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This NEW Shiftworks floor shifter has been tediously designed to be a direct replacement for your factory C3 shifter and properly function with whatever GM transmission you decide to use in your vehicle! The shifter body has been crafted from quality STAINLESS STEEL, fits just like the original, and utilizes the original mounting bolts. The shifter connects to the transmission with an INCLUDED CABLE LINKAGE, which mounts to the transmission with the provided PAN BRACKET (case mounted on 6L80/6L90E's) and correct length SHIFT LEVER(S). We even install and adjust a NEUTRAL SAFETY / BACKUP LIGHT SWITCH for you, so it's ready to simply wire into your car!

1968 - 76 Corvette
SW270-C3A

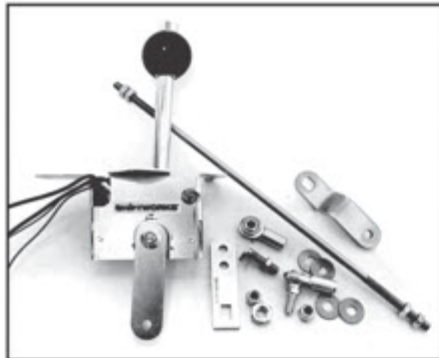


1977-82 Corvette
SW270-C3B



1965-67 CORVETTE

Our low-profile floor mounted shifters for the 1965-67 Corvette is designed to replace the original Powerglide shifter with more adaptability to modern transmissions. It uses the same mounting points as the original. All shifters come with a fully functional neutral safety-backup light switch pre-installed. All 5/16 rod linkage with quality LH and RH ball joint ends are also included.



SW282-R65

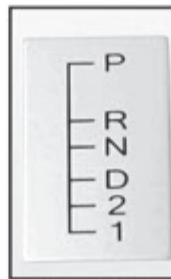


S141 3-Speed Automatic

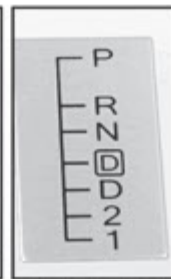


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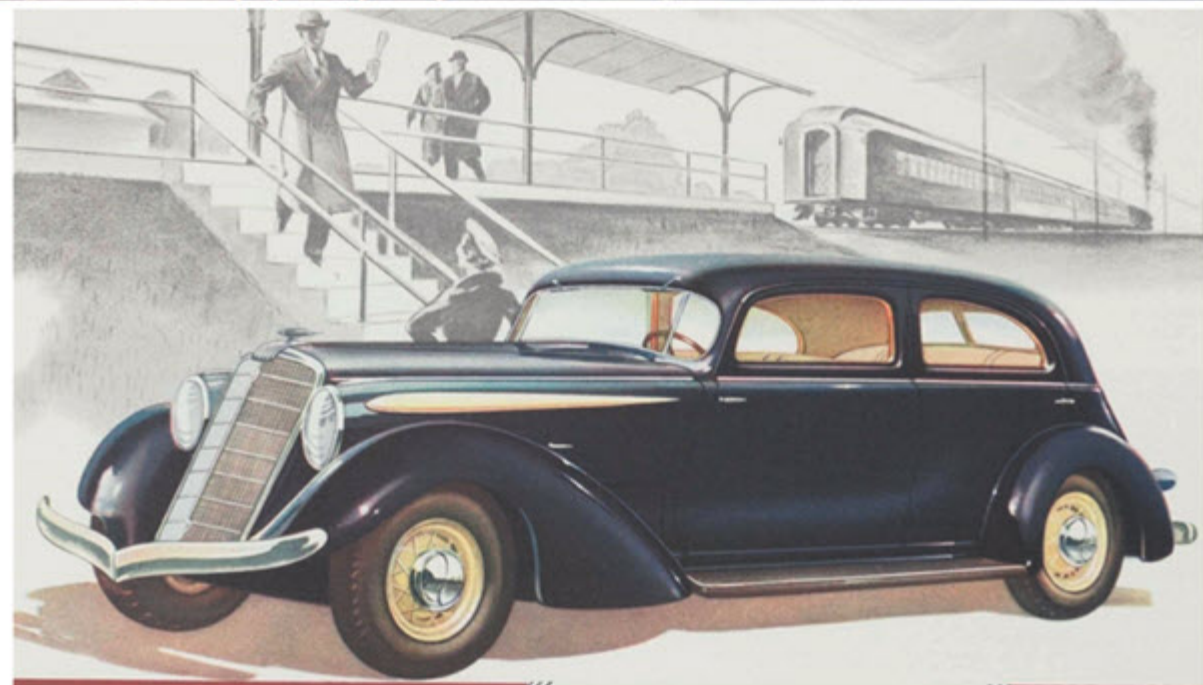
NAME THAT CAR! From the Spring Turkey Run
(Photos by Carol Bentley)

