

# ACCELERATOR

VOL. 28, NO. 7, AUGUST-SEPTEMBER, 1971

**Statesman...  
GM's new flagship  
(See Page 3)**



NATIONAL AUTOMOTIVE SERVICE COMPANY,  
PARTS & ACCESSORIES DIVISION OF  
GENERAL MOTORS-HOLDEN'S PTY. LTD.

# AC Action team! AC spark plugs & AC oil filters... tailor made for Holden.



## AC SPARK PLUGS

The exclusive AC Hot Tip is self-cleaning and ensures instant starting every time. To maintain peak power and economy, fouling deposits are burnt away as they form. Recommend AC Spark Plugs to your customers for new Holdens, old Holdens and most other makes of car.

## AC OIL FILTERS

AC Oil Filters ensure maximum filtration and engine protection, too. The unique "W" design means almost no resistance to oil flow. Specially formulated filtering material reduces oil pollution in engines, for complete protection. AC Oil Filters are tailor made to protect new Holdens, old Holdens and most other makes of car.





## Dangler sells for you

Stimulate sales of AC Spark Plugs and Oil Filters with this eye-catching new display piece, available free from your usual AC Supplier.

AC  
spark plugs  
and AC oil  
filters-

tailor made  
to keep  
new Holden  
new!





## Our Cover

As you can see by our cover, new Statesman is a beautiful car, and together with the new Holdens, will add to your already large market for spare parts, servicing and accessories. It's a great way to move.

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As the policy of General Motors is  
one of continual improvement, all  
specifications and equipment are  
subject to change without notice.

## Editorial:

# HQ Holden— a great way to move!

The HQ Holden line is here! The shape is fantastic. The change is complete. Probably the most radically changed Holden ever to be produced, it is capturing the public's imagination.

A totally new car because of its design . . . the smooth flowing lines, the long profile, the wide stance, the bold aggressive grilles. And other changes . . . the better finish, the more comfortable seating, the practically placed handbrake. And technical improvements . . . the coil springs all round, improved brakes, Flow-thru ventilation, the bigger engines.

With the vast number of Holdens already on the road, and the influx of more with the HQ, Holden business offers great potential. If you cater for it, you'll find it a great way to move into profitable business.

One way is to stock a full range of fast moving parts. The Fast Moving Parts Wall Chart, which includes the new HQ models is illustrated on Page 13 of this Accelerator.

On Page 5 there is a description of the new Air Chief Radio/Stereo Cassette Player and a listing of the radio range.

Page 4 contains a listing and descriptions of some of the range of tailored HQ accessories.

Holden business continues to expand with the introduction of the new model . . . it's a great way to move into extra profits.

# Dig into the HQ Goldmine of Accessories



## Petrol Locking Cap

Save your customers the inconvenience of filched petrol . . . suggest they fit a locking petrol cap. Impossible to open without a key, it guarantees peace of mind. A sure seller.



## Parcel Shelf

Provides handy extra storage space for small personal belongings — parcels, books, cigarettes, etc.



## Rally Wheels

For an added touch of sportiness, your customers will love these new rally wheels. They make every HQ Holden look like a million dollars. You'll profit handsomely, too!



## Sunshade

To shield the eyes against glare, a sunshade is just the thing. Helps keep the car's interior cooler, too.



## Wheel Trim Rings

For an extra touch of luxury . . . stylish wheel trims. Add to the glamour of your customer's new Holden. Add to your profits, too.



## Weathershield

Deflects rain and draughts when driving with door window open. Fit a weathershield, specially tailored for HQ Holdens.



## Venetian Shades

Shield rear seat passengers from direct sunlight and add to the car's appearance. Also available for wagon rear side windows.



## Bumper Guards

Give your customers' new Holdens extra protection. Fit strong chrome-plated over-riders for front and rear bumpers, with resilient rubber inserts. Absorb minor bumps and prevent body work damage. (Not available for Wagon rear bumpers.)



# Tailor made to suit new Holden...

## Money-making Air Chief radio/stereo cassette tape player



The wonderful warmth and richness of full blooded stereophonic sound . . . the friendly cheerfulness of radio. Both are combined in the specially tailored Air Chief Radio/Stereo Cassette Player. This is a great new way to step up your profits. Your customers will thrill to the deep, rich sound . . . from no less than 22 super efficient transistors. You'll thrill to the excellent mark-up and extra profits. Recommended Trade Net \$141.73. Recommended Retail price \$199.00.

### And this wide range of profit makers:



#### 13 transistor push-button radio

Australia's most powerful car radio. 13 transistors, advanced circuit. Automatic gain/volume control resists fading on mountains, in subways and high building areas. 5 push button tuning knobs easily reset to other stations. Fully variable manual tone and volume controls. Static suppression switch with indicator light. 5-piece telescopic, fully retractable lock-down antenna. Recommended Trade Net \$92.11. Recommended Retail price \$129.00.

