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

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

1951 Ford Country Squire Woody Wagon, Ram Jet 350 crate motor, 345 HP, 350 turbo auto trans, \$62,900.

1950 Ford Club Coupe, solid Ivory paint w/hand-painted pin striping, Ride Tech air susp., BFG Silvertown WWW, 350 V8, 350 auto, \$44,900.

1955 Pontiac Chieftain 2 dr h/t, Iris Mist Metallic w/ Lavender, matching cloth int, tilt st. column, Vintage A/C, GTO 400 V8, \$39,900

1966 Shelby GT Fastback, Carroll Shelby orig. sold it to Johnny Crawford, 289 hi perf eng, Top Loader 4 sp, \$229,000.

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CAR QUIZ

CARS of the Fifties... True or False:

- In 1950, Cadillac sales brochures referred to their tail fins as "distinctive rear fender treatment with tail lamps in the up-sweep."
- Buick introduced its improved twin turbo Dynaflo in 1952.
- In 1955, Packard adopted tubeless tires.
- In 1953, Olds 98's could be ordered with safety padding on the top of the dash.
- In 1950, Pontiac introduced its new "Dual Range" Hydramatic with Drive and Low ranges.
- 1954 Kaiser Darrin sports cars featured fiberglass bodies.
- Thunderbird's 1957 super charged 312 CID had as much as 340 HP.
- A huge fire destroyed GM's Hydramatic factory and some late '53 Cadillacs were fitted with win turbo Dynaflo automatics.
- Chrysler's 1952 Ghis-built K-310 experimental coupe had seats that swiveled outward for easy ingress and egress.
- In 1953 the Hudson lineup of cars was cut to three series: Wasp, Super Wasp & Hornet.

(Answers on Page 1)

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RESTORATION TIP

BRAKE WORK TIPS



When doing brake work, wear rubber gloves and goggles, and when working on vintage English cars, assemble brake parts using "LMA" (low moisture activity) brake fluid. Any form of grease will contaminate the rubber parts and will lock up the caliper, master cylinder, etc. Leaving the system "open" for any length of time can allow moisture to enter and form rust on the moving parts: calipers, pistons, master cylinder piston, etc.

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"CHOOSING PARTS"


My Experience Is...
by Joe Rabelskie

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

Here at Southern Wheels Magazine we, along with many other restorers, enjoy using NOS (New Old Stock) parts when ever possible. But, there are times when one must take contributing factors into consideration. When parts were made fifty, sixty, or more years ago, the technology of the day was different than that of today. In addition, time takes its toll on parts that have not been properly stored.



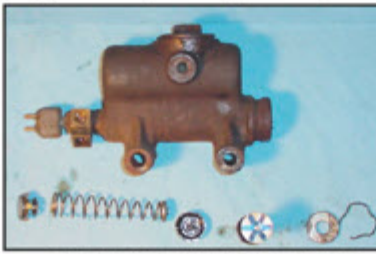
FUEL PUMP DIAPHRAGM



NEW DIAPHRAGM NEEDED TO BE FITTED

I have long been a fan of on-line bidding. I enjoy the thrill of bidding on a part that I need and winning it at a fraction of its value. I have, however, run into a few snags that are worthy of note.

Just a couple of the times that I have bid on rubber parts, I have had problems. One of these times I had bid on a fuel pump rebuild kit. While assembling the pump, I noticed that some of the rubber pieces had shrunk just a little and needed to be persuaded to fit into their place. In addition, some of them, such as the diaphragm, seemed to be a little dry. So, I lubricated them; and, satisfied that they were in good shape, I installed them. When the pump did not pump, I took it apart, looking for the problem that I could not find. Finally, I ordered a NOS kit from one of my reputable suppliers, which took care of the problem. He told me that he has seen many parts get ruined simply by being stored on a shelf in a storage shed or some place where they could be exposed to the elements. Moreover, sometimes the damage was so slight that it could not be noticed with the naked eye. So, the first thing that I do is check the size, in order to make sure that they will fit perfectly, and squeeze rubber parts while using a magnifying glass, in order to insure that there is no dry-rotting; as, I have found in a bulk package of wheel cylinder parts that I purchased. Now, if I have any questions about their usability, in the trash they go.




PACKARD MASTER CYLINDER (Exploded)

Technology is also a major factor to be taken into consideration. Along with the advances in mechanical technology, there were also advances in chemical technology as well. With engines turning faster and clearances made tighter, fluids had to improve in order to keep up with the changes. For example, most oil has become multi-viscosity, which works well on newer engines, but I still prefer straight weight on older cars. Likewise, in the early days, when the wrong fluids were used, some seals used to become ruined because of the


abrasive quality of the fluid. This was common in transmission fluids, but I have also seen it in brake fluid. One should always stay aware of these factors in order to make sure that the mechanic does not find him or herself in a compromising situation.