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____

1. '57 Chevy Pickup 2. '46-'48 Lincoln Continental 3. '53 Buick
4. '62 Ford Fairlane 500 5. '60 Corvette 6. '56 Lincoln 7. '57 Chevy



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SERIES 521

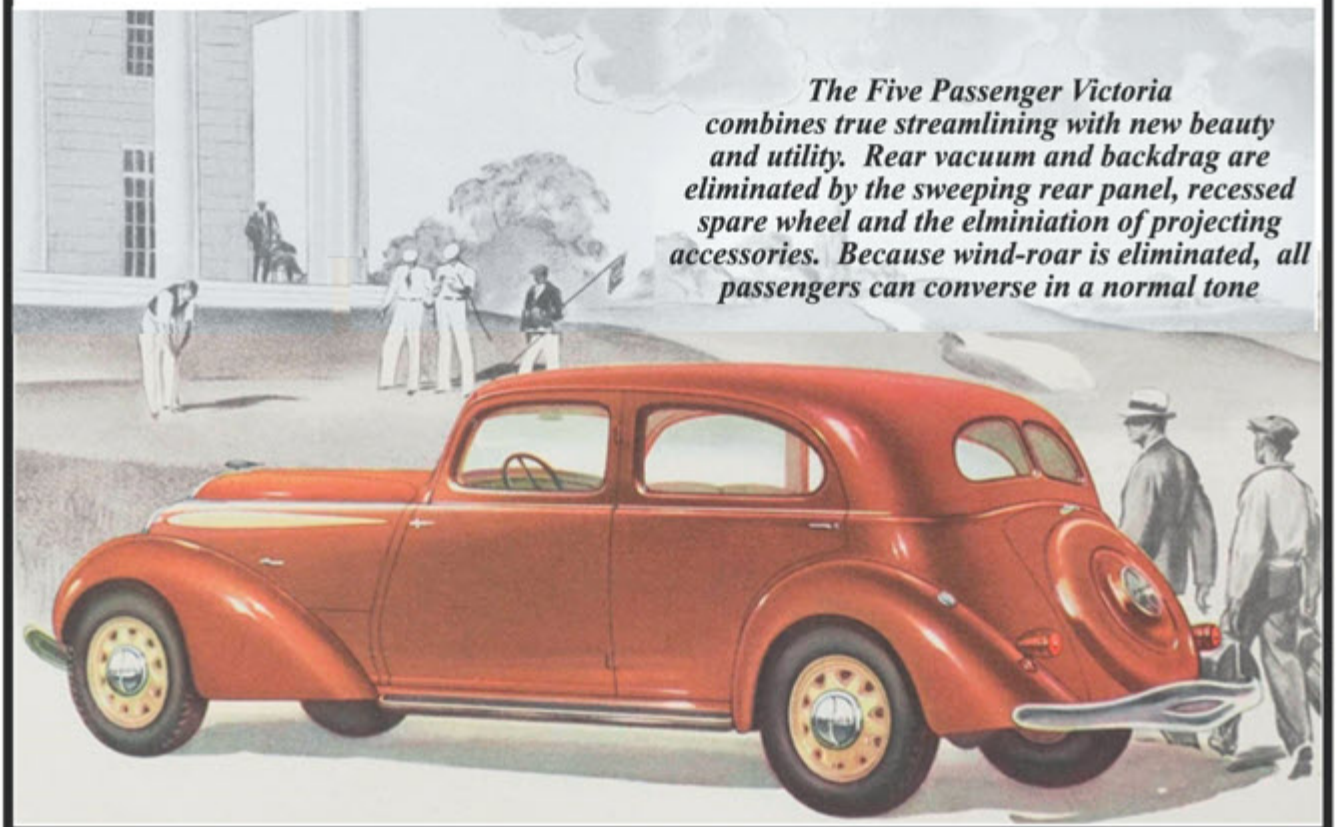


The Six Passenger Sedan whose brilliant style leadership proves that the most beautiful design is always the most efficient! Hupmobile's basically correct streamlining smoothes out the air and flows it easily and silently about the car, every feature of which is an integral part of its aerodynamic design.



