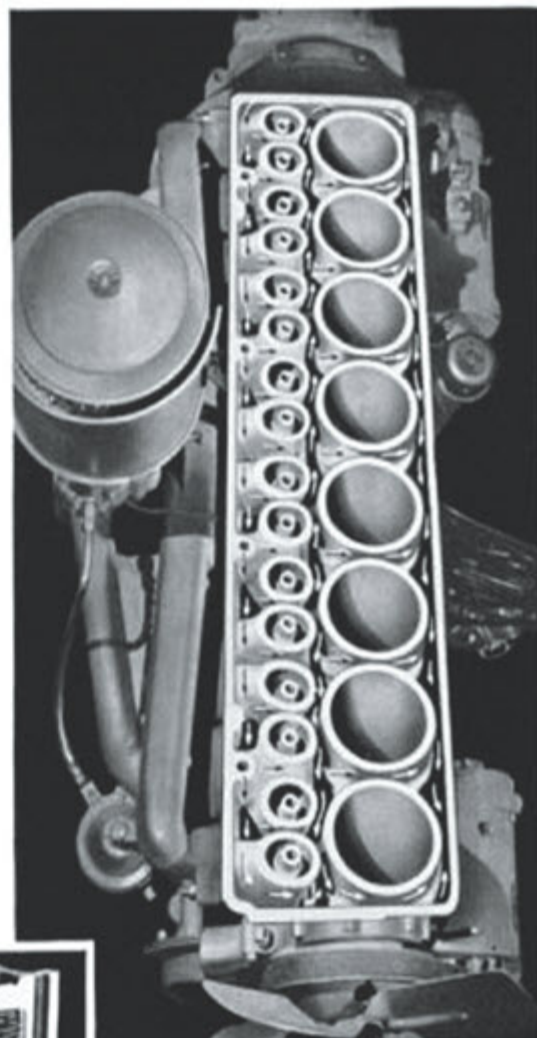


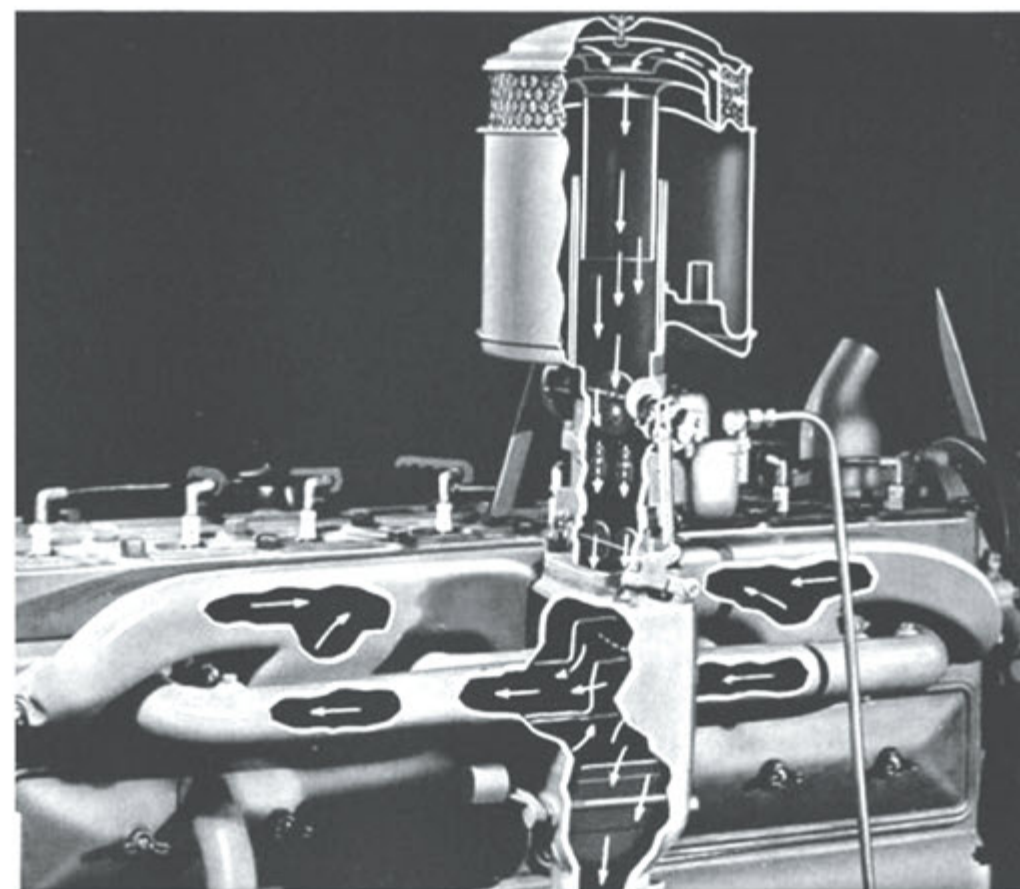
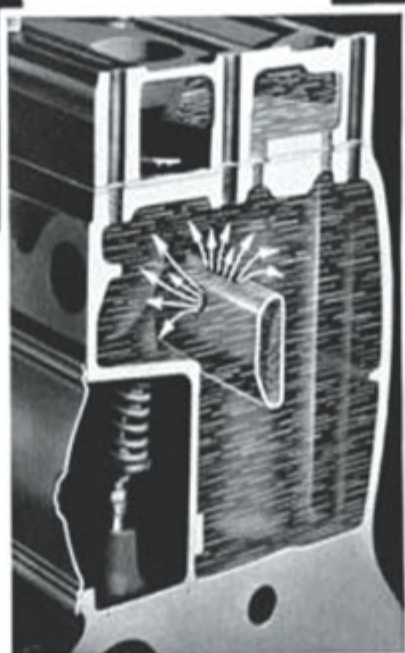
**ALL-SILENT SYNCHRO-MESH TRANSMISSION**—Oldsmobile's Synchro-Mesh Transmission makes gear shifting easy, quick and quiet in all gears and at all speeds. It is possible to shift instantly and easily, even from high to second, without clashing gears.



