

*Now yours  
to enjoy*

# POWER *Slide*



THE FIRST AND FINEST AUTOMATIC TRANSMISSION IN THE LOW-PRICE FIELD

**WELCOME**

to the enthusiastic  
and rapidly growing  
family of

**POWER *glide***

owners



You now own a Powerglide Chevrolet.

Ahead of you lie many, many thousands of miles of the most pleasant and relaxed driving you can imagine.

You have said goodbye to manual gear shifting, to pushing a clutch pedal. Powerglide thinks and acts for you . . . smoothly and automatically.

Above all else, you will discover that Powerglide driving is *easy*. There are no tricks to learn, no special skills to acquire.

It's as natural as walking. You'll enjoy Powerglide.

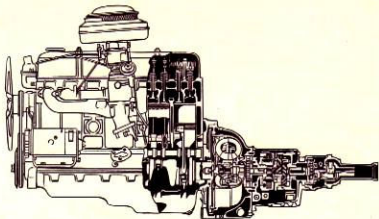
P.S. — Here's something else about Powerglide you'll be glad to know. Records indicate that most of the initial cost of the drive will *come back to you* through higher resale value of your car. In other words, Powerglide is a good investment. Its value *stays in the car*.

Here's how

**POWER *Glide***

brings you brilliant  
performance with  
traditional Chevrolet  
economy in over-all  
driving . . .

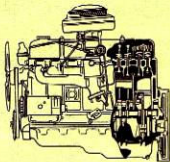
... a complete automatic power team  
with its own special engine and axle.



Powerglide is more than an automatic transmission alone. It is a complete power team, engineered throughout to make this new kind of driving completely satisfying for you on every count: simple, reliable, low in cost, high in performance.

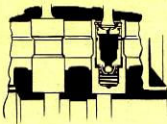
What you have is a special 105-h.p. engine, big and husky, with Hydraulic-Hushed valve lifters; Powerglide automatic transmission, smooth and proved; and a special EconoMiser rear axle to provide maximum performance.

That's the Powerglide team. Its performance is outstanding.



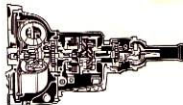
### Big powerful 105-h.p. engine

The smooth flow of power at your command stems from the most powerful engine in the low-price field. 105 horsepower. 235 cubic inches displacement. And because this engine is Chevrolet's efficient Valve-in-Head design, you get economy with power.



### Hydraulic-Hushed valve lifters

Chevrolet's great 105-h.p. engine is remarkably smooth at all speeds . . . remarkably quiet even at "idle." That's because valves are lifted on a "cushion" of oil—a feature of the most costly cars. No need for periodic valve adjustments—these are self-adjusting!



### POWER *glide* automatic transmission

In Powerglide, oil takes the place of gears. Power from your big 105-h.p. engine is transmitted to the rear wheels with no "steps" or "surges" . . . just a smooth, liquid flow of power from zero to top speed.



### EconoMiser rear axle

Chevrolet's big engine permits a 3.55 to 1 rear axle. The engine "loafs," the wheels cover the miles.

### Convenient oil check stick

Right under the hood is the Powerglide oil level indicator. Takes just a few seconds to check. Oil capacity is 9 quarts and oil needs changing only at 25,000-mile intervals.

*It is good practice to check the transmission oil level every time you check the engine oil.*



*right at your finger tips*



a sensational  
new concept in  
driving control

**N**

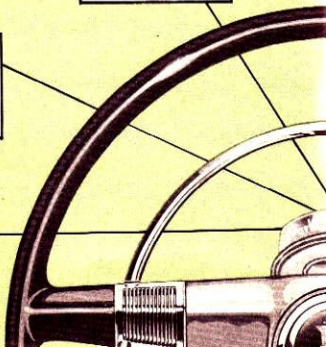
This is "NEUTRAL."  
You start engine  
with lever set at N  
or at Park.

**Park**

In "Park" position,  
a positive locking  
device locks rear  
wheels, holds car.

**D**

"D" for "DRIVE"  
. . . and you're set  
for all normal driv-  
ing, all speeds.



A close-up illustration of a car's steering wheel and control lever. The steering wheel is dark wood with a silver horn. The control lever is a vertical rod with a silver grip. Two callout boxes with black borders and white backgrounds are connected to the lever by thin black lines. The background is a light yellow-green color.

**L**

A special "LOW" range for special uses: Extra fast pick-up, sand, mud.

**R**

"REVERSE" position — for backing. You can rock car with "L" and "R."

*It's simpler than*



Describing the 5 positions of the Powerglide Quadrant—Park, N, D, L, R—is a little like explaining how to tie a shoelace. It sounds more complicated than it is!