Another condition that we have run into here at the Magazine is the difference in the make-up of gasoline. There is a lot more to gasoline than octane. Gasoline is thinner today than it was fifty years ago. This is due in part to having the lead removed and in part to additives such as alcohol. When we had our '54 caddy carburetor rebuilt, we installed it on the engine. We started it and it ran great. When we shut it down, however, there seemed to be gas bubbling out of every orifice. We called the builder and he said that he would be happy to rebuild it again, but it was probably the kind of gas we were using. This was the beginning of our research on gasoline. He said that we should try a lower grade of gas, as it would be a little thicker. Furthermore, if there was no octane ping it would work just fine. Moreover, if there was some octane ping, it might be to our advantage to add some octane booster. He went on to tell us that newer carburetors have closer tolerances, so they do not have the same problems as older ones that had larger tolerances. As it turned out, the old Caddy runs just as well on a lower grade of gas.



REBUILT CARBURETOR (Perfect)

One more thing that I feel the need to bring to light is the use of used parts. Sometimes, when dealing with old cars, it is necessary to rebuild old parts. Pistons, rods, and most like parts can simply be checked to make sure they are on size; but mechanical parts like pumps and cylinder assemblies simply need to be rebuilt before assembling. This is why they sell fuel pump kits, master cylinder kits, and oil pump kits. If one puts on a used fuel pump and it fails, it usually means a sit on the side of the road until help comes; but, when a used oil pump is installed, and it goes bad, it usually means a long hibernation due to an engine lock-up or worse. Any time one uses a used part like this, it should simply be rebuilt. What works on a bench will not necessarily work on a hot running engine. I have recently bored and installed cam bearings on a small block Chevy. When the customer assembled it, he had no oil pressure. I had told him to put a new high volume pump on it before he started the job. He insisted that he had one. As it turned out, his pump was working when he took it off of an engine 20 years prior. Needless to say, it cost him a lot of money to have me replace it with a new one. He only stood to save \$20.00.



WHEEL CYLINDER (Exploded)

Although we use NOS parts whenever possible, we also have developed a deep respect for NORS (New Old Replacement Parts), as most of the replacement parts reflect the changes that have taken place in the industry. Moreover we have not stopped bidding on parts on-line. We do, however, take advice from our team suppliers seriously and check all of our incoming parts carefully before using them!

**NEW STUDEBAKERS
FOR 1940**
*Champion * Commander * President*



STUDEBAKER CHAMPION 4-DOOR CRUISING SEDAN

**Here's the beautiful 1940 Studebaker Champion
—low in first cost, low in operating expense!**

This full-fledged full-size genuine Studebaker is the fresh, new, beautiful successor of the original 1939 Studebaker Champion—the car that rewrote motor car history by making it possible for people of moderate means to enjoy the prestige and satisfaction of owning a truly fine car!

Smartly styled by internationally famous Raymond Loewy, this 1940 Studebaker Champion has all the low-cost advantages of its famous predecessor plus new refinements

and distinctions that enable it to maintain its lead over other similarly low priced cars.

You get a roomy luxurious motor car in this 1940 Champion, high-powered but of low horsepower rating. Yet because this full-fledged team mate of Studebaker's Commander and President consumes so small an amount of fuel—10% to 25% less than other cars of its low price—you save both on fuel cost and fuel tax every mile you drive.



It's so easy to drive a 1940 Studebaker! And one reason of course is the Studebaker steering wheel gear change which is built into every 1940 Champion, Commander and President model as standard equipment at no extra cost.



You ride on the world's best spring suspension! It's Studebaker's exclusive independent planar suspension, now in its sixth successful year. Standard equipment on all models, it levels out the roughest roads and keeps the car surefooted and steady without sidesway.



Convenient ash receivers that are spill proof and easily removed for cleaning are a feature of 1940 Studebaker Commanders and Presidents. All models have ash tray in instrument panel, as illustrated. Rear ash receivers are conveniently located in sedans.



STUDEBAKER STATE COMMANDER 2-DOOR CLUB SEDAN

This 1940 Studebaker Commander is second only to the luxurious new Studebaker President!

If you think it is impossible to gild a lily and make it more beautiful and appealing than before, you have a pleasant surprise awaiting you when you see this new 1940 Studebaker Commander.

It's a vigorous new interpretation of the flowing graceful contours that made the Commander of 1939 one of the most popular models in Studebaker history.

Its new, die-cast, low-cooling grids have a smart new

cross-bar pattern. Its windscreen is wider and higher than before. Its trunk line has the graceful symmetry characteristic of the world's highest priced standard production car.

And this Commander's richly upholstered, smartly appointed interior yields to no car in comfort and charm. Commander prices, of course, are remarkably low and its fuel consumption is so economical it runs the low-cost Champion a close race in money saving.



Wide Studebaker doors are a welcome convenience! You enter or leave your car without going through any contortions. The doors are safely hinged to swing just far enough open. And exterior hinges are concealed to improve the smooth body contours.



Unique ventilating vanes protect you from rain and enable you to admit air into the car without lowering the rest of the front door window. In sedan models (except Custom Champion) rear quarter windows may be adjusted to admit air and bar rain.



Doors close quietly and securely in all 1940 Studebaker models because of rotary door latches which engage tightly without slamming. This unique safety latch assures you that the doors will remain tightly shut instead of swinging open with the motion of the car.



Flawless style and matchless money saving distinguish these three new 1940 Studebakers

Studebaker continues its style leadership in these 1940 models by again entrusting the interior and exterior design of Champion, Commander and President to talented Raymond Loewy whose official recognitions include the recent award of Royal Designer of Industry issued by the 185-year-old Royal Society of Arts of Great Britain.