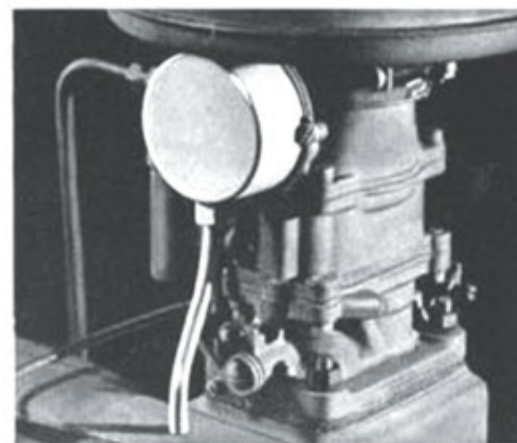
**COMPLETELY COOLED CYLINDERS WITH FULL-LENGTH WATER JACKETS**—This cooling system is very efficient. Cylinders are completely surrounded by water the full length of the cylinder barrel. Water is distributed through manifold passages. Valves are cooled by complete water-jacketing of valve seats. Recirculation automatically hastens warm-up during the starting period.



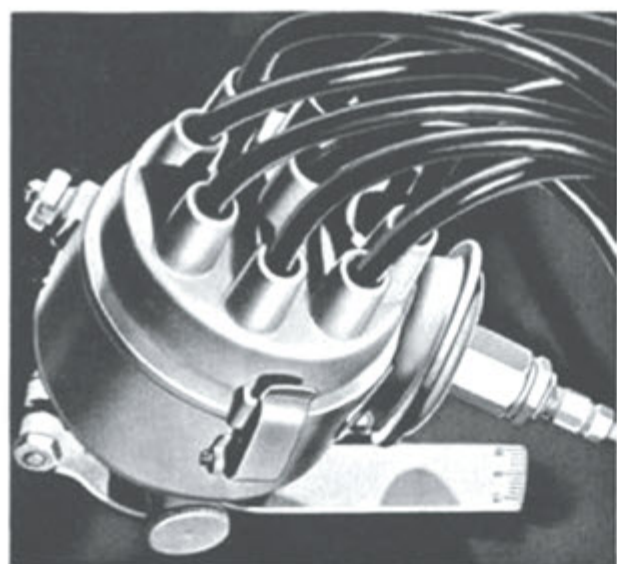
**PERMANENTLY LUBRICATED WATER PUMP**—The shaft mounting in Oldsmobile's leak-proof, ball-bearing Water Pump is permanently lubricated and sealed. The packing is permanent and non-adjustable.



**DOWN-DRAFT CARBURETION**—Advanced down-draft carburetion contributes to Oldsmobile's quick starting, swift acceleration, spirited performance and exceptional economy. The carburetor is fitted with an efficient air cleaner and air intake silencer.

