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1935

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1951 Chevrolet Fleetline Deluxe fast-back, Atomic Orange Metallic, Wire wheels with white wall radials, 283 V8 Turbo 350 auto trans, \$29,900

•PURCHASING
 •SALES

2017 Tesla Model S 75 D AWD, Midnight Silver Metallic, Deluxe Black interior, Premium upgrades package, \$27,900

•RECONDITIONING
 •CONSIGNMENT
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1976 Pontiac Trans Am 455, garage kept past 28 yrs, Firethorn Red, matching int., A/C, Custom Auto-Sound bluetooth stereo, Tremec 5 sp manual trans, 400 HP, \$56,900

1963 Chevrolet Nova 2 Door Hardtop, 350 V8, Turbo 350 auto trans, \$27,900.

1974 deTomaso Pantera Wide Body, 351 Cleveland bored & stroked to 408 with roller rockers, a/c, lots of great features, \$169,900.

1955 Pontiac Chieftain 2 dr h/t, Iris Mist Metallic w/ Lavender, matching cloth int, tilt st. column, Vintage A/C, GTO 400 V8, \$34,900

1966 Shelby GT Fastback, Carroll Shelby orig. sold it to Johnny Crawford, 289 hi perf eng, Top Loader 4 sp, SALE \$179,900.

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RESTORATION TIP

Prevent Those Fires!

Battery Tender

When using a battery maintainer, always check to see if the (+) (-) clamps are going to short out on the hood or trunk when they close. We have a friend who had his clamp to short out, causing a fire!

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The true test is time! Of all the engine enamels on the market, BILL HIRSCH ENGINE ENAMELS have been on the market the longest. Forty years! And engines painted with Bill Hirsch Engine Enamels as long as 40 years ago still have the enamel on that was applied 40 years ago! No other engine enamel manufacturer can make this claim.

It is made from the very best components know to man to make a product of this type. It is made from the very same components that are used to make jet aircraft engine enamel, a very costly and extremely high quality material not readily available to all paint manufacturers. The people who manufacture our engine enamels (under contract) are connected with the aerospace industry. The only difference between our engine enamel and that on a jet engine is the color.

In order for a paint to be an engine enamel and stand up to the heat and time like Bill Hirsch Engine Enamel, it must be made from the exact components that Bill Hirsch Engine Enamel is made from, without any deviation whatsoever. There are no other engine enamels being produced with the components, and consequently, no other paint sold as engine enamel will even come near the quality of Bill Hirsch Engine Enamel. For example, Bill Hirsch Engine Enamel can withstand the most severe change of temperature, from 50 degrees below zero to 700 degrees Fahrenheit in just a few minutes without any effect on the finish. There is no other automotive engine enamel made that can make this claim. All other engine enamels claim to be rated to 350 degrees Fahrenheit. Bill Hirsch Engine Enamel is rated to 700 degrees F, and it retains its gloss.

Unlike the others, Bill Hirsch Engine Enamels is resistant to gasoline and oil. It take about 2 weeks after the paint is fully hardened on the engine and cured for the finish to be gas and oil resistant. If the paint is constantly subjected to gasoline, oil and other spills, the finish will eventually become stained, much like any other finish, but it has far more resistance to gasoline and oil than any other automotive engine enamel.

For more information, visit www.hirschauto.com or call 800-828-2061



Body by Fisher

It would greet you with a Smile

Buick

If your motoring has become a sort of humdrum transportation, there is that in the Buick which will bring back the zest of driving your first car.

Just to see the Buick is to realize how vivacious and new it is in its smart beauty. To drive it and ride in it but once is to recognize that it brings to modern motoring something new and all its own.

For there is a difference that goes beyond the gliding ride as only Buick gives it, beyond the matchless ease of superb performance and the convenience of automatic features. There seems to be the vigor and exuberance of youth in all that Buick does; and it is not difficult to imagine that, if it were human, it would always greet you with a smile.

You can take that kind of car to your heart—which perhaps explains the undying loyalty of Buick owners, and the even more wide-spread favor which Buick is winning today among motorists of all classes.

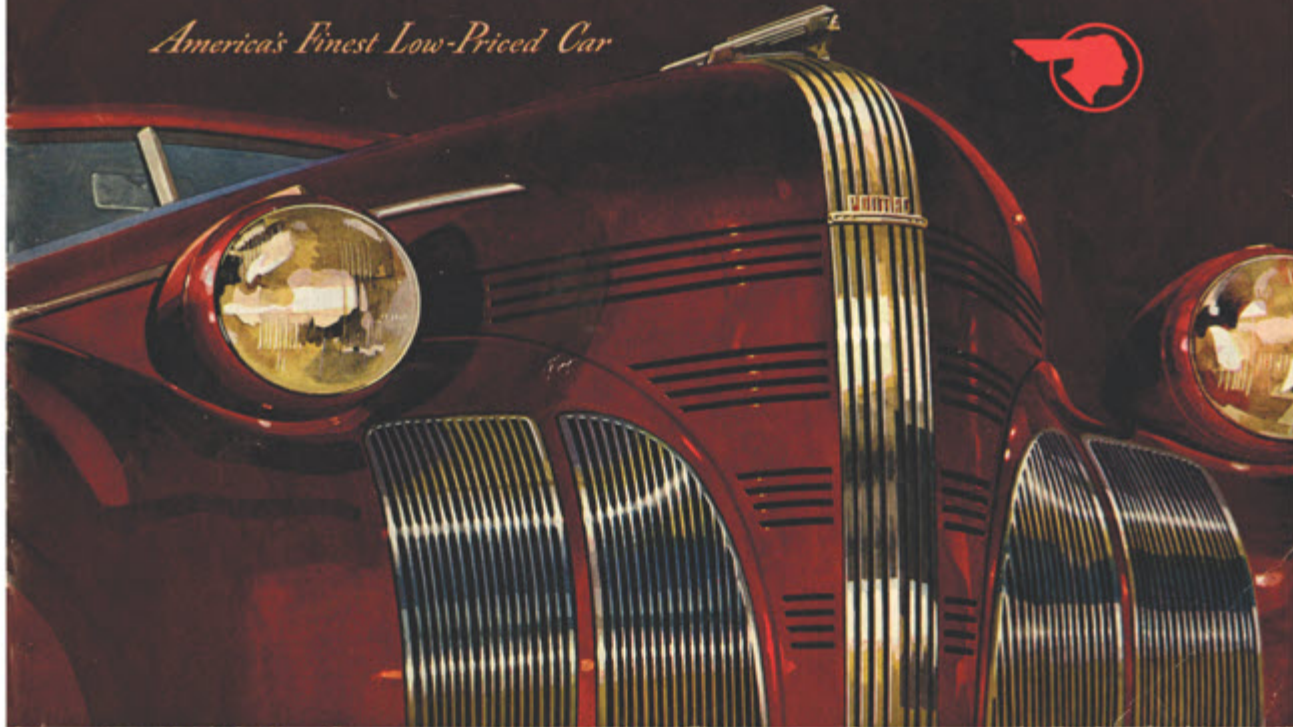
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1939 SILVER STREAK PONTIAC