This impressive beauty bespeaks the inherent quality which gives long life and long-lasting satisfac-

tion to every Studebaker and the expertness and up-to-dateness of Studebaker engineering is reflected in Studebaker operating economy.

In the hands of owners, as well as in officially supervised contests, the fuel economy of the Studebaker Champion, Commander and President in 1940 as in years past, is the envy and the marvel of the entire motor car industry. So, whichever model you choose you will get more and save more in a Studebaker.

Enjoy the living room comfort of Studebaker's unique Climatizer

Available at moderate added cost in all 1940 Champion, Commander and President models, this successor to the old-fashioned car heater draws in, filters, purifies and circulates warm air throughout your car without any need for opening windows. Every passenger is cozily comfortable in the coldest weather—and windows and windcreens do not frost or fog. In tropical countries the heater unit is removed and clean fresh air is supplied to the car interior with windows closed against dust and insects.



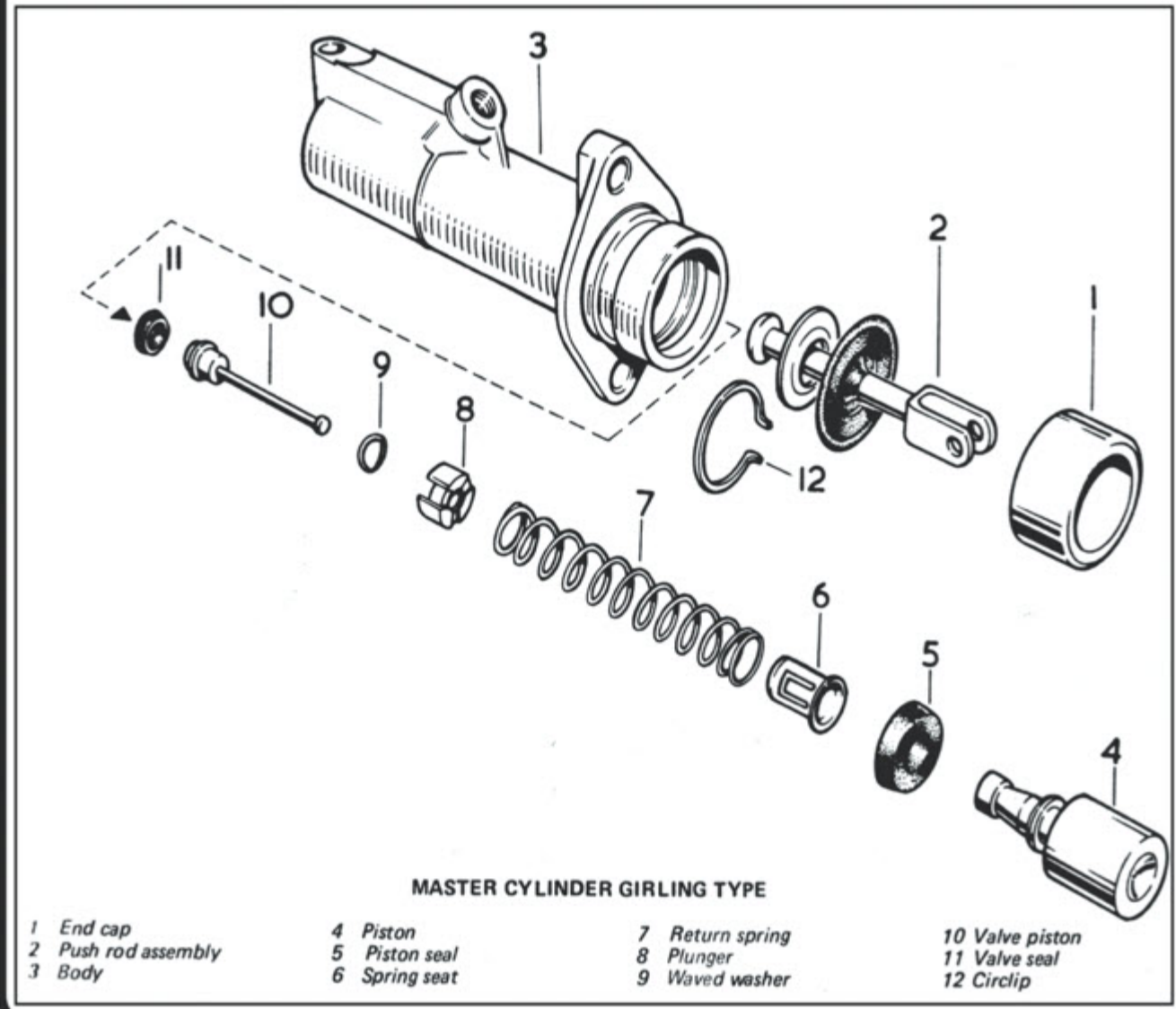
POP'S GARAGE

(Continued from Page 11)



purpose is to move the brake pedal toward the firewall as viewed from inside the car, positioning the pedal to a comfortable foot level. These spacers are available from Jag parts vendors, along with master cylinders and kits. I went with a new Girling Master cylinder. It's a direct fit. Before installing, I cleaned everything up, made a paper gasket to go between the master cylinder and fire wall mounting, put the spacer, master cylinder and studs in, leaving them loose until I hooked up my brake lines, then tightened down and got inside to hook up my brake pedal. This is done by pushing the clevis pin through the end of the push rod and through the brake pedal connector. I inserted my cotter pin and the brake pedal was now at the right height. I filled the reservoir with LMA brake fluid and bled the system. No more leaks!"