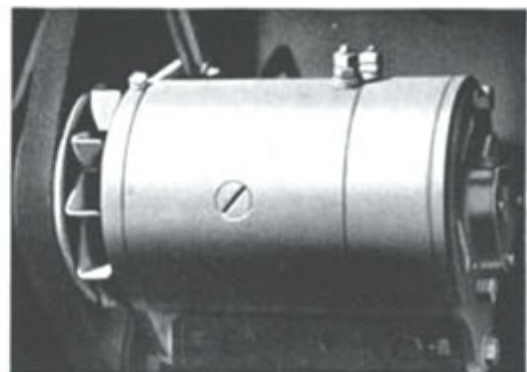


**AUTOMATIC CHOKE CONTROL**—The choke control is built into the carburetor with no external linkage. The automatic choke, combined with automatic carburetor heat control, makes engine operation during the warm-up period smoother and quieter and contributes to easy starting in cold weather.

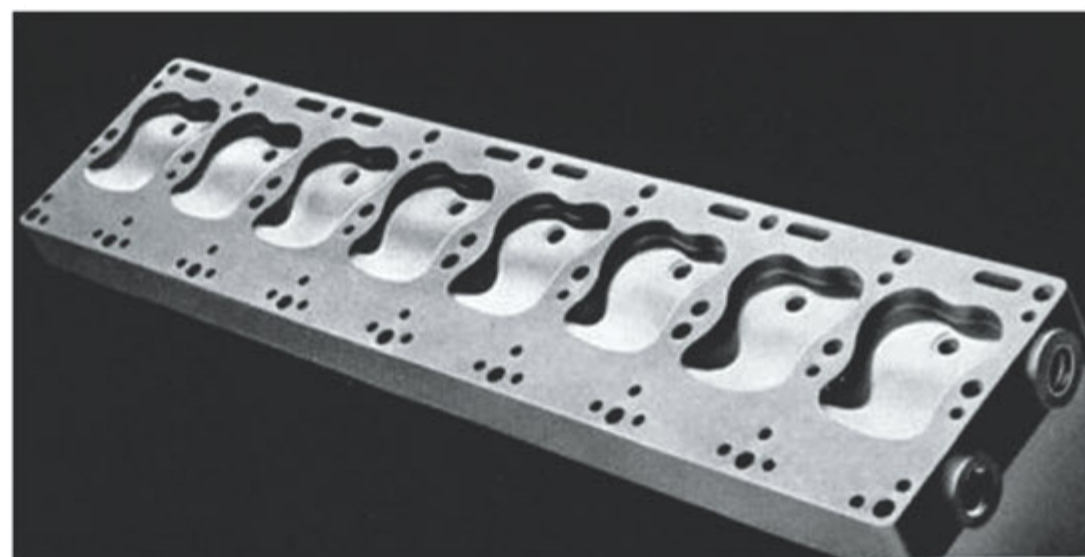


**VACUUM FUEL SAVER**—The distributor of the Oldsmobile Eight incorporates a Vacuum Fuel Saver which automatically controls the spark advance in proper relation to driving speeds and permits the most efficient engine operation with maximum fuel economy. It also eliminates spark knock.

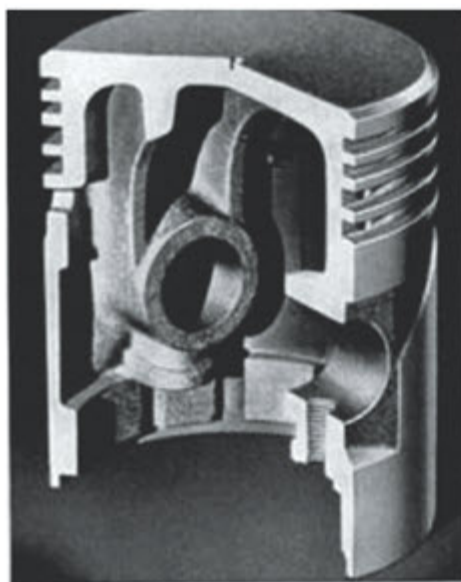
**AIR-COOLED GENERATOR**—The big, dependable Oldsmobile generator is cooled internally by a constant stream of air. It possesses unusually high capacity to assure adequate battery charge to meet the demands of starting, lighting and electrically operated accessories. The charging rate is automatically regulated according to requirements on the battery.