Club Chair Comfort is yours in the Victoria. The two individual lounging seats in front are overstuffed, therefore they are deep and restful.

Luggage Room to Spare is provided at the rear of the Sedan and Victoria in this readily-accessible, dust-and-water-proof compartment containing the concealed tool tray.

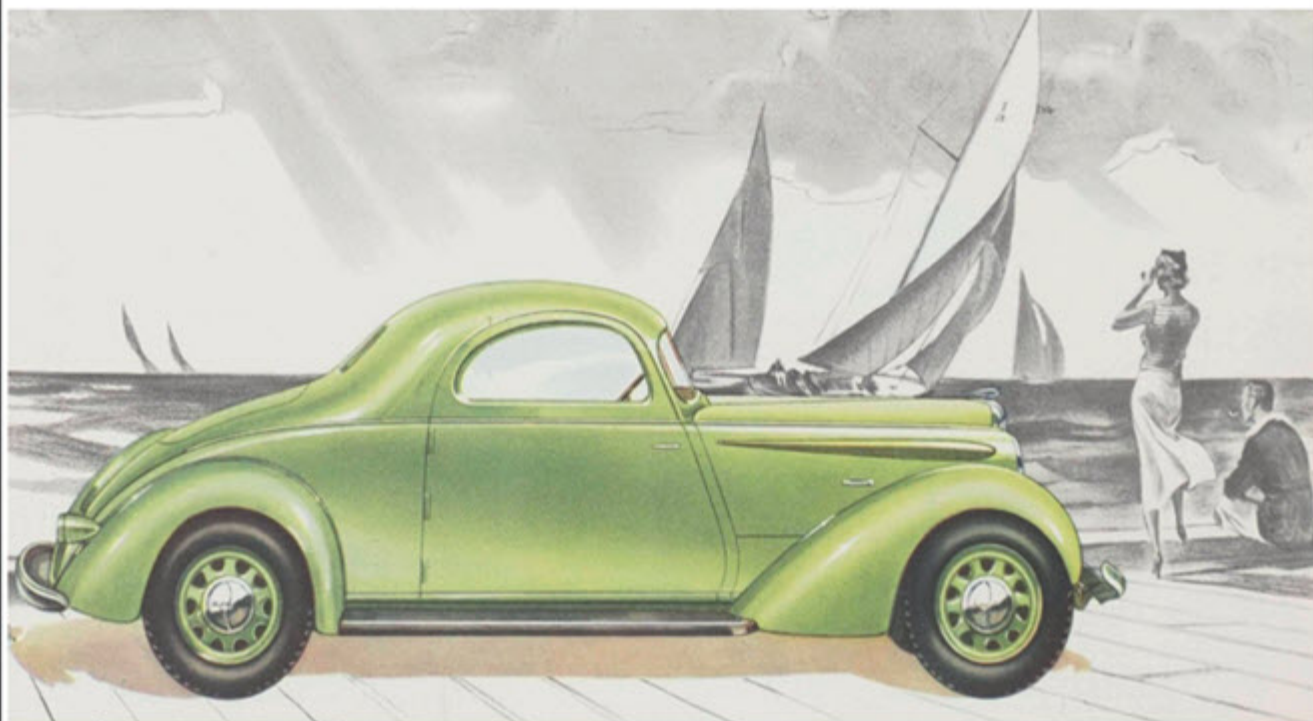


The Five Passenger Victoria combines true streamlining with new beauty and utility. Rear vacuum and backdrag are eliminated by the sweeping rear panel, recessed spare wheel and the elimination of projecting accessories. Because wind-roar is eliminated, all passengers can converse in a normal tone.