Soon they could hear the sound of a V-8 rumble outside of the garage. Jack opened the door to let Jim Pull in his '58 Buick 2 door Riviera hardtop, red and white with a continental kit. As everyone was checking it out, Pop remembered the first glimpse he had of the '58's.



"It was an ad for the 'Airborne B-58,' referring to the new Air Poise suspension and making a comparison between the huge Buick and the Air Force bombers. Actually, it wasn't too much of a stretch—they were longer, lower and wider than the '57's, even though the wheel base was the same. The big news was the massive chrome on the car. One Buick designer said it looked like they put it on with a brush. There were 160 concave chrome prisms in the grill, with two chrome bullet turn signal housings and a massive front bumper. Just above the grill's top bar was "BUICK" in bold block letters with a chrome concentric bull's eye, with a 'V' for V-8 in the center. A very commanding front end! The famed port holes were dropped for '58, and the hood gun sight was now a smaller version of the circle V hood crest and positioned at the end of each front fender. The side sweep spear was retained and was followed by a large, bullet-shaped brightwork panel on each of the rear quarter panels. The rear fins were massive, and rivaled only by the next year's '59 Cadillacs. And, as if all this weren't enough," Pop continued, "your car has the optional Continental kit and Kelsey Hayes wire wheels! The car has become a '50's icon. I remember Buick was having problems with their brakes in the mid-'50's and Buick came out with aluminum finned brake drums on their Supers and Roadmasters. You know we put a set on the front of your Special, with the wire wheels. It does help to cool down the brakes. I'm glad you have the Special. 'Air Poise' suspension wasn't offered on it. It was a trouble-prone system, and many owners complained about coming out in the morning only to find the air had leaked off and left the car on the ground. They didn't tell you that when Buick sponsored 'Tales of Wells Fargo' on TV with Dale Robertson. They even made him a Western version convertible."

As they walked around the old Buick, Jim asked if Pop had any thoughts on a problem he was having with the car. The generator wasn't charging.

"When did that happen?" Pop asked.

"Well, the car sat outside for about six months, and I had left the generator's brush cover band off. While it was off, a film formed on the commutator. Now the brushes are arcing while the car is running and it's not charging. I want to clean off the film. How can I do that with the generator on the car?" Jim asked.

"Did you try non-flammable electrical cleaner?"

"Yes, Jim said.

Do you know how to do it?



(Answer on Page 1)

THREE GREAT NEW

Out of this world
---into your heart!

Things you know for certain . . .

These stunning new '48 cars couldn't be anything but Packards . . . the very finest cars ever to bear the Packard name!

Everything about them is new—from their advanced Free-flow styling to their newly-engineered, high-performance, straight-eight power plants!

Don't let anything keep you from going to see these exciting



NEW PACKARD EIGHT

Illustrated: The DeLuxe Club Sedan

Here's beauty that makes your heart skip a beat! It's Packard Free-flow styling—newer than tomorrow!

Inside, you'll discover rich and roomy interiors—with new Comfort-aire ventilation . . . and the new Console-Key instrument panel with push-button

switches and "black-lighted" Flite-Glo dials.

The smart-about-town Packard DeLuxe Club Sedan, shown here, is one of five body types in the new Packard Eight and DeLuxe Eight series, all powered by the new 130-horsepower Packard Eight engine.



NEW PACKARD SUPER EIGHT

Illustrated: The Convertible

Meet America's most thrilling performance cars!

Beneath their proud bonnets is power that makes distance disappear—the sensational new 145-horsepower Packard Super Eight engine.

In this sleek Convertible—one of seven new Super Eight body styles—new conveniences include push-button control of the front-seat adjustment, the sleek new RoboTop, and of all four windows.

PACKARD EIGHTS FOR '48!

new cars—the Packard Eight, Super Eight, Custom Eight—at your Packard dealer's.