QUALITY SIX • DE LUXE SIX • DE LUXE EIGHT

America's Finest Low-Priced Car

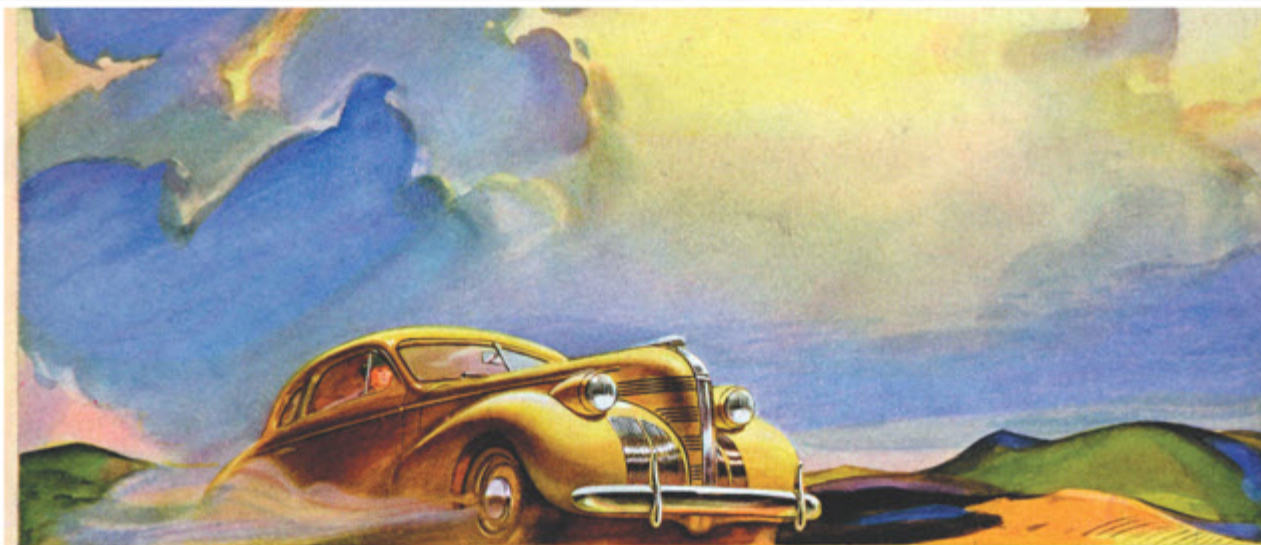


THREE SUPERB LINES OF LOW-PRICED CARS

to make you PROUD and

SAVE YOU MONEY

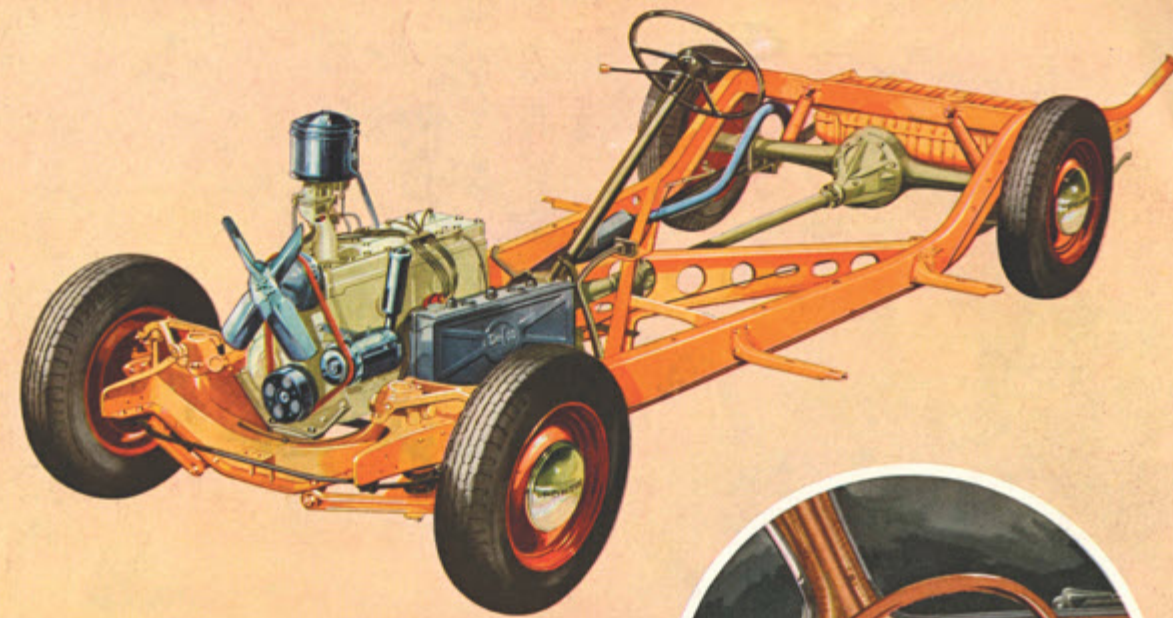
The following pages present the finest cars Pontiac has ever built, and the finest ever to appear in their respective price fields—a completely new Quality Six . . . a new De Luxe Six . . . and a new De Luxe Eight. All three have these things in common: each is big, smart, and luxurious . . . each is packed with brilliant new features . . . each is a marvel of thrift . . . and the cost of each represents a *substantial price reduction*. As a result, you can choose any model with complete assurance that you are getting the finest automotive value available today.



1939 PONTIAC QUALITY SIX

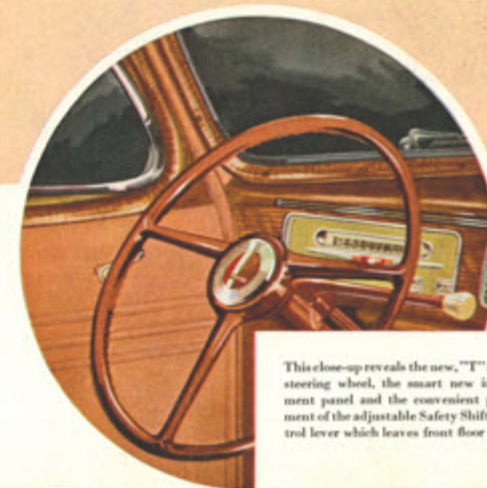
WITH THIS NEWEST addition to the Pontiac line, Pontiac again leads the industry in giving more for less. The Quality Six is new from the wheels up and a "top-flight" car all through. Its styling is so new and smart that it could win a beauty prize in *any* price field. It is generously sized inside and out, and appointed with fine-car richness. It offers the widely copied, Pontiac-pioneered Safety Shift *at no extra cost*. It introduces a new ride feature meeting a great need—Newrest

Ride with Dullex Springing, which gives one passenger the jolt-free ride formerly possible only with a full passenger load. The engine is a marvel of smoothness, with economy that asks no odds of any car, plus performance that lets you step with the best. And this big Six is priced so near the lowest that you'll never miss the slight difference in monthly payments! Pontiac proudly presents a great automotive achievement—by all odds, *America's finest low-priced car*.



