

CHEVROLET CASTING NUMBERS 1924 to 1928; 1929 to 1931

Revised April 16 2001

PART 2: 1929 to 1931

SECTION 1

1929 U.S. AND CANADIAN CHEVROLET ENGINE PARTS AND CASTING NUMBERS:

<u>MOTOR ASSEMBLY</u>	<u>US PART #</u>	<u>CANADIAN PART #</u>
AC CAR & LIGHT DELIVERY	836315	836181
LQ TRUCK & BUS	836317	836183
<u>CYLINDER BLOCK</u>	<u>US PART #</u>	<u>CANADIAN PART #</u>
CASTING # 835501 [US AND CANADA]		
AC CAR & LIGHT DELIVERY	362473	1759537
AND LQ TRUCK & BUS		
<u>CYLINDER HEAD</u>	<u>US PART #</u>	<u>CANADIAN PART #</u>
CASTING # 835503 [US AND CANADA]		
AC CAR & LIGHT DELIVERY		
AND LQ TRUCK & BUS	835679	835674
<u>MOTOR ASSEMBLY:</u>	<u>US PART#</u>	<u>CANADIAN PART #</u>
AC		836181
LQ		836183

1929 ENGINE NUMBERS:

International 1929 Model AC and LQ Engine production started in November 1928, with the first Engines built in the Saginaw Plant, with Saginaw castings, installed in Flint-assembled Series AC Coaches on December 10 1928. When did casting start at the Chevrolet Gray Iron Foundry ["G.I.F."]? Working

Another early casting is in a Flint-built Coach, Body # F378 [for "Flint" Fisher Plant] with a Casting Date of L-22-8, December 22 1928. Earlier than that is # 139,332 CONV-3 835501 A-25-9 January 25th 1929 in Oakland-built car # 6AC9736. However, the V.C.C.A. 1929 Technical Adviser, Mr Lew Clark, has corresponded with an owner in Pennsylvania who had a very, very, early Sedan. The engine had casting dates of October 1928, and the car colours were 1928 colours as well. We know that Flint assembled 152 International Series AC Sedans from November 24 1928. It is possible that this car was a chassis fitted with one of the Saginaw-built motors, and as such was a pre-series production unit. Lew's own Coupe had an incorrect motor when acquire, # 82,956, Casting date A-3-9, January 3 1929.

The earliest known overseas component is a Head in New Zealand which could be Canadian, with a Date of L-13-8, December 13th 1928 However, apart from these motors, all others have cast dates at least in February 1929. So, at this juncture the suggestion is that Saginaw Gray Iron Foundry started producing castings on November 1st 1928. A New Zealand R.h.d. Truck motor has Engine #RT1,109,111 Cast Date H-12-9 August 29th 1929.

Car in U.S., Tarrytown Plant-assembled 2AC89515 has Engine # 1,138,805, Cast # 835501, Date H-19- 9 5, August 19th, 1929.

If the same procedures worked as they did 30 years later, shortly after the decision was made, Chevrolet engineers started working with their counterparts at Canadian Products Division, in the Walkerville Plant, and contracts were issued for castings to the same pattern but with a different Part # with the Canadian foundry.

The first motors had components cast in the Chevrolet Grey iron Foundry [G.I.F.], and actually assembled there, and were allocated the Serials # 1 # 395 inclusive, and then Flint, MI Plant assembled Motors # 3,001 to # 15,000 inclusive, followed by Saginaw who built Motors # 396 to 3,000 inclusive, with Flint then building from serial # 15,001 and up with these Engines being used in February 1929. Saginaw Chevrolet Foundry had a capacity of 33,000 cast Blocks and Heads PER WEEK. The last 1929 Motor was # 1,265,800, October 1929, and there was then a running change in November 1929 to the first Universal unit, # 1,365,366, with a series of changes starting in January 1930 with carburettor changes. The earliest known motor in a Hendon-assembled LQ is # RT35,874. However, Engine # R32,093 was installed in one of a handful of Tarrytown-assembled Series AC light delivery chassis imported by Hendon [this was roughly the 2,000th Tarrytown-assembled Series AC], which at a rate of 33,000 castings for Heads and Blocks per week at Saginaw represents a delay of 10-11 days after the first day of Flint Plant assembly. The first motor used by Tarrytown Plant in a Series AC car [a Coach] was # 3,333 on December 15th, 1929.

Canadian Engine production must have started at Canadian Products Division of General Motors Products of Canada Limited at the Walker Road, Walkerville Plant at much the same time as the US equivalents, Canadian castings having similar codes to the US ones. Engines were supplied to three Plants: Oshawa [cars].

The earliest known motor is # T5690 Cast Date L-14-8 December 14 1928 [LQ Truck motor] and the earliest car motors are # 139,332 # 835501 CONV-3 A-25-9 January 25 1929 in AC # 6AC-9736 which was sold February 20 1929 *though* the next oldest known motor, # 180,589 has Cast Date K-2-8 November 2 1928, in AC Sedan # 12AC-11851

Example of r.h.d. motor [in Australian Holden-bodied AC chassis] R598,330 Gearbox Casting # 590891 4 B-7-8 February 7th 1928 motor assembled May 1929.