It's as Easy as Walking to step in and out of these uniquely shaped, wide rear doors. There's plenty of shoulder room and foot room to spare.



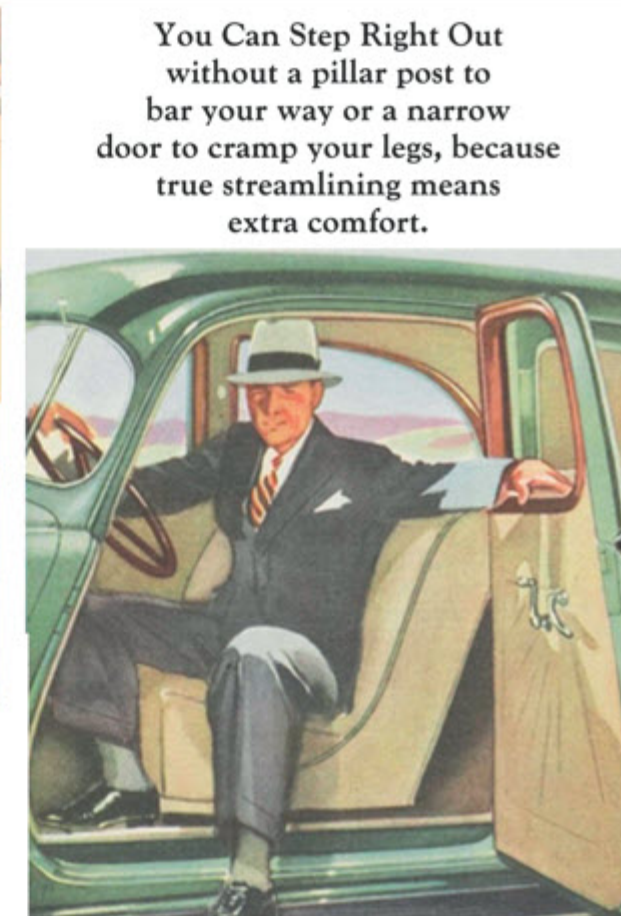
Five Passengers Can Ride in ease and comfort in the Coupe, for the front seat accommodates three. Great wide doors and parcel space back of the seat are features.