#### 11 transistor push-button or manual radio

Powerful, fade-free, long-range performance. Volume control circuit automatically adjusts tone to volume level. Volume is left at desired level when radio is switched off. Recommended Retail price 11 Trans. P.B. model \$115. Recommended Trade Net \$82.11. 11 Trans Manual \$110. Recommended Trade Net \$78.54.



#### 8 transistor manual radio

Great value for money. Clear, undistorted reception. Medium range performance. Separate on/off switch avoids resetting volume. Recommended Retail price \$87.00. Recommended Trade Price \$62.12.



#### 8 transistor manual-universal radio

Fits any 12 volt vehicle. Ideal for vehicles without provision for tailor made radio. Excellent all round performer with built in speaker. 5 section telescopic antenna. Recommended Retail price \$85.00. Recommended Trade Net \$52.53.



# This month, we bring you the second part of the life story of...

In Part I Louis Chevrolet's early rise to fame as a driver and builder was discussed. This culminated in his partnership with William Durant in the building of the first Chevrolet — a project begun in late 1910 and completed with the first production models in 1912. Several years later, the two men parted and Louis returned to the world of racing.

## Louis Chevrolet

**A**LREADY established as a great racing driver and innovator, Louis Chevrolet was to achieve even greater success and fame after W.W. I, driving and building cars completely of his own creation.

The 1914 Frontenacs were dusted off in 1916 after the Cornelian project was ended and readied for the Indianapolis 500. Although aluminium was relatively new and little used, Chevrolet used it extensively to give his racing cars a minimum weight advantage of at least 500 lbs over the rest of the field.

One publication referred to his accomplishments in this manner: "Chevrolet surprised the racing world with their (the Frontenacs) lightness, secured through the use of aluminium on a scale that had been regarded as impossible." He used it in almost every conceivable place including: pistons, intake manifold, camshaft cover, crankcase, cylinder block, transmission housing, oil pump, gear covers, water pump, brake flanges, clutch cone and rear axle center section.

Two of these cars, driven by Louis and Arthur, made the starting field in 1916, but were eliminated by mechanical problems. Once the bugs were worked out, the cars soon

became well known throughout the country's dirt and board tracks. However, big time racing ended as W.W. I approached (and the wooden tracks never did come back). With racing out, Louis went with the American Motors Co. of Plainfield, N. J. He was in charge of development and testing of the American Beauty Six. Each car had a special nameplate stating, "OK-Louis Chevrolet."

Whatever misfortunes and ill luck may have dogged Chevrolet throughout his ill-starred business career was more than offset by his fantastic luck as a driver. Between 1905 and 1920, four racing mechanics who shared his racing cockpit (race cars carried both a driver and a mechanic in the early days) died while he was driving. It is estimated that he spent about three years worth of time on his back recuperating from racing injuries.

His luck still held in 1919 when racing resumed. Once again the old Frontenacs were dusted off and all four antiques qualified at Indy. Drivers were Louis, brother Gaston, Joe Boyer (who had driven the 1915 Cornelian) and Ralph Mulford. Gaston finished ninth while Louis and Ralph De Palma had a duel for sixth place that was better than the battle for first place. Coming down the

# service information

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## UPPER CONTROL ARM ATTACHING BOLTS — HOLDEN HK, HT and HG

On August 11th, 1970, the upper control arm attaching bolts Part No. 181671 were superseded in production by attaching bolts Part No. SP-2161, which have a shorter shank.

If it is found necessary in service to remove all the camber and caster adjusting shims to obtain the

specified setting, the new bolts Part No. SP-2161 must always be used because there is the possibility that the original bolts may not securely locate the control arm to the tower, owing to their longer shank.

## IGNITION TIMING REVISED — HOLDEN 308 cu. in. ENGINE — HT and HG

Initial ignition timing setting for the 308 cu. in. engines has been revised to 6° before TDC in lieu of 2°.

The adjustment procedure is as follows:—

Disconnect the distributor spark advance hose and plug the vacuum source opening.

Connect timing light and run engine at the specified idling speed.

Aim timing light at the timing tab.

Adjust timing by loosening the distributor clamp and rotating the distributor body until the timing mark on the torsional damper is in line with the appropriate mark on the tab.

## DIFFERENTIAL PINION SHAFT LOCK PIN INSTALLATION — HOLDEN

Reference is made to Fig. 4A 26, Page 4-16 of the 'HK' Workshop Manual where it states that the pinion shaft lock pin should be located 19/32 in. below the case surface.

This dimension should read  $\frac{7}{8}$  in.; it is applicable

to all Holden differentials back to EH except for the locally produced Limited Slip Differential and Salisbury axle.

Please amend your Service Literature.

## DIFFERENTIAL LUBRICANT — HN-1187 — HG and TORANA LC 6

A higher additive concentration lubricant to GMH specification HN-1187 was introduced in production at initial fill. Representative Production Serial Number Break Points of when this change became effective are listed below.

To provide increased resistance against scuffing of hypoid gears, lubricant HN-1187 is used only, in production for initial fill and may not be available

for the service field, therefore, it is permissible to use AL-93 for topping up.

