-in. V8 engines 10½" semi-centrifugal coil spring type with 348-cu.-in. V8 engines. All clutches have cushions, disc and permanently lubricated release bearing.

CHASSIS

FRAME AND SUSPENSION—Low, rigid tunnel-center X-bull suspension-Girder frame. Full coil suspension with four coil springs, double-adjustable leaf-leased shock absorbers and built-in leveling control (heavy-duty springs and shock absorbers included in L.P.O. 1108*). Independent front suspension with self-adjusting spherical-joint steering knuckle, upper and lower ball joints and steering knuckles included in L.P.O. 1108*). Four-link rear suspension with rugged controls axle movement. Front stabilizer bar on V8 models and Brookwood Station Wagon (included in L.P.O. 1108* for 6-cylinder models).

WHEELS AND TIRES—14" wheels, 7.50 x 14 4-ply rating low-pressure Tyrex cord tubes tires (included in L.P.O. 1108*) 14 4-ply on Brookwood Station Wagon (15 wheels and 6.70 x 15 tires included in L.P.O. 1108*).

BRAKES—Hydraulic, self-energizing Safety-Master brakes with bonded linings. Lining area: 193.5 square inches. (Special metallic linings included in L.P.O. 1108*). 11" diameter drums, Foot-operated mechanical parking brake, T-handic release.

STEERING—Ball-Race recirculating ball-nut steering gear, balanced relay linkage. Overall ratio 28:1.

REAR AXLE AND PROPELLER SHAFT—Hypoid, semi-floating axle. Axle ratio matched to power team.

FUEL TANK—Fuel tank with filter screen is vented to speed filter, 20-gallon tank capacity for Biscayne, 17-gallons for Brookwood Station Wagon.

ELECTRICAL SYSTEM—12-volt electrical system, 54-plate battery (66-plate with 348-cu.-in. V8 engines), 30-ampere generator (35-ampere with 348-cu.-in. V8 engines). Special generators of A.C. alternator optional*.

BODY

STRUCTURE—All-welded Fisher Unimatch construction. Double-walled floor and unitized sides, reinforced pillars and floor side rails. Reinforced steel floor and top. Double-walled doors, full-open door checks, triple-safe rotary latches. Single key operates all locks. Front-opening double-panel hood, automatic latch and safety catch. High-level row vent inlet. Large rear luggage compartment, automatic locking lid with counterbalancing hinges—lid and key release (Brookwood Station Wagon has rear tailgate and crank-operated rear window). Fully insulated and insulated body, cushioned mountings.

EXTERIOR—Magic-Mirror acrylic lacquer finish in solid colors or two-tone combinations*. Chrome wrap-around front and rear bumpers. Anodized aluminum grille including hood, bumper and wheel head-lights. Parking-directional signal lights low bumper. Integrated dual rear lights. Embossed bright metal hub caps.

INTERIOR—S-wire springs in seats (heavy-duty springs included in L.P.O. 1105*). Foam cushioned front seats. Combination of colored and patterned vinyl. Leather-grained vinyl seat upholstery in Biscayne models, all-vinyl in Brookwood Station Wagon. Full vinyl interior vinyl for Biscayne optional in L.P.O. 1105*). Manual inclined-plane front seat adjustment. All vinyl side trim. Cloth headlining in Biscayne models (except with optional vinyl trim in Brookwood Station Wagon). Front armrests and dual sun visors. 17" recessed-hub steering wheel with horn button. Ceiling light controlled by main light switch. Switch at light in Brookwood Station Wagon. Vilt-coated rubber floor mats front and rear (all-rubber heavy-duty mats included in L.P.O. 1105*). Rubber luggage compartment mats in Biscayne. Vilt-coated load space floor and vinyl wheelhouse cover panels in Brookwood Station Wagon. Spare wheel and tire, bumper jack, wheel wrench stored in luggage compartment (under load space in Brookwood Station Wagon).

INSTRUMENT PANEL AND CONTROLS—Hooded, non-gauge instruments. Plastic control knobs. Central ashtray with cigarette lighter. Glove compartment with lock. Instruments: round speedometer with odometer, temperature and fuel gauges, tachometer, oil pressure gauge, coolant level and directional signal indicator lights. Main light switch controls headlights, parking lights, instrument panel lights and ceiling light. Windshield wiper control and starter-injection switch included in group. Optional* with beam-deflectors on right of driver. Control knob for air vents under each end of instrument panel. T-handic release for foot-operated parking brake. Directional signal and shift levers on steering column.

WINDOWS—Safety Glass in all windows. One-piece Vista-Infanomax windshield. Crank-operated front view windows. Crank-operated side windows (stationary on Brookwood Station Wagon). Electric dual windshield wipers.

FACTORY-INSTALLED OPTIONS*—For a full list of Chevrolet options for police cars, see page 11 of this brochure.

*Optional at extra cost.

	Seat Dimensions	Biscayne 2- and 4-Door Sedans	Brookwood 4-Door Station Wagon (6-Pass.)
Front	Head Room (effective)	39.5"	39.2"
	Leg Room	38.2"	40.0"
Rear	Head Room	44.5"	44.0"
	Leg Room	42.5"	42.9"
Hip Room	Front	65.8"	65.8"
	Rear	65.4"	65.5"
Shoulder Room	Front	60.5"	60.5"
	Rear	59.0"	59.5"

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