NO CAR AT ANY PRICE IS BETTER ENGINEERED

There is no more efficient engine built today than the powerful, lively, smooth, quiet, and amazingly economical motor of the Pontiac Quality Six. There is no sturdier chassis and none with more advanced features. Following is a partial list of the mechanical advancements Pontiac provides. To satisfy yourself that you can't excel Pontiac quality, compare these features with those of *any other car*: Duflex Rear Springs . . . Hypoid Rear Axle . . . Link Parallelogram Steering . . . Improved Safety Shift Gear Control . . . Multi-Sealed Hydraulic Brakes . . . Power Cushion Drive . . . Hydraulic Cushion Levelators . . . Rifle-Drilled Connecting Rods . . . Ball-Bearing Water Pump . . . Self-Cushioning Clutch . . . Vacuumatic Spark Control . . . Improved Knee-Action . . . Ten-Second Zero Weather Starting Motor.



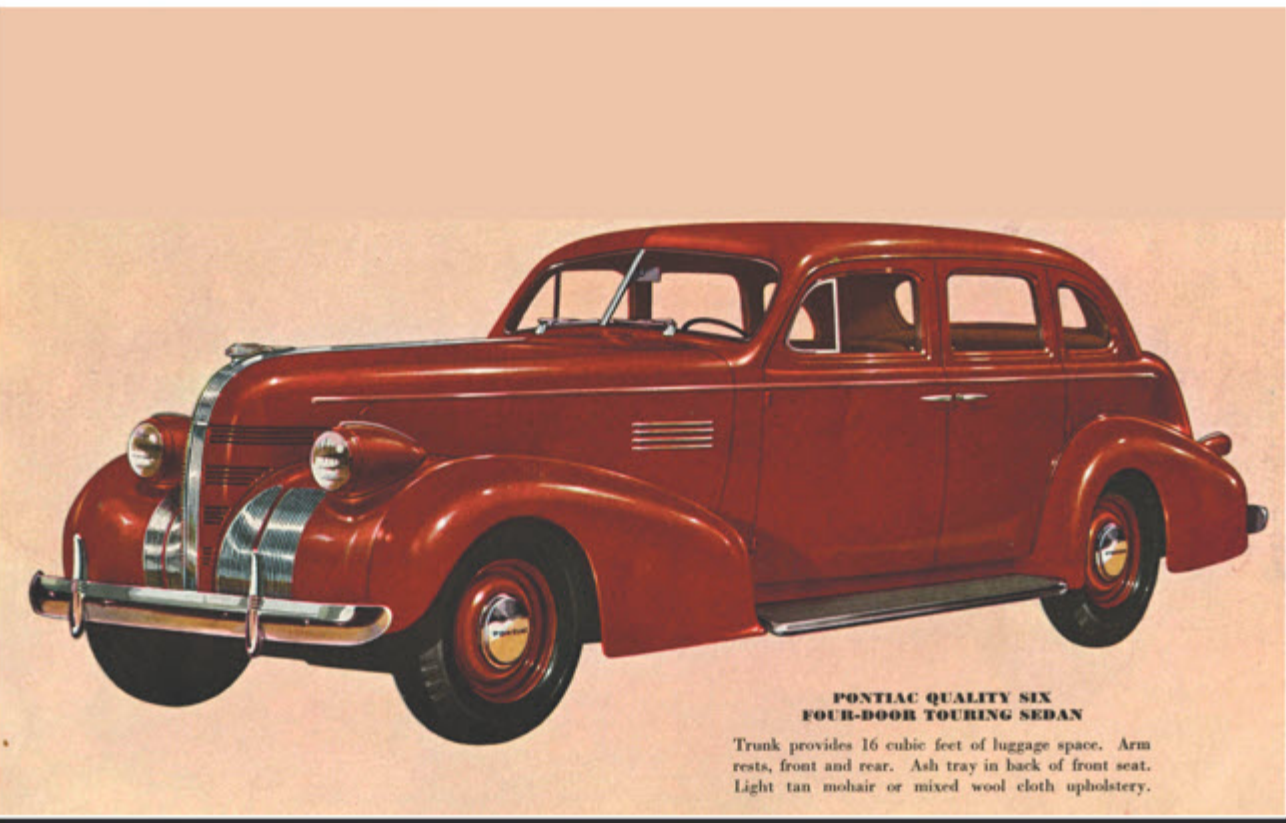
This close-up reveals the new, "T" spoke steering wheel, the smart new instrument panel and the convenient placement of the adjustable Safety Shift Control lever which leaves front floor clear.

YOU'LL BE PROUD TO OWN A PONTIAC



LUXURY AND COMFORT NEW TO THE LOW-PRICE FIELD

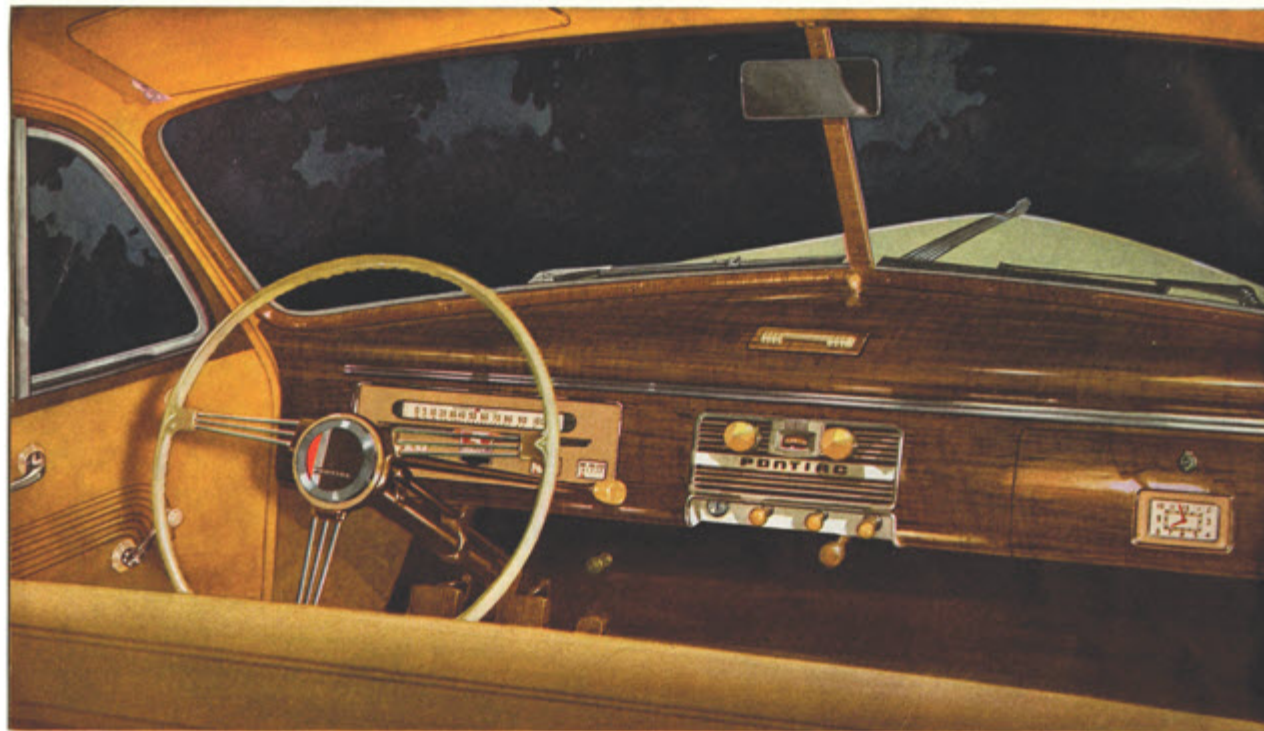
The spacious rear compartment of the new Quality Six typifies the extra luxury which sets this fine car apart from the rest of the low-price field. Fabrics are rich and beautiful. Fittings are the finest examples of modern design. And Pontiac's luxury goes deeper than appearance. It includes the luxury of solid comfort, resulting from wide, 3-passenger, chair-high seats and exceptional floor space. You'll be proud of your Pontiac—inside and out.