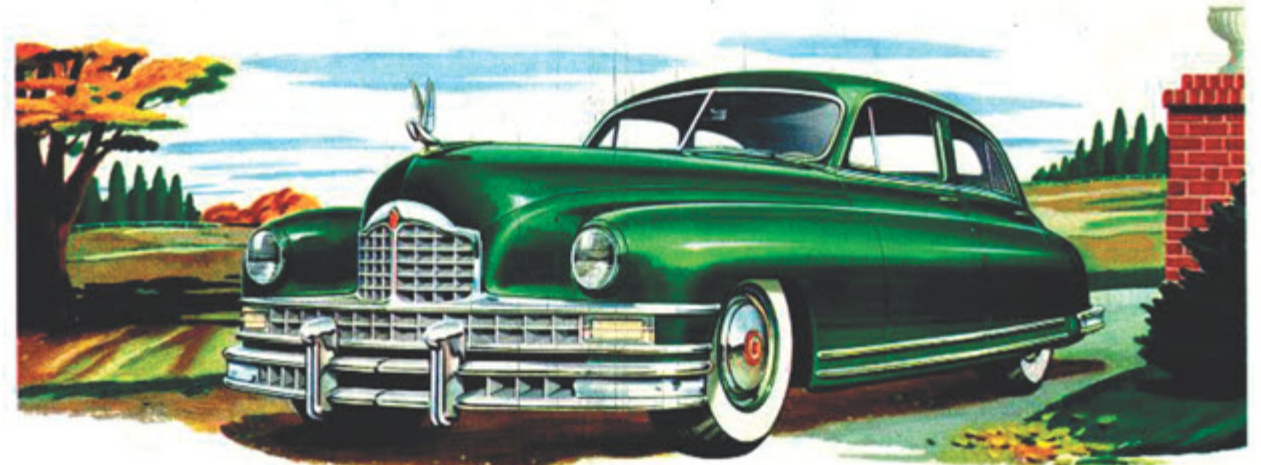
You'll find yourself saying they're "out of this world" . . . with beauty that steals right into your heart!

And don't be surprised when you find yourself placing your order and saying: "I'm going to be the man who owns one!"

ASK THE MAN WHO OWNS ONE

New "Free-flow" styling!

New straight-8 engines!



NEW PACKARD CUSTOM EIGHT

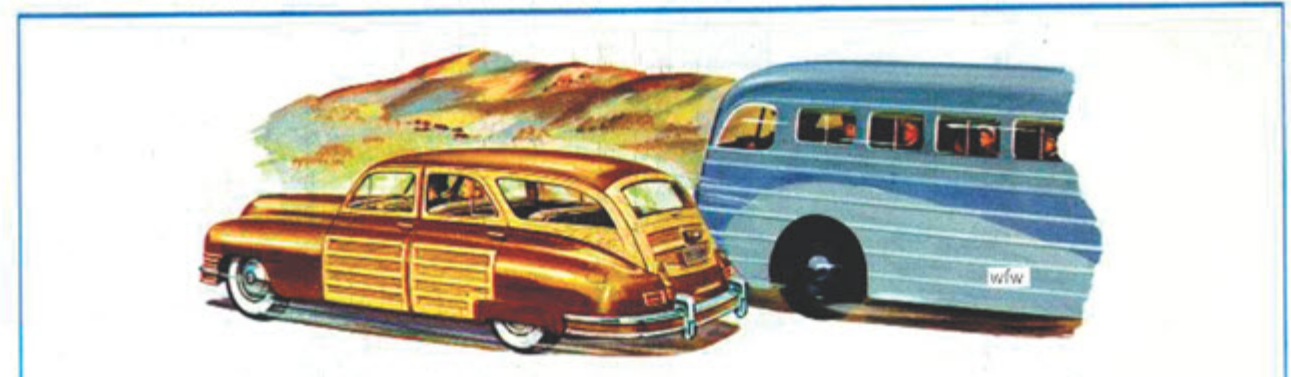
Illustrated: The Touring Sedan

This magnificent new Packard enjoys an identity all its own . . . an identity so distinctive that no name or series insignia has been affixed to its proud exterior.

To the fine car field, it brings a brilliance of styling and luxurious comfort that proclaim it as the finest

expression of Packard custom coachwork. And the new 160-horsepower Packard Custom Eight engine is postwar power at its precision-built best!

The Packard Custom Eight series includes five distinguished new body creations.



Extra Power for "Safety-sprint" acceleration

You'll rarely call upon the full reserve of these new power-packed straight-eight engines . . . but when you do—something happens!

A nudge on the throttle and you feel the pull of Packard "Safety-

sprint" acceleration—that breezes you around other cars, and fast trucks and busses, with a more-than-ample safety margin!

You'll revel, too, in the smoothness of these new Packard eights!

The new Packard Eight Station Sedan, above, is a new kind of car . . . combining sedan comfort with station wagon utility. Roomy accommodations for six passengers.

Here's the enduring safety and quietness of steel—handsomely finished in fine-grained hardwoods. Rear seat folds forward, tail-gate lowers, to provide a level loading platform nearly eight feet long.

Specifications . . . PACKARD EIGHT and DE LUXE EIGHT

ENGINE—L-head, eight cylinders in line. Piston displacement 288 cubic inches. Brake horsepower 130 at 3600 r.p.m. Specially treated aluminum alloy, steel strut pistons with new coil-spring-expanded oil control rings. Bore and stroke 3½ inches x 3¾ inches. Compression ratio 7 to 1. Crankshaft weight 95 pounds. Five main bearings. Removable precision-type main and connecting rod bearings. Neutropoised, three point rubber engine mountings. Oil: six quarts.

ENGINE LUBRICATION—Full pressure lubrication to all main, connecting rod, camshaft, and piston pin bearings; also to valve tappets. Floating oil screen.

FUEL SYSTEM—Dual down-draft carburetor with two intake jets. Automatic choke, automatic heat control, air cleaner, silencer and flame arrester. Automatic idling control. Mechanical pump with filter. 17-gallon gasoline tank equipped with filling signal.



New Comfort-aire ventilation provides a controlled flow of fresh air in any weather.