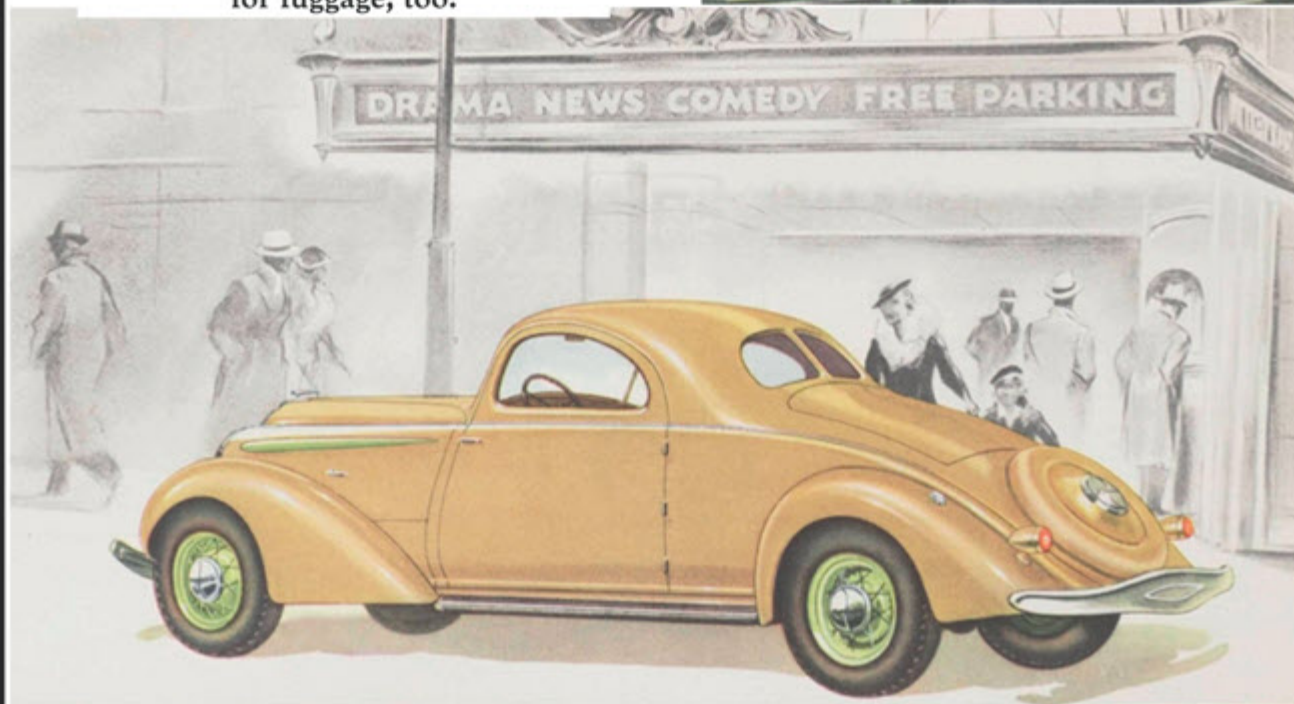
The Five Passenger Coupe creates an entirely new interpretation of modern beauty. Here is streamlining at its best, giving finer performance and greater comfort. The gracefully sloped rear deck, so characteristic of Hupmobile, is unmarred by sharp angles, harsh lines or protruding accessories.



Comfort for Two Others
Extra passengers will like the deeply upholstered rumble seat of the Coupe. There's lots of room to stretch, with extra space for luggage, too.



You Can Step Right Out without a pillar post to bar your way or a narrow door to cramp your legs, because true streamlining means extra comfort.



The Rumble Seat Coupe is characterized by its air speed lines. No other car is so unique. . . so strikingly different. Fundamental streamlining means mass moved forward and tapered tail. Hupp's distinguished ultra-modern design has made the aerodynamic five passenger Coupe an international favorite.

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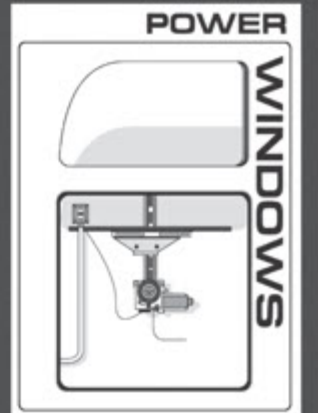
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 <p>1966 Pontiac GTO 2 dr h/t, orig 389, 4 bbl, auto trans, PS, PB, factory a/c, factory headrest bucket seats, tilt wheel, correct Rally I wheels, RWL tires, all orig. interior. \$58,500.</p>	 <p>1958 Chevrolet Apache 10, 1/2 ton short bed pickup, 305 V8, 4 bbl, dual exh, turbo 350 auto trans, PS, PDB, Chevy rallies, WSW radial tires, tonneau cover for custom bed, Chevelle front subframe, Camaro rear end. \$36,500.</p>	 <p>1971 Chevrolet Cheyenne Super short bed pickup, 350 V8, 4 bbl carb, dual exh, factory tach, PS, PDB, a/c, sliding rear window, rally wheels, new RWL tires, all of the right options. \$42,500.</p>
 <p>1950 Chevrolet 3100 short bed pickup, orig 216 6 cyl eng, 3 sp manual trans, unmolested 3100 w/nice body & undercarriage, nice repaint in orig. color & interior, runs good, \$39,500.</p>	 <p>1964 Ford Falcon Futura conv., 260 V8, 4 sp manual trans, dual exh, chrome wheels, RWL tires, very straight body, super nice paint, exc conv top, clear rear window, \$35,500.</p>	 <p>1967 Chevrolet Chevelle Malibu 2 dr h/t, 454 V8, turbo 400 auto trans, PS, bucket seats, floor shifter, rally wheels, good running, solid Malibu with nice paint on a deep South classic. \$39,500.</p>

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Southern Wheels Shop Safety Tips ...with Wayne Smith



from Dependo Rent-all

WARNING: FAKE SPARK PLUGS!