**PONTIAC QUALITY SIX
FOUR-DOOR TOURING SEDAN**

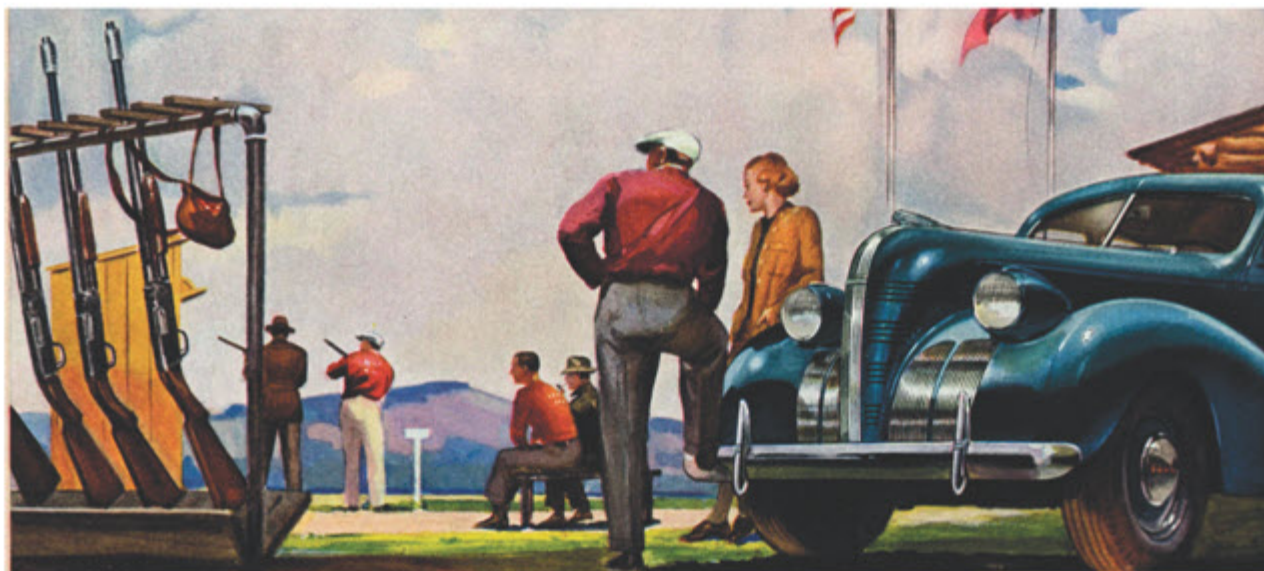
Trunk provides 16 cubic feet of luggage space. Arm rests, front and rear. Ash tray in back of front seat. Light tan mohair or mixed wool cloth upholstery.

YOU'LL BE PROUD TO OWN A PONTIAC



BEAUTY AND UTILITY PERFECTLY COMBINED

The front compartment of the Pontiac De Luxe Eight and Six is a fine example of the results obtained by engineers who think in terms of design. The gear-shift lever is on the steering column and the emergency brake lever is under the dash, completely clearing the front floor. The open-vision wheel gives a clear view of the smartly arranged instruments, and radio and clock are right under your eyes. Convenient, comfortable, beautiful—these are the lasting impressions you get when you sit behind the wheel of a Pontiac. Radio, chromium wheel, and clock illustrated are approved accessories at extra cost.



1939 PONTIAC DE LUXE SIX

PONTIAC has long been famous as the most beautiful thing on wheels, but never has a Pontiac been more worthy of the title than the 1939 Pontiac De Luxe Six. Along with a smartly modeled new front end, this new low-priced luxury car provides the biggest bodies ever offered in a Pontiac Six. And these bodies are something entirely new to the low-price field—a type formerly available only in one of the costliest of cars—new Bodies by Fisher available with or without running boards,

curb-high floors and vastly increased vision. Moreover, although these bodies are several inches lower than the usual type, head-room has not been reduced, and the interiors, as a whole, are much larger than those of any previous Pontiacs. Pontiac reaches the peak of smartness, comfort, and safety with this bigger De Luxe Six, yet prices are lower than before, and economy has never been greater. You'll be proud to own a Pontiac De Luxe Six—proud of its beauty, even prouder of its thrift.



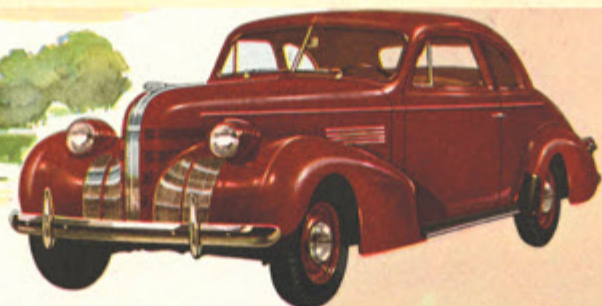
PONTIAC DE LUXE SIX SPORT COUPE

Extra folding seats behind split, three-passenger driver's seat give five-passenger capacity. Ample luggage space in dustproof rear deck. Running boards optional.



PONTIAC DE LUXE SIX TWO-DOOR TOURING SEDAN

Spare tire and wheel concealed in spacious trunk. Recessed ash trays in rear seat arm rests. Split, sedan-type front seat. Tan mohair or Bedford cord upholstery. Running boards optional.