COOLING SYSTEM—Thermostatic temperature control. Sealed cooling system—pressure-sealed filler cap. Four blade, 18-inch fan; water pump permanently sealed and greased. Cylinders completely surrounded by water. Cooling system capacity 18 quarts.

CLUTCH—Semi-centrifugal. Single dry plate type. Diameter 10 inches. Ball throw-out bearing, permanently lubricated.

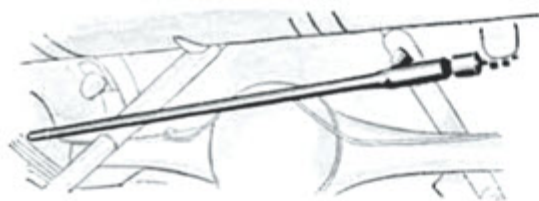
TRANSMISSION—Synchronized, carburized, helically cut gears. Nine ball and roller bearings are used in the Packard Unimesh transmission.

CHASSIS BEARINGS—Long life assured by 48 ball and roller bearings.

WHEELS AND TIRES—Disc wheels with individual chain slots. Four-ply tires, 6.50 x 16.

WHEELBASE—120 inches.

INSTRUMENTS AND CONTROLS—Speedometer, oil gauge, gasoline gauge, ammeter, engine temperature gauge and trip-odometer (with de luxe equipment) conveniently arranged on instrument panel. New "black light" illuminates figures and indicators only; dial faces are



OVERDRIVE—Optional at extra cost. Reduces engine speed 27.8% without changing car speed, materially contributing to greater economy and smoothness.

FRAME—X-member type frame, with box section side rails.

FRONT SUSPENSION—Packard independent front wheel suspension. Double-acting shock absorbers. Roll control bar.

REAR SUSPENSION—Semi-elliptic springs, 54¾ inches long. Rubber and composition inserts between the ends of leaves. Rubber bearing spring brackets and shackles. Direct acting, airplane-type shock absorbers. Fifth shock absorber and lateral stabilizer.

ELECTRICAL SYSTEM—Large capacity, air-cooled generator with automatic control. 15-plate battery, 100-ampere hour capacity. Sealed Beam headlights. Automatic spark control.

DRIVE—Hotchkiss type, through rear springs. Three-inch propeller shaft with two roller bearing universal joints driving hypoid rear axle. Rear axle ratio: 3.9 to 1.

BRAKES—Packard Servo-Hydraulic, self-energizing type service brakes. Mechanical hand brake operating rear wheel brake shoes. Centrifuge brake drums provide 171.5 square inches braking area.



Precision-finished, carburized gears are one of the secrets of Packard's lastingly quiet performance.

STEERING SYSTEM—Worm and three-tooth roller type gear, mounted on double row needle bearings and two tapered roller bearings. 22-foot turning radius.

OVER-ALL LENGTH—Bumper to bumper 204¾ inches.

Packard suspension adjusts itself automatically to changes in load and road . . . and there's a fifth shock absorber to damp out side-to-side tremors.

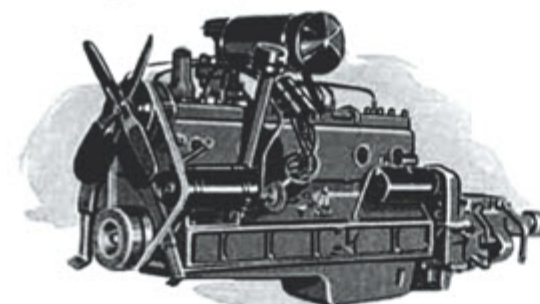
unlighted. Provision is made for mounting radio speaker and push-button control in center of instrument board. An electric winding clock, automatic cigar lighter, ash receiver and map light are included as standard in Deluxe models. Push buttons operate cigar lighter, headlights, instrument lights, map light; also the heater, defroster and electromatic clutch when supplied as optional equipment.

STANDARD EQUIPMENT—Twin horns. Two dual universally-hinged sun visors. Double, variable-speed vacuum windshield wipers. Automatic courtesy light in front compartment of DeLuxe models. Reading light in rear compartment. Rear view mirror. Turning indicators built into combination stop and tail lights of DeLuxe models. Bumpers and bumper guards front and rear. Bumper jack and tool equipment.

Specifications . . . PACKARD SUPER EIGHT

ENGINE—L-head, eight cylinders in line. Specially treated aluminum alloy, steel strut pistons with new coil-spring-expanded oil control rings. Piston displacement 327 cubic inches. Bore and stroke 3½ inches x 4¼ inches. Compression ratio 7 to 1. Brake horsepower 145 at 3600 r.p.m. Crankshaft weight 102 pounds. Five main bearings. Removable precision-type main and connecting rod bearings. Neutropoised, three-point rubber engine mountings. Oil: six quarts.

ENGINE LUBRICATION—Full pressure lubrication to all main, connecting rod, camshaft, and piston pin bearings, and to valve tappets. Floating oil screen.



Completely postwar in design, the new Packard engines are velvet-smooth, lastingly thrifty.

FUEL SYSTEM—Dual down-draft carburetor with two intake jets. Automatic choke, automatic heat control, air cleaner, silencer and flame arrester. 20-gallon gasoline tank equipped with filling signal. Automatic idling control. Mechanical pump with filter.