**POSITIVE SHIFT STARTER**—In the Oldsmobile starter, the starter gear is positively meshed with the flywheel before the starter begins to crank the engine. The starting motor is sturdy and dependable. The plunger-type starter control pedal is completely isolated from the engine to banish vibration.



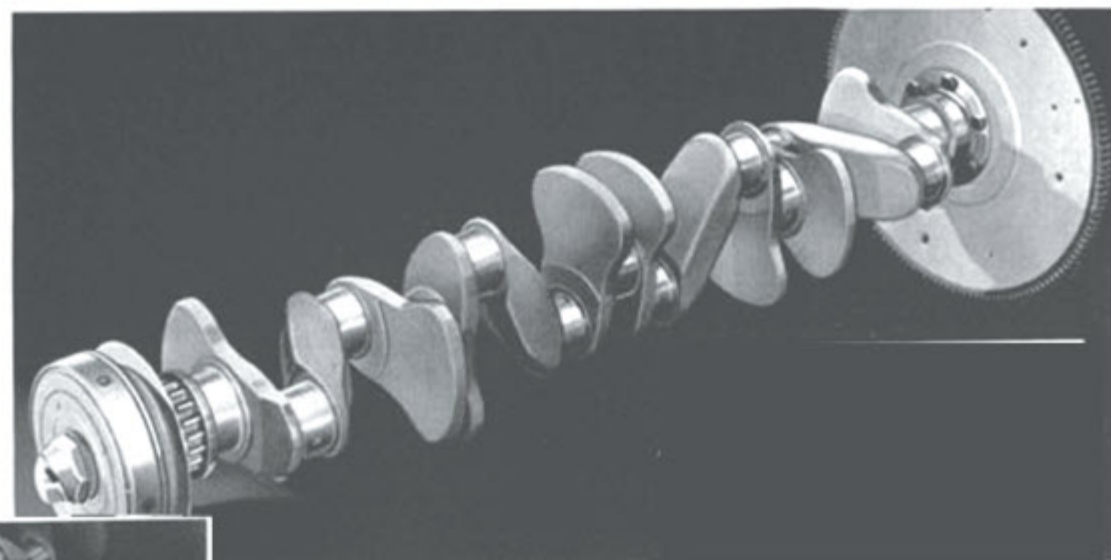
**HIGH-COMPRESSION CYLINDER HEAD**—The design of the combustion chamber in the Oldsmobile Eight's high-efficiency engine cylinder head permits the use of a combustion ratio of 6.2 to 1, a very important contributing factor to Oldsmobile's flashing, all-round performance.



**ELECTRO-HARDENED ALUMINUM PISTONS**—The use of this type of piston materially reduces the weight of reciprocating parts and lengthens the life of main and connecting rod bearings. Proper reinforcement and top ribbing prevents distortion.

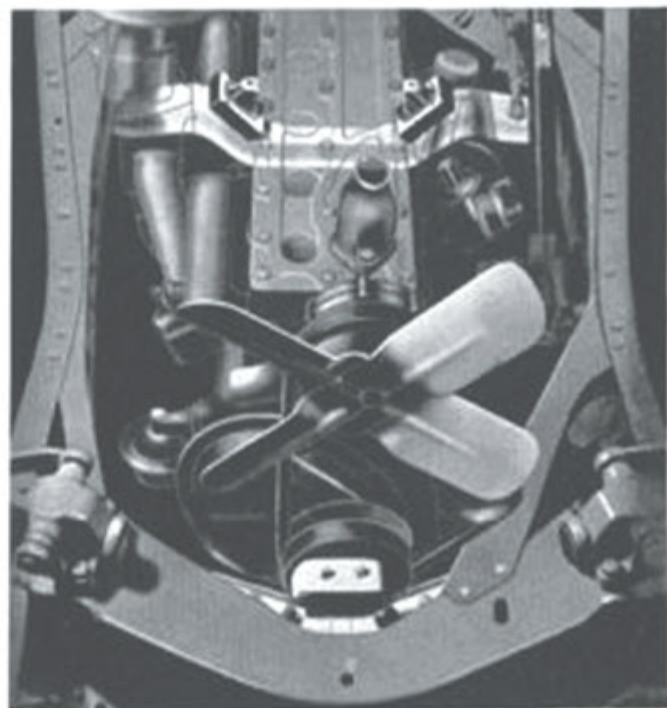


**RIFLE-DRILLED CONNECTING RODS**—Connecting rods are rifle-drilled throughout their entire length to carry oil under pressure to the piston pins and are also drilled to spray oil on the cylinder walls. This adds greatly to the life of pistons, rings and cylinders. Bearings are of the long-life, removable type, similar to the main bearings in construction.