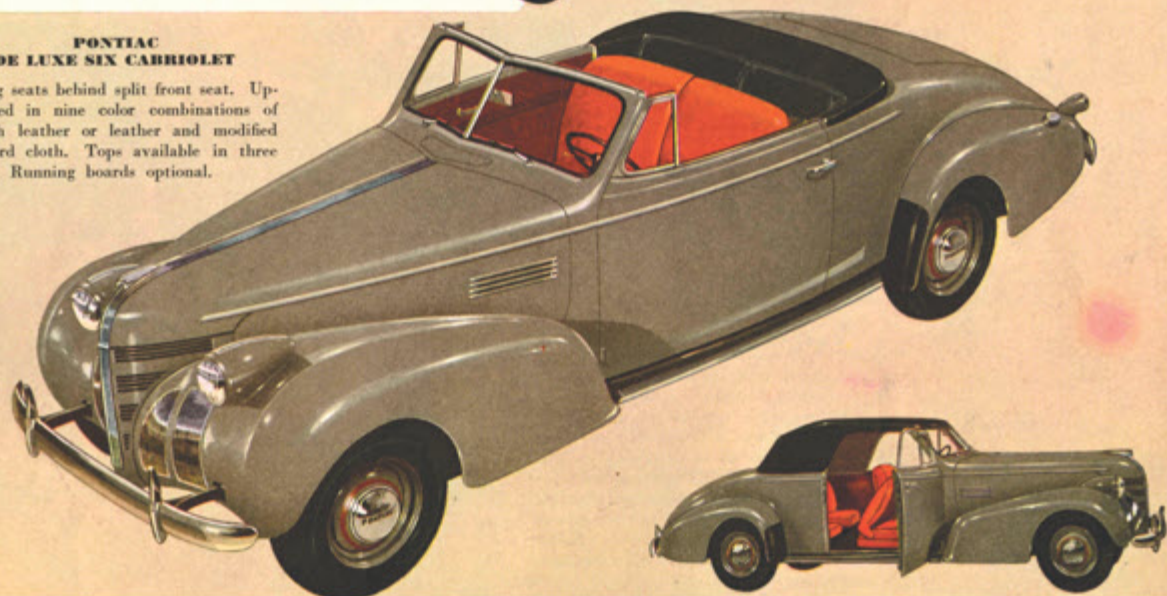


PONTIAC DE LUXE SIX BUSINESS COUPE

Split, three-passenger front seat folds forward to give access to extra interior luggage space. Spare tire in spacious rear deck. Running boards optional.

PONTIAC DE LUXE SIX CABRIOLET

Folding seats behind split front seat. Upholstered in nine color combinations of Spanish leather or leather and modified whipcord cloth. Tops available in three colors. Running boards optional.



1939 PONTIAC DE LUXE EIGHT

FOR PEOPLE WHO BELIEVE that only an eight can satisfy them for performance, Pontiac provides General Motors' lowest-priced, eight-cylinder car. Although this eight sells at a new, reduced price which brings it well within the reach of people who normally buy sixes, it compares in smoothness, quietness and alert performance with any eight in any car regardless of price, and it excels most sixes in economy! This car, too, has the newest of

bodies—Bodies by Fisher with curb-high floors and vastly increased vision—available with or without running boards. The exceptional comfort and roominess of these Unisteel, Turret-Top bodies can be judged from the fact that this luxurious car is 196 1/4" long. You can depend on it—when you sit behind the wheel of the 1939 Pontiac De Luxe Eight you command every road you travel . . . and you travel at a minimum cost per mile.



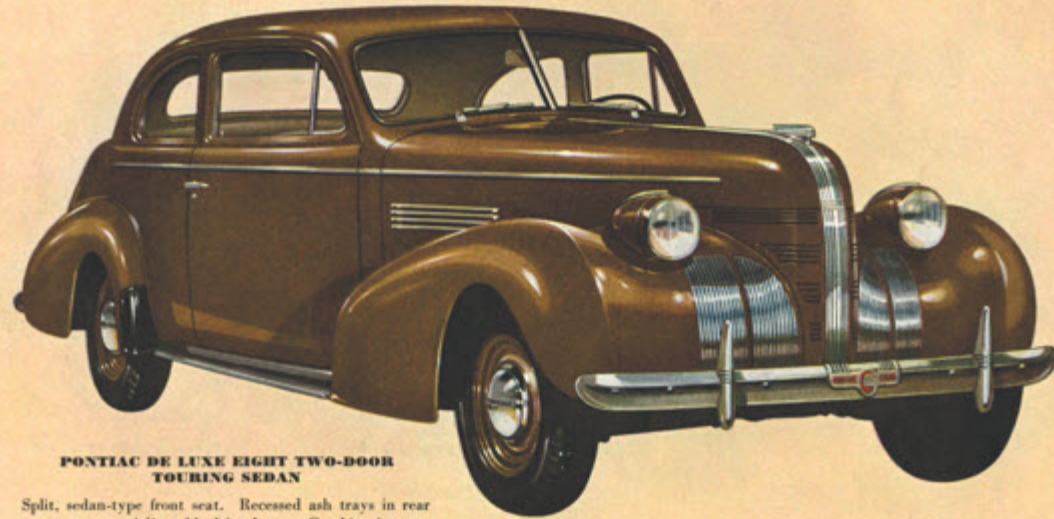
VASTLY INCREASED VISION

A lower cowl line, higher windshield, narrowed windshield corner posts, and higher, wider windows all around are important results obtained by the more modern construction of Pontiac's De Luxe Bodies by Fisher. By widening the field of vision of drivers and passengers approximately 25%, the safety and pleasure of driving are greatly increased. Fisher No-Draft Ventilation is again a standard Pontiac body feature.



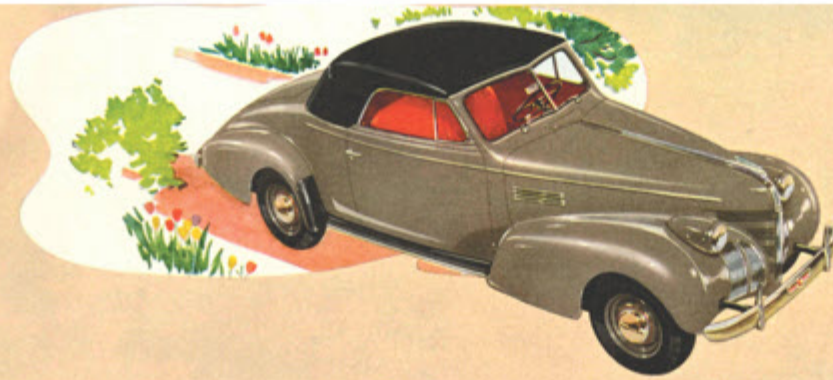
PONTIAC DE LUXE EIGHT BUSINESS COUPE

Exceptionally spacious luggage space in rear deck. Additional space behind split, three-passenger seat. Mohair or Bedford cord upholstery. Running boards optional.