Where it is found necessary to fit a new hypoid gear set, and HN-1187 is not available, it is advisable to use Limited Slip Differential lubricant to GM specification 9985035, particularly so if the gears are being replaced as a result of scuffing.

## BREAK POINTS — HG and LC

Q'ld. — H-169806

Vic. — J238512

S.A. — L-159103

N.S.W. — H-655288

W.A. — L-636435

# CLUTCH SHUDDER – HOLDEN HT and HG – L6 and V8 ENGINE

(Refer page 10)

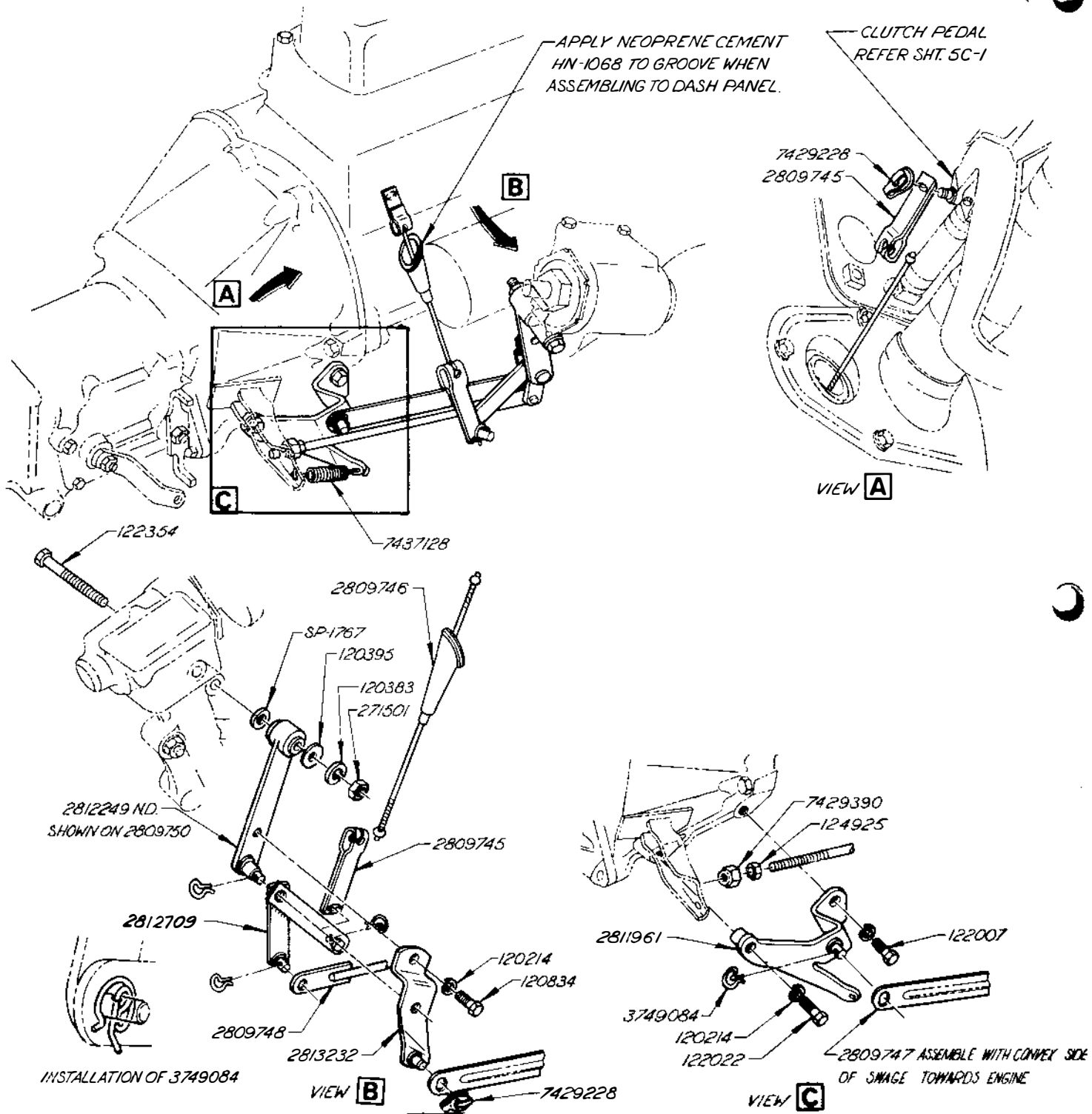
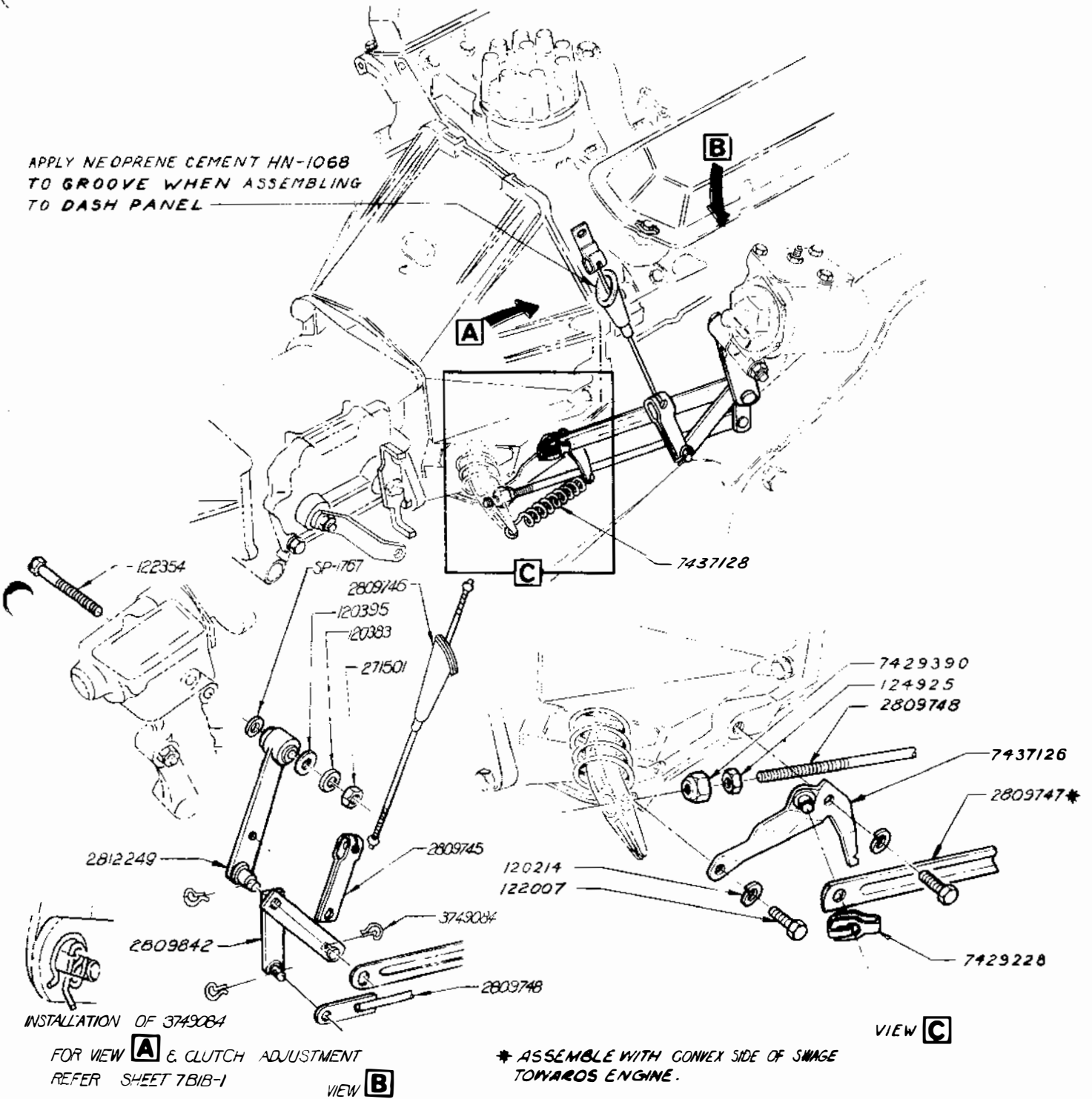