COOLING SYSTEM—Thermostatic temperature control. Sealed cooling system—pressure-sealed filler cap. Four blade, 18-inch fan; water pump permanently sealed and greased. Cylinders completely surrounded by water. Cooling system capacity: 20 quarts.

CLUTCH—Semi-centrifugal. Single dry plate type. Diameter 10½ inches. Ball throw-out bearing, permanently lubricated.

TRANSMISSION—Synchronized, carburized, helically cut gears. Nine ball and roller bearings.

CHASSIS BEARINGS—Long life assured by 48 ball and roller bearings.

WHEELS AND TIRES—Disc wheels with individual chain slots. Four-ply tires, 7.00 x 15.

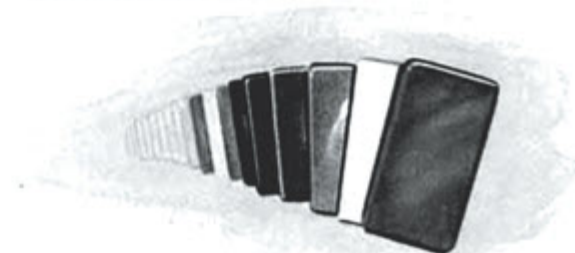
WHEELBASE—120 inches.

OVER-ALL LENGTH—Bumper to bumper, 204¾ inches.

INSTRUMENTS AND CONTROLS—Speedometer, oil gauge, gasoline gauge, ammeter, engine temperature gauge and trip-odometer conveniently arranged on instrument panel. New "black light" illuminates figures and indicators only; dial faces are unlighted. Provision is made for mounting radio speaker and push-button control in center of instrument board. An electric winding clock, automatic cigar lighter, ash receiver and map light are included as standard. Push buttons operate cigar lighter, headlights, instrument lights, map light; also the heater, defroster and electromatic clutch when they are supplied as optional equipment.

OVERDRIVE—Optional at extra cost. Reduces engine speed 27.8% without changing car speed, materially contributing to greater economy and smoothness.

FRAME—X-member type frame, box section side rails. Convertible frame is specially designed X-member type, exclusive to Convertible use.



Distinctive color is available in a selection of 17 new color and combination paint schemes.

FRONT SUSPENSION—Packard independent front wheel suspension. Double-acting shock absorbers. Roll control bar.

REAR SUSPENSION—Semi-elliptic springs, 54¾ inches long. Rubber and composition inserts between ends of leaves. Rubber bearing spring brackets and shackles. Direct acting, airplane-type shock absorbers. Fifth shock absorber and lateral stabilizer.

ELECTRICAL SYSTEM—Large capacity, air-cooled generator with automatic control. 15-plate, 100-ampere-hour battery, Sealed Beam headlights. Automatic spark control.

DRIVE—Hotchkiss type, through rear springs. Three-inch propeller shaft with two roller bearing universal joints driving hypoid rear axle. Rear axle ratio: 3.9 to 1.

BRAKES—Packard Servo-Hydraulic, self-energizing type service brakes. Mechanical hand brake operating rear wheel brake shoes. Centrifuge brake drums provide 171.5 square inches braking area.

STEERING SYSTEM—Worm and three-tooth roller type gear, mounted on double row needle bearings and two tapered roller bearings. 22-foot turning radius.