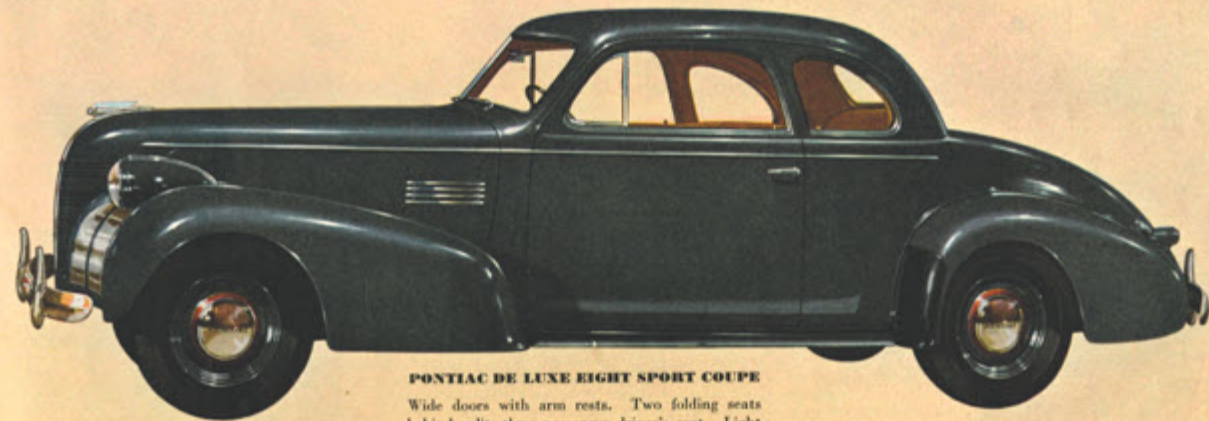
PONTIAC DE LUXE EIGHT TWO-DOOR TOURING SEDAN

Split, sedan-type front seat. Recessed ash trays in rear seat arm rests. Adjustable driver's seat. Combination arm rests and door handles. Mohair or Bedford cord upholstery. Running boards optional.



PONTIAC DE LUXE EIGHT CABRIOLET

Folding seats behind split front seat. Upholstered in nine color combinations of Spanish leather or leather and modified whipcord cloth. Tops available in three colors. Running boards optional.



PONTIAC DE LUXE EIGHT SPORT COUPE

Wide doors with arm rests. Two folding seats behind split, three-passenger driver's seat. Light tan mohair or brown Bedford cord upholstery. Running boards optional.



PONTIAC DE LUXE EIGHT FOUR-DOOR TOURING SEDAN

Front compartment has combination arm rests and adjustable, tilting seat. Rear compartment has ash trays recessed in arm rests. Tan mohair or Bedford cord upholstery. Running boards optional.



MECHANICAL FEATURES AND ACCESSORIES

IT WOULD REQUIRE a book many times the size of this one to do justice to the mechanical features of the 1939 Pontiacs. A few of special interest are pictured and briefly described in the next two pages. The specifications on the last page of this catalog list many more. But the true test of Pontiac's mechanical excellence can best be learned in a ride. Take it—and you will find that engineering-wise, as well as in appearance, the 1939 Pontiac is unquestionably *America's finest low-priced car.*

PONTIAC ACCESSORIES are also well worth thorough inspection for all are designed especially for Pontiac and all fulfill a real purpose. As they are manufactured for Pontiac, they are, in accordance with Pontiac's practice, much lower-priced than you would expect them to be. Your Pontiac dealer has all these accessories available for your inspection. Look them over when you buy your new Pontiac; make your choice then, and you may have the cost included in your monthly payment contract.

PONTIAC APPROVED ACCESSORIES



Pontiac Master Heater
Twin, adjustable deflectors, heat outlet on bottom, deflector outlet on top. Illuminated switch.



Air-Conditioning Unit
Necessary equipment to enjoy summer and winter air-conditioning in your Pontiac Eight. Keeps car full of fresh air.



Pontiac De Luxe Heater
Produces maximum heat for sub-zero weather. Doors adjustable to throw heat in any direction.



Right-Hand Sun Visor
Standard equipment on De Luxe Eight models. Installed at small cost on Quality and De Luxe Six models.



Cigarette Lighter
Popular automatic type. Heats quickly. Handle harmonizes with car control knobs.



Fender Lights
Styled to match standard tail light. A pair adds extra smartness to appearance both day and night.



San-Toy Seat Covers
Practical and handsome. Protect and preserve upholstery; prevent wrinkling of clothes; cooler in warm weather. Washable with soap and water. Easy to install and remove.



Pontiac De Luxe Radio
Seven tube. Performance and reception equal to finest home radios. All latest features including tone control. Custom-built dial matches car controls.



Fog Lights
Mounted low on the front end, these powerful lights with amber lenses pierce fog to a safe driving distance.



Dual Horns
Standard equipment on De Luxe Eight models. Installed at small cost on Quality and De Luxe Six models.



Chrome Wheel Discs
Add to appearance and accumulate less mud and dust. Easily installed. Sparkling and rustproof.



Chrome Wheel Mouldings
Easily installed. Will not rattle or rust. Make tire and hub-cap appear larger, and add to car smartness.



Right-Hand Tail Light
Available at slight extra cost for Quality and De Luxe Six models. Standard equipment on all De Luxe Eight models.



Flexible Steering Wheel
Stainless steel arms provide sufficient flex to keep road shocks from driver's hands. Tires, oxy-colored rim matches control knobs.



Ash Receptacle
Fits on top of instrument panel and matches it. Easily removed for emptying.



Electric Clock
Illuminated hands and dial match indicators on instrument panel. Guaranteed.



Pontiac Master Radio
A powerful, compact, inexpensive six-tube set excelling many high-priced sets in tone quality and performance. Built for Quality Six models only.




Master Bumper Guard
Extra protection for your front fenders and radiator grille. Rust-proof chromium.




Safety Windshield Defroster
Attaches to heater. Outlets close to windshield. Keeps off ice and mist.

You'll be proud to own a Pontiac



America's Finest Low-Priced Car





Southern Wheels Shop Safety Tips ...with Wayne Smith



from Dependo Rent-all

BENCH GRINDER BRUSHES

Bench grinder wire brushes are like everything else, we get what we pay for. I went out and bought a 7" Osborn wire brush made in USA for \$43.84. It has AB carbon steel wire and will last 3 or 4 times longer than those China cheap wheels.

The big difference I see is the quality of wire and the number of pieces of wire stuck in my skin because I didn't wear a leather apron. Always use safety glasses with face shield, gloves and a leather apron. The brushes have a crimped wire that is made to break off at the bend to expose a new sharp edge.

Make sure you are using the right size and type of wire brush for the job. A common mistake is putting too much pressure on the piece. Let the brush do the work.

Check out www.osborn.com for a world of information on the right brush for the job and the safe way to use them.

"Remember keep it safe, Keep it fun!"