Fig.1-L6

# CLUTCH SHUDDER – HOLDEN HT and HG – L6 and V8 ENGINE

(Refer page 10)

APPLY NEOPRENE CEMENT HN-1068  
TO GROOVE WHEN ASSEMBLING  
TO DASH PANEL



INSTALLATION OF 3749084

FOR VIEW **A** & CLUTCH ADJUSTMENT  
REFER SHEET 7B1B-1

VIEW **B**

\* ASSEMBLE WITH CONVEX SIDE OF SWAGE  
TOWARDS ENGINE.

VIEW **C**

Fig.2-V8

## HEADLINING – LOOSE – LC TORANA

Investigations into loose headlining on LC Toranas have revealed that the ends of headlining listing wires had slid through the retaining holes in the roof side rails, due to distortion of the metal surrounding the upper half of the retaining hole caused in production.

To overcome this condition, carry out the following procedures:—

1. Partly remove finishing lace and edge of headlining cemented to door opening flange.
2. Withdraw end of loose headlining listing wire from attaching hole.
3. Using a steel rod of similar diameter to listing wire, correct distortion by inserting rod into hole and setting metal surrounding upper half of listing wire attaching hole slightly inwards, towards centre of body.
4. Re-install listing wire in roof side rail.
5. Clean off or smooth down adhesive cement on door opening flange.
6. Cement edge of headlining and install finishing lace to door opening flange.

## CLUTCH SHUDDER – HOLDEN HT and HG – L6 and V8 ENGINE

Recent investigations into the cause of clutch shudder on vehicles equipped with V8 engines revealed that Retainer Assembly Part No. 2813232 which is applicable only to the L6 engine with standard transmission or option M20 has in a number of cases been assembled to the V8 clutch linkage.