Further examples of Australian motors:

R640,889 835501 D-25-9 CONV3 Bow-tie 4 April 25 1929

RT808,745 835501 E-24-9 CONV3 Bow-tie 6 May 24 1929

R919,963 835501 F-21-9 CONV8 Bow-tie 9 June 21 1929

All these are Flint-built units. Compare these with a Walkerville-built unit, also in Australia:

R220,942 835501 D-1-9 CONV3 Bow-tie 8 April 1 1929

REPLACEMENTS:

It is likely that replacement motors were cast in 1930 Model Year: # 1,410,779 has a Cast Date of L-2-9, December 2nd, 1929 and would have been assembled the same month. # 1,425,544 has a Date of L-17-9, # 1,436,748 L-12-9 but # 1,537,426 has an alleged date of I-19-9: it is more likely to be L-19-9 and would have been assembled in February 1930. The 1,43X,XXX motors were all assembled in January 1930. LQ fire truck has # 2,008,253, Date Code G-18-0 for July 18th, 1930 and the motor would have been assembled in July as well.

Replacement spare parts castings with correct # 835501 and # 835503 Casting Marks were cast in later years, at least until 1934: see "1930 BLOCK & HEAD CASTING NUMBERS" below.

WALKERVILLE, ONTARIO NUMBERS:

Officially:

W1 – # W7,920 then

7,921 – # 257,915 plus

288,000-# 288,999?

HOWEVER KNOWN VEHICLES HAVE MOTORS IN THE FLINT SERIES

Engines were prefixed "T" for Truck engines, except for "W" prefixed engines and "R" for "Right-hand drive" and finally "RT" for "Right-hand drive Truck engines".

1930 assembly. It is also possible that for r.h.d. motors, late 1929 International Heads were used-up by Walkerville on 1930 Blocks since r.h.d. motor assembly was in batches and bore no relation to standard l.h.d. production.

The last US 1930 motor was # 2,100,284 in October 1930. The highest known # is # 2,045,950, with a Cast Date of G-29-0 for June 29th, 1930.

1930 BLOCK & HEAD CASTING NUMBERS:

1929-30 Block Casting Numbers were # 835501 in all cases. However, although the 1929 Head was Casting Number 835503, the 1930 Model Head was # 836273. There does seem to have been an overlapping period when 1929 and 1930 Heads were produced, probably as there were run-ons of '29 units as spare parts. E.g. 1929 Canadian Head Cast # 835503 A-5-0 January 5 1930 is after # 836273 L-24-9 CONV-12 BOW TIE 1 December 24th 1929 owned in Australia. Also, a N.O.S. [New Old Stock] Head in Australia has # 835503 F-14-1 May 14th 1931 CONV-13 BOW TIE 9, with a "1929" cast on the Head near the BOW TIE. This does not have the temperature sending tapping either. Further, an Oakland-built car stored in a barn since 1942 # 6AC9736 Engine # 139,332 has a # 835503 Head cast date K-28-3 November 28th 1933!

SECTION 3

1931 MOTORS

The first Flint-built Independence series motor was built in Flint in October, # 2,100,285, and the last was # 2,951,552 in September 1931. However, Walkerville seem to have used two series: # **295,291-299,999, and then in March 1931 to coincide with Regina Plant opening again, # 2,300,001 to # 2,319,311.** Motors # 2,300,001 to # 2,350,400 inclusive were assigned to Walkerville, by Flint incidentally, so that they did not clash.

The earliest known 1931 Flint-built motor is # 2,116,485 with a Cast Date of J-8-0 for September 8, 1930. However, a known 1930 Model Walkerville motor has a Head and Block Cast Date of August 12, 1930, and a serial number of what should be # R292,408, with the last number being officially # 294,924, with components cast around August 15th which makes perfect sense with the known shut-down around that time in Canada. Two more 1931 Flint-built r.h.d. Blocks from Australia are Engine # R2,489,577 # 836409 B-25-1 CON4 Bow-tie 27X ["Exchange"?] February 25 1931, and # R2,852,265 Block cast # 836409 G-7-1 CONV 4 Bow-tie 28 July 7 1931. Note the '31 U.S. Block has Cast # 836409 whereas at least some Canadian castings have # 886273. The earliest known 1931 Model **Walkerville** unit is # 2,314,332 and the unusual Block cast # 886273, and date code of D 23 1 N1 [April 23rd, 1931], and the last known is a Truck unit, # T2,317,633.

SECTION 4

CON CASTING MARKS

When the Chevrolet Grey Iron Foundry was created from the Saginaw Products Company, Saginaw, Michigan, the casting marks changed from “SPC” cloverleaf to the Chevrolet Bowtie. Further, there was no need to source from Ferro Machine and Foundry Company, so the “FERRO” mark was dropped.

In 1929, the first incidence of the “CONV-“ mark appeared on the 6-cylinder engines. This mark appeared on Cylinder Blocks and Heads and was repeated in 1930, 1931, etc. However, it appears that not all known 1929 castings have this mark. It is therefore an unsolved mystey [at present] as to what it represents. In later years “GM” was also cast in.