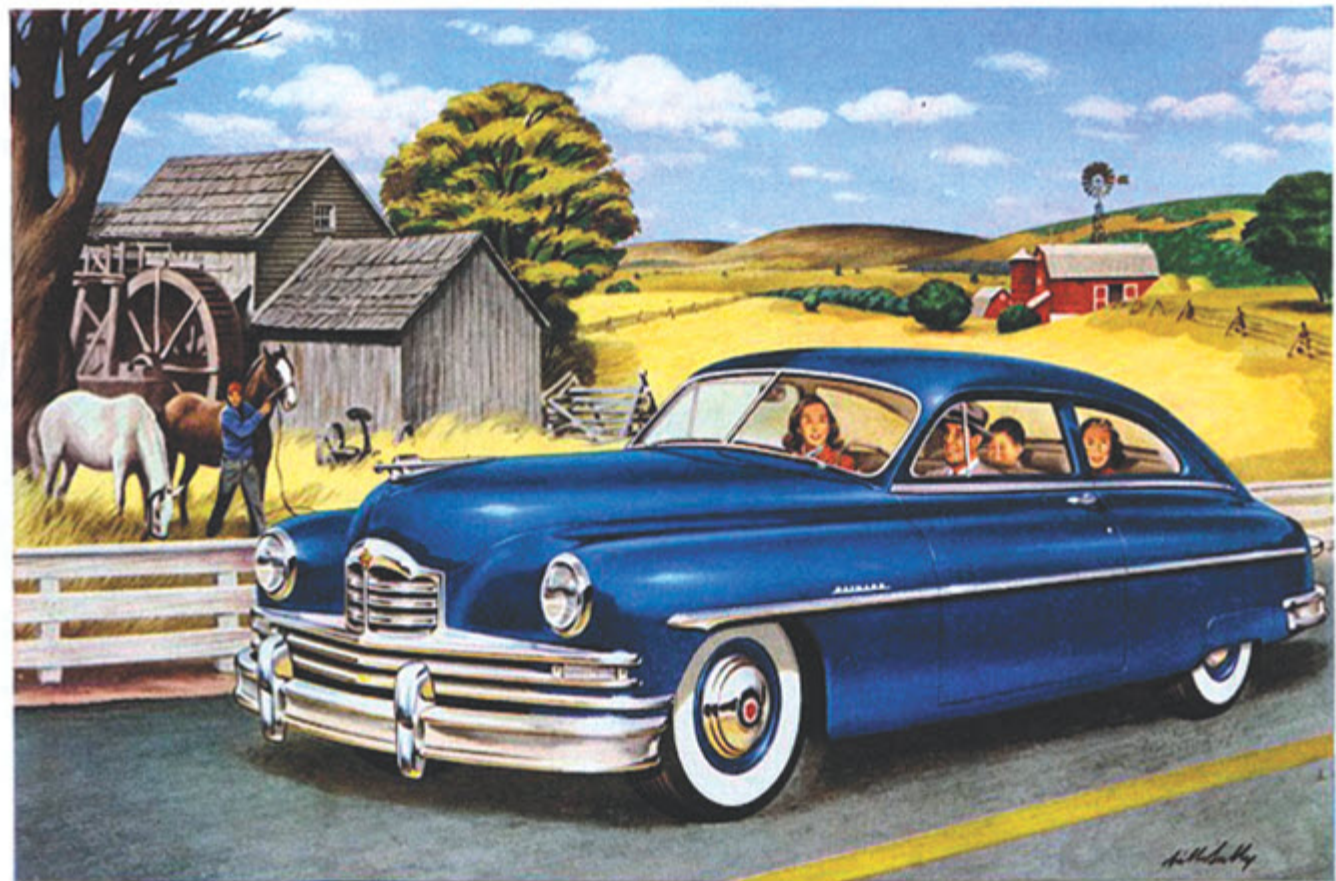


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 <p>1967 Chevrolet Bel Air 2 dr sedan, 350 V8, new Edelbrock 4 BBL carb, dual exh, nice lumpy cam, turbo 400 auto trans, Cont. kit, upgraded int., solid body, floor/trunk pans, sharp Black paint, \$44,500</p>	 <p>1960 Pontiac Bonneville Conv., very orig, unmodified cond., orig 389 V8, 4 BBL carb, auto trans, PS, PB, P top, rare 8-lug alum. wheels, solid Calif car, runs good, shifts correctly, rare find! \$45,500</p>	 <p>1962 Chevrolet Impala SS 2 dr hardtop, 350 V8, 4 BBL carb, dual exh, PS, PB, 4 sp manual trans, torque thrust wheels, bucket seats, all SS emblems throughout, \$57,500.</p>
 <p>1962 Pontiac Grand Prix hardtop, orig 389 V8, 4 BBL carb, dual exh, auto trans, PS, PB, bucket seats, console w/factory tach, rare 8-lug alum. wheels, solid, runs great, upgraded int., \$39,500.</p>	 <p>1951 Chevrolet 3100 short bed pickup, updated 235 6 cyl eng., 3 sp manual trans on column, chrome grille, bumpers front & rear, WWW tires, runs exc., more thumbs up than a Ferrari! \$37,500</p>	 <p>1972 Chevrolet C-10 short bed pickup w/'66 Chev 396 V8 eng, auto trans, PS, PDB, chrome front & rear bumpers, 4 BBL carb, dual exh, headers, recent paint, tasteful gray cloth interior, \$39,500</p>

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by Joe Rabelskie

*From 2007, a tribute to our old friend and restorer, Joe Rabelskie



There is more to breaking in an engine than getting in and driving. A true artisan makes sure that a car is going to look good, run well, and last as long as possible.

A "craftsman" is already thinking about the start-up before he starts building the engine. The break-in process starts when one starts building the engine. Once the machine work is completed, there should be proper clearance between all of the moving parts for oil; however, this should never be taken for granted. The builder should check all clearances as he goes. Ultimately, when the job is finished, the builder is responsible. Not enough clearance will cause the parts to ride on the parts instead of the oil film as it is designed (i.e., crankshaft and bearing, etc.). Too much clearance will cause lower than normal oil pressure.

As far as break-in goes, if there are proper clearances, there is still the question as to which lubrication to use. If an engine is going to be built and started right away, many mechanics use only the engine oil that they are going to use after start-up. If all goes well, this is fine, but going well is not always in the hands of the mechanic. For example, it could take several minutes for the oil pump to pick up a prime (starving the engine for critically needed oil at this crucial moment). In addition, if for some reason the engine runs hotter than normal at start-up, the oil could get hot enough to evaporate, having the same results. Assembly lube is designed especially for this reason and although I believe that thick oil additives aid in sludge build-up over time, I have had excellent results using them also.

After the rebuilt engine has been installed and all of the lines and linkages are hooked up, the final preparation should be made before starting. Naturally, the proper amount of oil should be poured in and the radiator filled with coolant. Filling the carburetor float bowl is a good idea, because that should keep the engine running until the fuel pump can supply the carburetor with gas. The engine should be static timed as well as possible before starting. All necessary fluids should be topped off, electric lines, hooked up, and vacuum lines either hooked up or capped off. In addition, I always have a manual oil pressure and temperature gauge (electric gauges are not always accurate and can cause a false concern) added to the system in the engine compartment where they are highly visible while starting. This preparation is necessary because it is important that once the engine is started, it is not shut off until brought to operating temperature and the camshaft is broken-in. Finally, for safety, I keep a fire extinguisher handy and I always make sure the drive wheels are off the ground. Whenever linkages are

disconnected, there is always the chance that an adjustment could be moved, allowing the car to start in gear or not be in park, even when the shifter shows it to be.