When Part No. 2813232 is assembled to the V8 linkage, the geometry is altered to such a degree that violent clutch shudder is evident in first and reverse gears.

Furthermore, when Part No. 2813232 is omitted from the L6 clutch linkage, clutch shudder will be introduced into these models.

In view of this, it is important to ensure the linkage is correct in every detail when complaints of clutch shudder are encountered on both L6 and V8 engines.

For ease of component identification, refer to Fig. 1 for L6 and Fig. 2 for V8 on pages 8 and 9 respectively.

Lever and Pin Assembly Part No. 2812709 has recently been released in production as original equipment on all L6 models in order to achieve satisfactory clutch disengagement.

### Clutch Adjustment:

1. Remove clutch fork return spring and slacken lock nut (124925) whilst holding adjusting nut (7429390) securely.
2. Lightly load clutch fork in rearward direction.
3. Using finger pressure only, locate adjusting nut to eliminate free travel between clutch fork and adjusting nut.
4. Back off adjusting nut 1-1½ turns and hold adjusting nut securely in this location while tightening lock nut.
5. Replace clutch fork return spring.

## CLUTCH GEAR BEARING – HOLDEN 3-SPEED MANUAL TRANSMISSION

Clutch gear bearings incorporating revisions to the outer race design, together with a shallow circlip groove were introduced in production at Transmission Number T230876.

This bearing which carries the same part number (7429999) as the superseded part, can be identified by the letter stamping 'O' on the front face of the bearing outer race.

## BRINELLING OF CLUTCH DRUMS and CASE – TRIMATIC TRANSMISSION – HOLDEN HT, HG, TORANA LC

During overhaul of Trimatic Transmissions, Service personnel may note a certain degree of brinelling evident on the splines of the second and third clutch drums and also in the reverse clutch plate slots of the transmission case.

This brinelling is quite normal and is caused by the clutch plates moving in their locations. Engineering tests have shown that brinelling has no adverse

effect on durability of the clutches. Brinelling will generally commence early in the transmission's life, advance to a certain point and not increase in depth beyond this point.

Service personnel are cautioned not to replace clutch drums and cases because of this condition, unless of course, it reaches extreme proportion due to some abnormal condition.



Photo courtesy Detroit Public Library

# The Louis Chevrolet Story (Part two cont.)

straightaway in his final lap, Chevrolet's front wheel broke loose, but Louis crossed the finish line driving on his wheel spindle.

The Fontenacs' Indy achievements brought an offer from William Small of the Monroe Motor Co. He wanted a team of four cars flying the Monroe banner and green colors to run in the 500 the following year. Small moved Chevrolet's whole operation to Indianapolis to build the new cars.

Part of the offer was that Louis could, with his own funds, build a team of duplicate cars, using the Frontenac name. In 1917, Chevrolet had met a former Dusenber engineer, Cornelius W. VanRanst. He now called him in to help with the new project. Basically similar to the old Frontenacs, the new machines used less aluminum in their double overhead cam engines which had four valves per cylinder.

All seven cars (four Monroes and three Frontenacs) qualified in the 33-car field, a remarkable feat. But ill-luck was to almost ruin the venture. Chevrolet had specified the newly discovered vanadium steel for his steering arms. Due to an error on the part of his supplier, they were delivered without having been heat treated.

Six of the cars broke their steering arms during the race. The seventh car was that of Gaston, who probably was the weakest driver of the seven. Nevertheless, it was Gaston's car that held up and it was Gaston who was the first of the 33 drivers to cross the finish line. Not that his steering arm was materially better. For in a post-race discussion, Louis kicked the arm and it too broke in two.

Louis and Gaston became national heroes. Their victory in the Monroe Special marked the first win for an American car in the 500 since 1912. However, 1920 proved to be a less than happy year for the Chevrolets. Arthur was in a serious accident and, after finally surviving, his racing career was finished. Gaston fared even worse, being killed in a crash on Nov. 25 during a race.

Meanwhile, Louis was busy designing a totally new car for 1921. Although his 4-cylinder engine and cars had clearly been the class of the field, Chevrolet and VanRanst were working on a straight-eight. Peak rpm on the engine they developed was 3000. Every time this was exceeded, out would go a connecting rod bearing. The engines resembled large Swiss cheeses. The two engines oozed oil from a hundred seams, but Ralph Mulford and Tommy Milton were in the field on race day.

One of Milton's 16 plugs fouled, but it proved fortunate in that it kept him from exceeding 3000 rpm. After a duel with Roscoe Sarles, Milton literally scared him off and made it two 500's in a row for Chevrolet. Mulford, in the other Frontenac Eight, finished ninth, while Jules Ellingboe, in a Frontenac Four, finished third for quite a Frontenac show.

Milton's win gave Chevrolet the incredible feat of winning two successive Indy races with two totally different cars and powerplants. Louis soon found offers coming his way. One was from Allan A. Ryan of the Stutz Motorcar Co. They had a million dollars raised for Louis to produce a Frontenac passenger car.