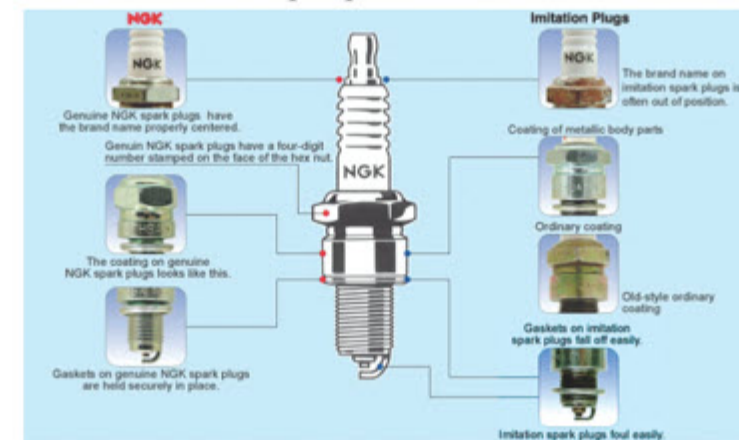
When I saw this, I thought, What now, counterfeit spark plugs?

When you think how many plugs are sold, it makes sense that someone is going to try it. I just wasn't ready for it. Why don't they just stay with women's hand bags or watches? Don't mess with my spark plugs! It is hard enough to pick the right plug and figure the right torque spec for it, but now I got to worry about a low value fake.

It is not only spark plugs but filters; all all those parts we depend on to keep our rides going. So many choices now to buy on line and we really don't know if we are getting a knockoff off or not.

If my dad was still alive, he would remind me "Son, you get what you pay for." You know, I find in my life those words have always been true.

We all look for a deal without considering why is a deal. Always a balance of paying too much at a dealer or paying too little on line. The real problem is not the "you get what you paid for" but the damage we can do to our engines. Wrong length or tip and you get a hole in your piston. Here is a illustration from the NGK people on how to tell what is real on their plugs.



Sorry for the bum news, but I just want to help my fellow gear head.

I think I'm going to put those wise words of my father on a sign over my computer.

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"FACTORS AFFECTING OIL CONSUMPTION"

My Experience Is...

by Joe Rabelskie

*From 2007, a tribute to our great engine-building friend, Joe Rabelskie.



Many mechanics see oil smoke coming from the exhaust pipe and right away, the diagnosis is bad rings or valve stem seals. Assuming an engine has not been taken apart yet, a compression test can tell if the rings are holding compression, but if not, should one just throw on a set of rings? If it is holding compression, does that constitute valve seals? Rings or seals may very well be the correct diagnosis; however, oil consumption can be caused by many other factors, costing valuable economy and performance. A true "artisan" keeps all of these in mind before making his diagnosis.

If an oil problem is narrowed down to the cylinders, the diagnosis is only beginning. Sure, the rings might be weak, but before jumping to any conclusions there are a few other things that deserve a little checking.

First, the bore size should be checked to make sure it has the proper clearance. In addition, the bore should be straight and have none or very little groove on top. A slightly oversized or tapered bore, or groove at the top of the cylinder could be a sign of an oil problem. For every one thousandths of an inch oversize, taper, or groove, a ring end gap is increased 3.14 thousandths of an inch. It is not uncommon for a cylinder to have a .005"-.008" groove or taper in it. This can equate to approximately .015"-.028" ring end gap in addition to the proper .016"-.020" end gap called for. 0.48" end gap is enough to cause smoking, in anybody's book!