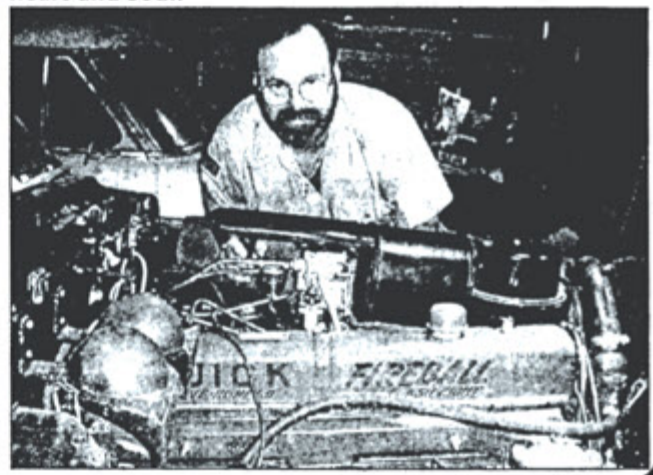
With all of this preparation, the engine should start right up. I always keep it to a high idle for about 15 or 20 minutes, keeping a close eye on the oil pressure gauge and temperature gauge to make sure all is going well. Keep in mind that the temperature gauge will read cool until the thermostat opens.

This high idle is necessary for the camshaft and lifters to receive the oil necessary to seat themselves to each other because as other parts have oil forced to them under pressure, the camshaft only has oil splashed on it or sprayed on it from the rods. The high idle assures enough oil to create a film between the cam and lifters, preventing premature wear.

Once the cam is broken in, the idle can be lowered so the carburetor can be fine-tuned, timing can be set properly, and any other necessary adjustments can be made. Now, the engine should be shut off and checked for minor leaks, and the head gasket re-torqued. This is also when all of the lines are routed properly and detailed. Finally, the car can be cleaned up and lowered to the ground to be taken for a road test.

There are several theories as to how a road test should be done. They range from baby it, to run it hard. Of course it should be driven easy for a few miles, just in case; but my experience is, babying it is in case there was a mistake in machining or building! As far as ring break-in goes, I like to drive a car steady at about 30 MPH for 15 or 20 minutes, and bring it up to about 45 MPH for about 15 minutes, than, get on the interstate, and fluctuate between 45 and 60 MPH in 15-minute intervals for about an hour. One should pay close attention to the gauges during this time (as always). Now, I recheck the fluid levels, and if every thing is all right, it should be ready for normal use.

There is more to finishing a rebuild than getting it running and driving. It takes a lot of preparation and checking to finish a project properly. Any mechanic can get a rebuild to run. It takes a lot more to make it run well, last long, and look good. A craftsman uses his brains as well as his brawn; but a true artisan adds his heart and soul!



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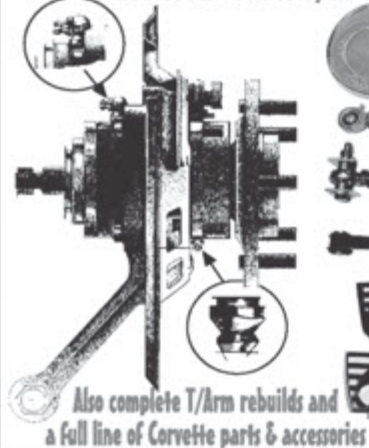
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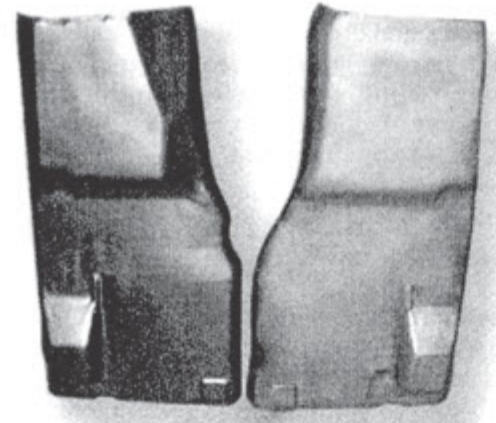
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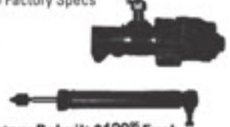
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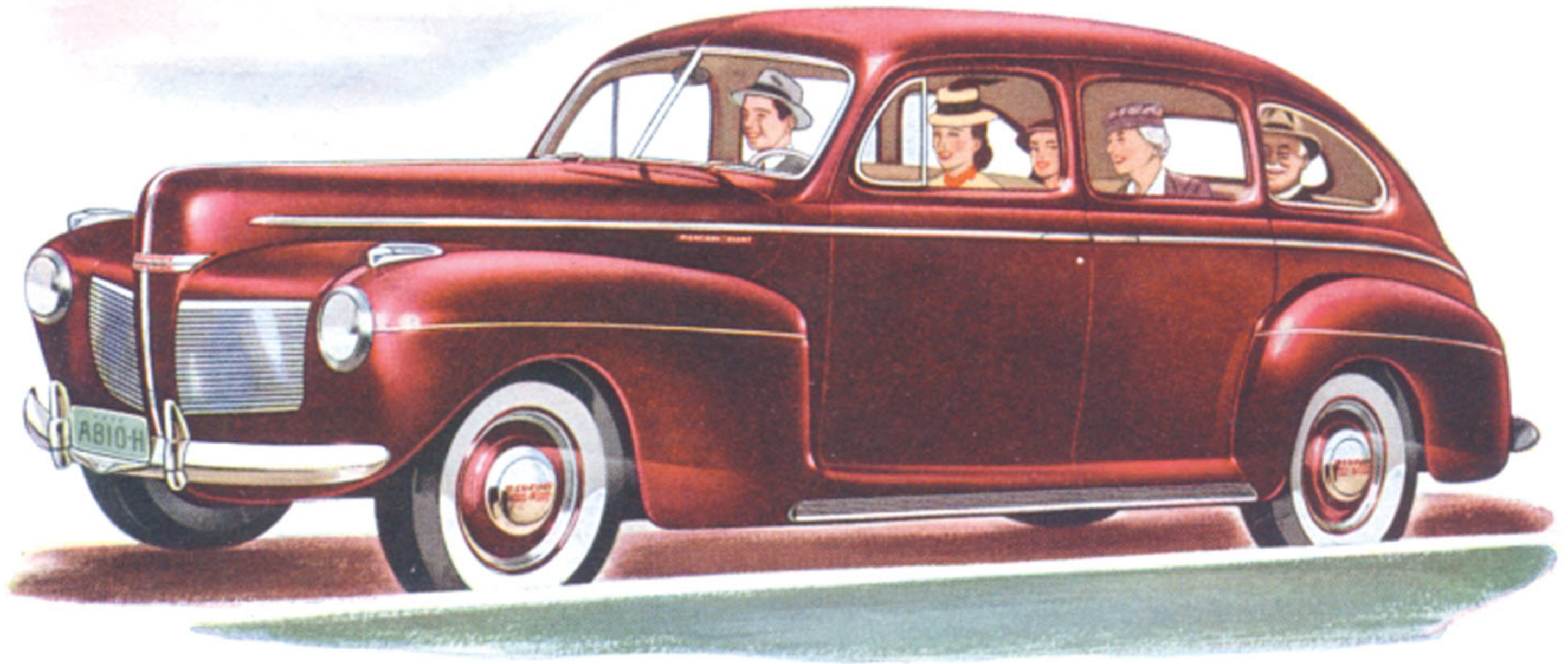
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