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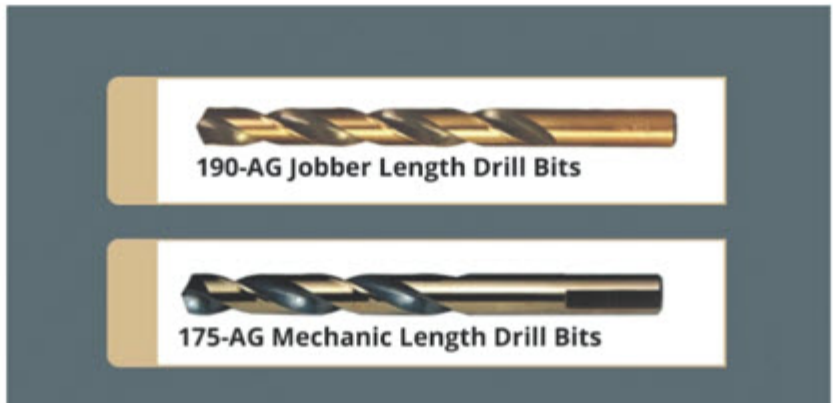
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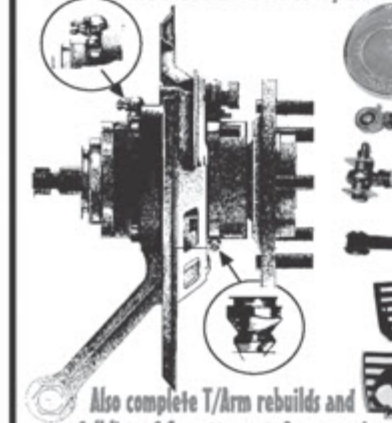
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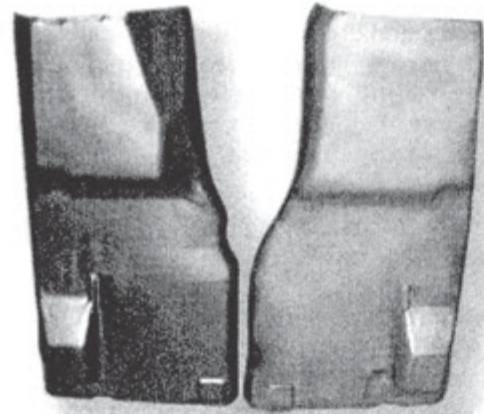
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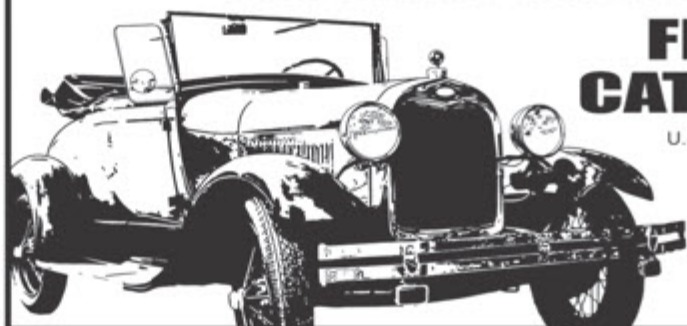
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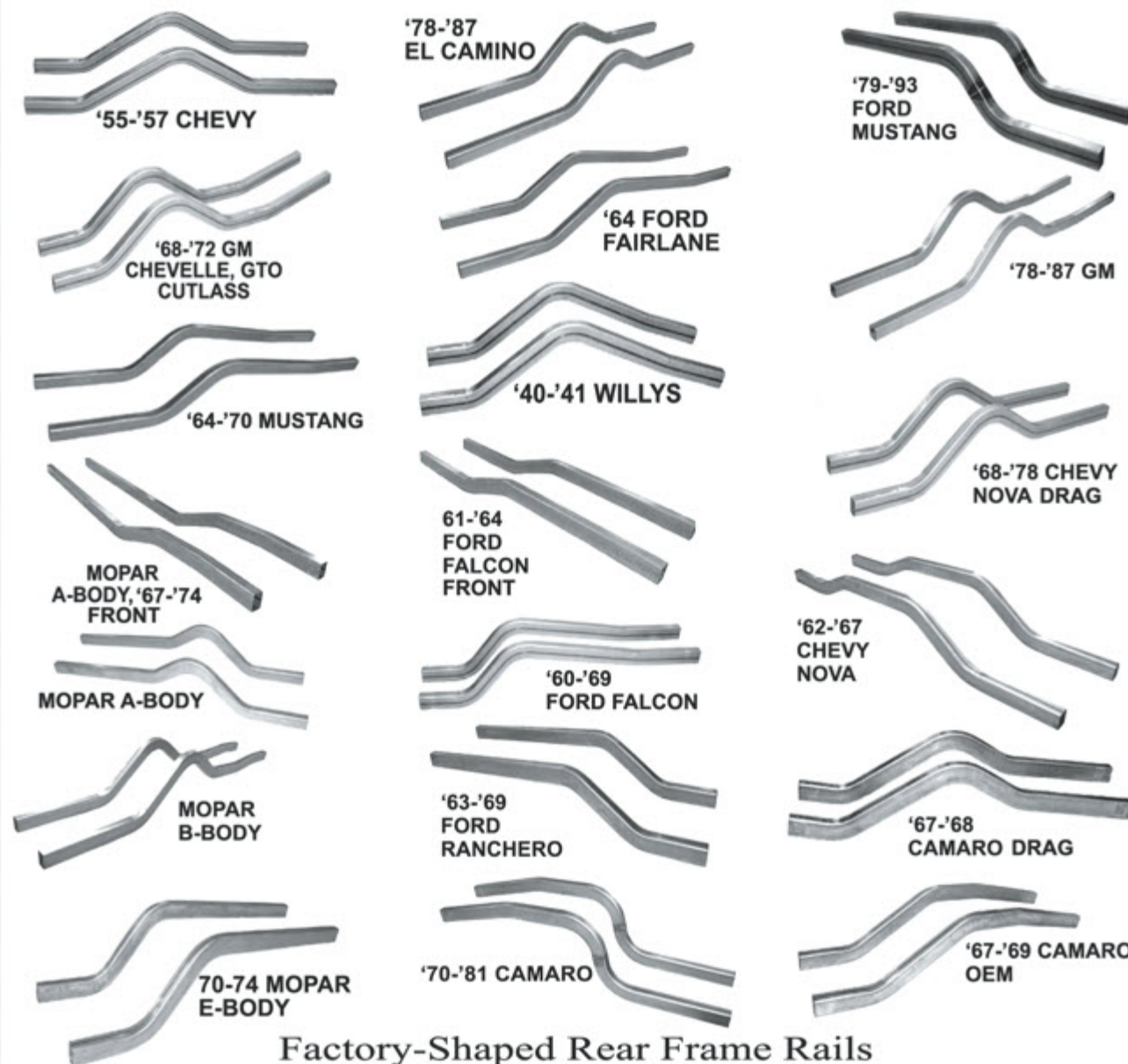
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