Actually, you do nearly all your driving with the Control Lever at "D"—normal driving range. Here's all there is to it:

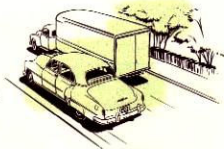
A for accelerator—press to GO.  
B for brakes—press pedal to STOP.  
There's no C because there's no clutch pedal. It's that easy!

**POWER *Glide*** brings you new driving ease and safety  
for every driving situation



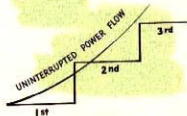
**EASE OF CONTROL**

You stop, start, pick up speed, thread through traffic—without ever taking a hand from the wheel!



**FLASHING ACCELERATION**

Plenty of reserve power with Powerglide—a wonderful safety factor when passing other cars.  
NOTE: For "extra fast" acceleration from a stop, slip the lever into "LOW."



**A SMOOTH FLOW OF POWER**

No "steps," no surges from 1st to 2nd to 3rd! Oil does it all to provide an *infinite* number of ratios.

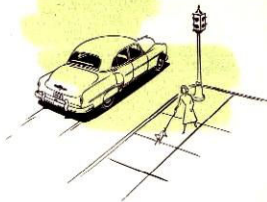


You take all hills in stride—  
Powerglide automatically selects  
the right ratio. The power's there.

SENSATIONAL HILLABILITY

On slight grades, for a very brief  
stop like a traffic light, just hold  
your car with the accelerator.  
When light changes—off you go!

HOLDING ON HILL



Going down a hill? Slowing down  
for a turn? Just take your foot off  
the accelerator—the engine slows  
the car. Less work for brakes.

BRAKE-SAVING ENGINE HOLDBACK



Nobody's going to push your car  
when you leave it with the Control  
Lever at "Park":

PUSH-PROOF PARKING







Easier to handle on ice and snow. Less wheel spinning and skidding because power is applied smoothly, in proper ratio.

← SURE-FOOTED SNOW AND ICE TRACTION

If you want faster deceleration than you get in Drive, slip lever to Low at any speed below 40 m.p.h. Good for descending steep hills.

→ SAFER DECELERATION IN LOW



← FORWARD-REVERSE ROCKING

Powerglide can "rock" you out of mud, sand, snow. Move lever back and forth between L and R. Keep foot lightly on accelerator.

→ LOWER PUSH-START SPEED

Most automatic transmissions require high push-speeds. With lever in Low, 15 m.p.h. is enough for Powerglide!



# 5

## **simple driving suggestions to help you get maximum gasoline economy**

The goal of Chevrolet engineering is to achieve "Balanced Design" . . . a balance of performance, comfort and economy that makes driving both *enjoyable* and *low in cost*.

You, as a Chevrolet owner, would not wish to sacrifice one quality to get a little more of another. You wouldn't want to give up the *comfort* of Chevrolet's solid construction for a little more speed; you wouldn't want to give up Chevrolet's *responsive power* for a slight improvement in gasoline mileage.

There is, however, a way to stretch gas mileage *without* sacrificing any of the qualities that make Chevrolet outstanding. It's the way that enables professional drivers to get the most miles out of every gallon of fuel:

- 1 Do Not Race Engine During Warm-Up.** When you start your car in cold weather, let the engine idle until it warms up. Racing it wastes gas, has little effect on warm-up.



- 2 Drive at Moderate Highway Speeds.** Wind resistance almost *doubles* between 50 m.p.h. and 70 m.p.h. . . . twice as much power is required. Moderate highway speeds save gasoline.



- 3 Keep Speed As Even As Possible.** Professional drivers try to maintain an even pace. They slow down gradually, and pick up speed gradually. Steady driving "pays."



- 4 Save Rapid Acceleration for Emergencies.** "Jack rabbit" starts can waste as much as one gallon in five. Use fast pick-up only when you need it. You'll save gas.



- 5 Shut Off Engine When Waiting At Curb.** If you have a wait, shut off the engine. After all, it takes gasoline to feed an engine even when it's idling.



Your Powerglide Chevrolet operates efficiently on standard grades of gasoline. It does not require premium grades. Take advantage of this savings, and remember to judge gasoline consumption in relation to driving conditions. City driving, hilly driving, cold weather driving and driving on unimproved roads naturally affect gasoline mileage.

*Always Make Sure Tires Are Properly Inflated.*



↓

→ **POWER Glide**

is the only  
automatic  
transmission  
in the low-price field  
time-proved over  
so many miles by so many owners.

Your confidence in Chevrolet Powerglide can be complete. Hundreds of thousands of owners have proved its dependability over a billion miles. No other automatic transmission in the low-price field has been so thoroughly proved.