Piston fit is another problem that might produce a symptom similar to bad rings. If a piston is sloppy in the bore, or collapsed, it could allow excess oil between the piston and cylinder wall, causing oil to bypass the rings, thus creating a smoking problem. Before installing new rings, the ring lands should be checked to make sure the lands are not worn or sloppy, causing the rings to flop around, allowing oil bypass. Moreover, if a connecting rod is bent just a little, it will cause the rings to ride against the cylinder unevenly, having the same result. Before installing new rings, all of these things should be checked. Installing new rings could take care of any one of these problems temporarily, but if the rings are not the actual problem, it will not be long before the engine returns.

Another favorite fix of many mechanics is valve stem seals. Seals will stop engine smoking caused by a multitude of problems; however, seals will not make an engine run well if seals are not the problem. On engines with high mileage, sludge build-up can clog oil returns

causing a build-up of oil with no place to go but down the guides. Likewise, badly worn rocker shafts or rocker arms and push rods could allow excessive oil to fill the same area to a point that the return holes cannot handle the flow, even without sludge.

One more way for an engine to consume oil, and usually the most common on heads, is valve guides. If an intake valve guide is loose, the vacuum from the intake port will pull oil through the guide from the spring side of the head, passing it through the combustion chamber and out the exhaust. The exhaust port creates its own vacuum from the spent gases rushing past the exhaust guide, causing the same problem. While a bad exhaust guide will only pass the oil out the exhaust pipe, a bad intake guide will pass the oil through the combustion chamber fouling out the spark plugs, causing a poor running engine. Valve stem seals will often take care of the smoking caused by loose valve guides. This is probably why so many mechanics try them first, but loose guides do more than cause smoke. When a guide is loose, it does not allow the valve to seal properly. This leads to lower compression and a rough idle, at a high speed it will cause a lower top end, poor performance and less economy.

Intake manifolds are yet another way of burning oil. On V-6 and V-8 engines, it only takes a small misalignment of the gasket and the vacuum will pull the oil right out of the engine. Warped intake manifolds have been a problem, especially in later years, since cast out of thin aluminum. Old manifolds are now becoming a problem, due to changing geometry, because of heads being ground so many times.

One more, and probably the most overlooked cause of smoking in engines is the PCV valve. Older engines used to use a vent pipe to release pressure from inside an engine, but since interest in cleaner emissions in the early 60s, this pressure has been piped into the intake to burn cleaner. If the PCV valve is located in a high splash area and is not baffled well enough, oil will be sucked directly into the intake and passed through the engine, causing a terrible smoking problem. I have even seen custom valve covers with the PCV valve located perfectly above a push rod, causing oil injection directly into the intake.

These are just a few of the problems I have run up against that can cause oil consumption in an engine. There are more, but this should give a good idea of how a diagnosis is not just something one jumps into, so they can get on with the job and make money. Today, the real money is made by finding the root of the problem and fixing the cause. Also, at today's prices, when everything costs an arm and a leg, people do not mind paying for a job well done; people simply complain when a job has to be done twice.

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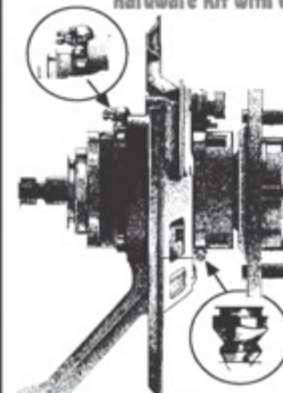
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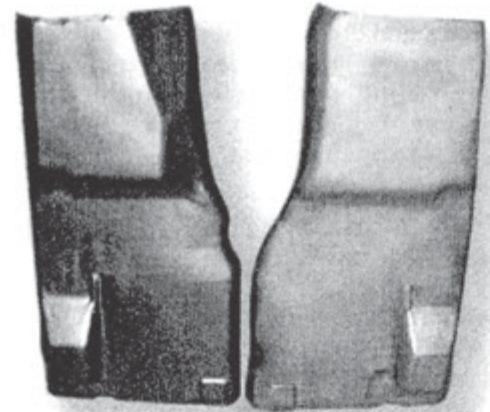
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