VanRanst and Louis built the prototype in 1921 and production was to start in 1922. But then a depression set in and Ryan no longer had funds for the project. To make matters worse, Ryan had incorporated the Frontenac Motor Corp. of Delaware while Chevrolet had retained his Frontenac Motor Corp. of Michigan.

In his usual unbusinesslike way, Louis had not used a lawyer when the original contracts were drawn nor had he specified which Frontenac Corp. was making the purchases for the new project. Thus poor Louis found himself sitting with all the bills.

Now began the third phase of Chevrolet's career. At this time dirt racing was quite popular, but also expensive. Meanwhile the firm of Morton & Bratt in Indianapolis were building racy "bug" bodies for the Model T while Hassler was making underslung suspension parts for it. VanRanst got the idea of utilizing these bodies and suspensions along with a souped up Model T engine to make a dirt racer. He figured you could make more money with a cheap car than with a good one in dirt racing. They designed an 8-valve pushrod head for the new project.

The Frontenac ohv was an immediate success and orders began pouring in from all over. Production was soon up to 60 per day and all told over 10,000 were sold before the Model T souping boom ended. Thus the father of the Chevrolet car also became one of the founding fathers of today's multi-million dollar high performance and speed equipment industry.

The new Fronty-Fords quickly took over dirt track racing. And despite their comparative lack of power, they also fared well at Indy. Two cars, using a primitive Fronty head, made the 1922 field while a 1923 entry, driven by L. L. Corum, finished fifth in the 500 and was the spectator hit of the race. Three cars ran in the 1924 race, but everyone else had vastly improved and the little 65 and 80 hp machines finished far behind the 120 plus hp cars. Still, Fronty-Fords appeared in the 500 starting grid as late as 1931.

A variety of the "hot rod" heads were available. There was a Model S, a detuned version of the Model R racing head. Then, for the mass market, there was the Model T. At a cost of only \$98.75, it doubled horsepower from 17 bhp to 33 bhp! A later racing model featured an inlet and exhaust port for each cylinder. This Model D0 helped keep the Fonty-Fords on top in dirt racing.

Louis had some other flyers in passenger cars, but never got anything off the ground as financing was always the major problem. But speaking of flying, he became interested in aviation engines and a quarrel over who designed the Chevrolair 333 led to the breakup of the partnership of Arthur and Louis.

Just prior to the depression, Louis formed the Chevrolet Aircraft Corp, and you can guess what happened there. He finally ceded his interests to his partner, Gleen Martin.

Now in ill health, Louis spent his twilight years in Florida with his wife, Suzanne. They were called to Detroit in 1941 where he died June 6. At his own request, he was buried next to Gaston in Indianapolis, the scene of his greatest triumphs.

# HQ identification parade



**STATESMAN  
DE VILLE**



**HOLDEN  
MONARO GTS**



**STATESMAN  
CUSTOM**



**HOLDEN  
MONARO**



**HOLDEN  
PREMIER**



**HOLDEN  
KINGSWOOD**



**HOLDEN  
PREMIER  
STATION WAGON**



**HOLDEN  
KINGSWOOD  
STATION  
WAGON**



**HOLDEN  
MONARO LS**



**HOLDEN  
BELMONT**



**HOLDEN  
BELMONT  
STATION WAGON**

# Fast Moving Parts Wall Chart



A full list of all the fast moving parts for all Holden models including the new HQ. Self adhesive, it can be placed on a wall where it is easy to see and read. Available free of charge from your usual supplier of GMH Parts and Accessories.

# Parts Catalogue



A must for all service stations. Fully illustrated and contains a full list of the new HQ parts. Part No. M 37058. Recommended Trade Price \$8.00 plus tax.

# Shop Manuals



Detailed instructions on the maintenance of the new HQ Holdens and what you'll need to know to keep them running in peak condition.

Part No.	Description	Recommended Trade Price
M37015	Vol. 1 Body and Sheet Metal	\$4.80
M37016	Vol. 2 Suspension, Brakes, Steering Wheels	\$4.80
M37017	Vol. 3 Transmission and Rear Axle	\$4.80
M37018	Vol. 4 Engine and General Information	\$4.80
M37019	Vol. 5 Electrical and Air Conditioning Exempt from tax.	\$4.80

# 3 new money-makers for you:



# New batteries

## 1. Multi-fit 12-44AH

In the same case as the 12-9M, meets the same ampere hour capacity, and has been slightly altered dimensionally to fit many makes. It fits all 12-7 applications and Valiant, all Falcons up to 1967 with a solenoid fitted to the starter motor, all 12-7 squat applications except Mini Van and Mini Moke. Recommended Trade price only \$14.75. Recommended Retail \$25.95.

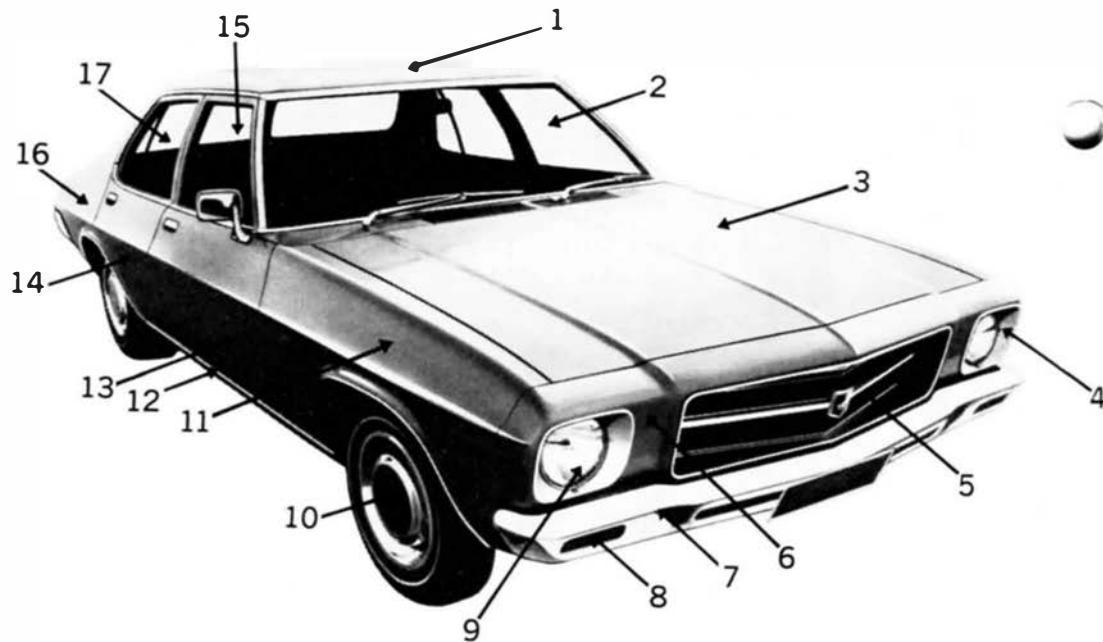
## 2. Mini-fit 12-40AH

In the same case as the 12-9SN and meets the same ampere hour capacity. The correct battery for Mini Minor, Mini Vans and Mini Moke models since 1969. Recommended Trade price \$14.10. Recommended Retail price \$24.73.

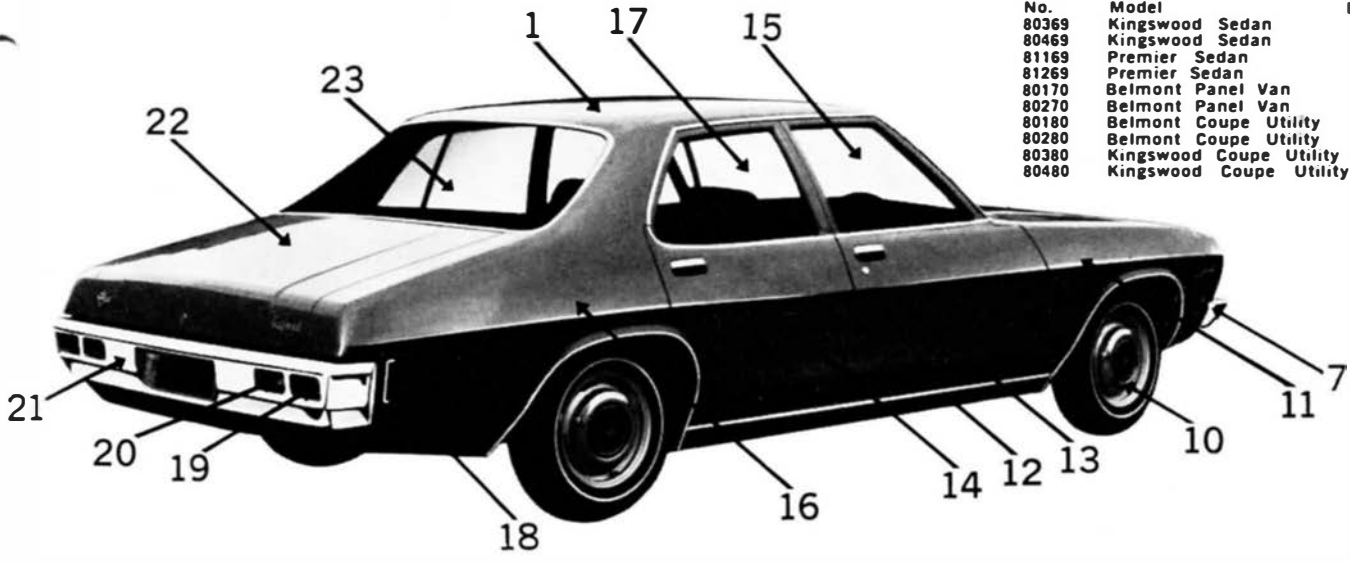
## 3. 12-90/P

Replaces the 12-90 and the 12-9P. Meets the higher 12-90 capacity of 61 ampere hour at the 20 hour rate, at the 12-9P. Recommended Trade price of \$16.88. In the same case as the present 12-90 and 12-9P batteries. Sells at 12-9P Recommended Trade price of \$16.88. Recommended Retail price \$29.61.

# HQ sedans panel & grille chart



Illus. No.	Description	Model Application	Part No.	Recommended List Price \$	
1	Panel Assy — Roof	All	2818201	44.00	
	Vinyl Cover:— Black	Kingswood, Premier	2819633	32.50	
	"    "    Antique Brown	Kingswood, Premier	2819635	32.50	
	"    "    Antique Saddle	Kingswood, Premier	2819634	32.50	
2	Glass — Windshield	All	2810347	42.00	
	Armour Plate	All	2810349	100.00	
	Laminated Laminated Tinted	All	2810350	112.00	
3	Panel Assy — Hood	All	2818416	42.00	
4	Rim — Headlamp	Belmont, Kingswood	2814728	2.00	
		Premier	2815657	3.60	
5	Grille Assy — Radiator	Belmont, Kingswood	2813762	19.00	
		Premier	2813763	19.00	
6	Panel — Front End	Belmont, Kingswood	2812476	11.00	
		Premier	2815388	12.00	
7	Bar — Bumper Face	All	2811461	31.00	
8	Lamp Assy —				
	Park and Turn Signal	All	2819613	1.30	
	Base — Lamp	All	2819615	1.00	
	Lens — Lamp	All	2819614	0.60	
	Gasket — Lamp	All	2819616	0.14	
9	Sealed Beam Unit Headlamp	Belmont, Kingswood	7434806	3.45	
		Premier	7439863	3.79	
		Premier	7433120	3.79	
10	Wheel Assy — Road	500 x 14	All	2815162	8.00
		600 x 14	All	2815164	11.75
	Rally Type	All	485453	20.50	
	Cap —Hub	All excl. Rally Type Wheel	2816230	2.40	
	Trim Ring	All excl. Rally Type Wheel	2817332	5.50	
11	Fender Assy — Front	All	LH2810243 RH2810242	21.00 21.00	



MODEL DESIGNATION		
No.	Model	Engine
80369	Kingswood Sedan	L6
80469	Kingswood Sedan	V8
81169	Premier Sedan	L6
81269	Premier Sedan	V8
80170	Belmont Panel Van	L6
80270	Belmont Panel Van	V8
80180	Belmont Coupe Utility	L6
80280	Belmont Coupe Utility	V8
80380	Kingswood Coupe Utility	L6
80480	Kingswood Coupe Utility	V8

Illus. No.	Description	Model Application	Part No.	Recommended List Price \$
12	Panel — Rocker	Inner	LH2809487	3.50
		Outer	RH2809486	3.50
			LH2809813	5.80
			RH2809814	5.80
13	Panel Assy — Front Door	All	LH2819409	16.00
			RH2819410	16.00
14	Panel Assy — Rear Door	All	LH2819423	14.00
			RH2819424	14.00
15	Glass — Front Door	All	LH2813089	8.50
			RH2813088	8.50
16	Panel — Rear Quarter	Outer	LH2810227	21.00
		Inner	RH2810228	21.00
			LH2811469	9.00
			RH2811470	9.00
17	Glass — Rear Door	Front	LH2812207	5.60
		Rear	RH2812208	5.60
			LH2813767	3.70
			RH2813768	3.70
18	Lamp Assy — Rear Side	All	LH2816393	1.50
		All	RH2816392	1.50
	Lens	All	2813684	0.60
19	Lamp Assy — Tail and Stop	All	2811771	2.90
		All	2811775	0.40
		All	2811774	0.14
20	Lamp Assy — Turn Signal	All	LH2811779	2.90
		All	RH2811780	2.90
	Lens	All	2811776	1.00
	Gasket	All	2811774	0.14
21	Bar — Bumper Face (Rear)	All	2811519	30.00
22	Lid Assy —Deck	All	2813091	28.50
23	Glass — Rear Window	All	2809885	27.50

(\*All\* indicates Belmont, Kingswood, Premier Sedan models only)

# Beat that!

*Interesting facts taken from the Guinness Book of Records*

## The world's highest egg yield

The highest authenticated rate of egg-laying by a hen is 361 eggs in 364 days by a Black Orpington in an official test at Taranaki, New Zealand, in 1930. The U.K. record is 353 eggs in 365 days in a National Laying Test at Milford, Surrey in 1957 by a Rhode Island Red owned by W. Lawson of Welham Grange, Retford, Nottinghamshire. In January 1957 a battery pullet owned by Mr. Thomas Whitwell of Goodies Farm, Firbank, Westmorland, laid 16 eggs in six days.



**You can't beat genuine GMH parts for General Motors vehicles!**

Only genuine GMH parts are identical with the originals. Guaranteed to fit exactly. Give the same great performance. Carry the GMH warranty. So be wise. Fit only genuine GMH parts to GMH vehicles. And keep your customers contented. And keep their business.