**COUNTERBALANCED CRANKSHAFT**—The combination of a high degree of counterweighting of the crankshaft, with careful balancing, both statically (at rest) and dynamically (in motion), provides exceptionally smooth operation and maximum bearing life. The *Crankshaft Vibration Damper* effectively neutralizes torsional vibration.

**TRI-CUSHION SUSPENSION**  
—The Oldsmobile Eight engine is scientifically mounted at three points on cushions of live, resilient rubber to absorb engine movement and keep vibration from being transmitted to the body or chassis. This design permits radial movement for absorption of torque reaction with close control of engine end movement for smooth clutch action.



## OLDSMOBILE EIGHT SPECIFICATIONS

**ENGINE**—Bore,  $3\frac{1}{4}$  inches; stroke,  $3\frac{3}{8}$  inches; displacement, 257.1 cubic inches. Taxable horsepower, 33.8. Brake horsepower, 110 at 3600 r.p.m. Cushioned in rubber at three points.

**MAIN BEARINGS**—Five, removable steel-backed type.

**CRANKSHAFT**—Fully counterweighted and fitted with vibration damper. Drop-forged of high-carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings.

**CONNECTING RODS**—Drop-forged of alloy steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Built-in cylinder wall lubricators. Bearings, interchangeable type.

**PISTONS**—Electro-hardened aluminum, providing improved operating smoothness, greater acceleration, longer bearing life. Fitted with two step-cut compression rings and two wide oil-regulating rings.

**LUBRICATION SYSTEM**—Pressure feed to all main, connecting rod and camshaft bearings and to piston pins, with spray to other parts. Gear-type pump driven from camshaft. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts.

12-inch drums with centrifugally cast iron braking surfaces. Brake linings,  $1\frac{1}{4}$  inches wide. Cable-controlled mechanical hand brake for parking operates on rear wheels with a braking area of 81 square inches.

**WHEELBASE**—124 inches; diameter of turning circle, 40 feet.

**STABILIZED PROPELLER SHAFT**—Tubular type, 2 inches in diameter, with three universal joints incorporating anti-friction, permanently lubricated roller bearings.

**REAR SPRINGS**—Semi-elliptic of silicon manganese steel. Length,  $54\frac{1}{2}$  inches; width, 2 inches. Equipped at the factory with metal spring covers.

**SHOCK ABSORBERS**—Double-action, hydraulic, front and rear.

**STEERING GEAR**—Center-Control type. Equal-length tie rods to each front wheel, linked to intermediate steering arm which is mounted on bearing at center of front frame cross-member. Crosswise Pitman arm movement provides more direct force transfer between Pitman arm and tie rods. Steering gear is of the high-efficiency worm and double roller tooth type. Ratio, 19 to 1.

**FRAME**—Rigid girder, with I-beam X-member construction. Front legs of I-beam X-member

**COOLING SYSTEM**—Harrison Radiator with thermostatic control and recirculation system. Capacity, 20 quarts. Forced circulation by ball-bearing, leak-proof, centrifugal-type pump.

**CARBURETION**—Duplex down-draft with built-in, automatic choke and automatic throttle advance, automatic heat control, combination air cleaner and intake silencer.

**GENERATOR**—Air-cooled type. Charging rate automatically regulated by battery requirements.

**TRANSMISSION**—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

**BATTERY**—Delco-Remy six-volt, 17-plate, 110-ampere-hour capacity.

**LIGHTING**—Multi-beam headlights with toe-button control for passing, clear-road and curved-road beams.

**FRONT WHEELS**—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring. The I-beam front axle is eliminated; and greater stability is obtained by the increased strength of the front cross-member.

**BRAKES**—Triple-sealed, super-hydraulic, self-energizing, fully enclosed, internal-expanding type. Total foot brake area, 162 square inches.

extend forward to form box-section at front. Three sets of cross-members between side rails and I-beam X-member and diagonal corner braces provide additional rigidity. All exposed steel parts are rust-proofed as protection against rust.

**DUAL RIDE STABILIZERS**—Stabilizer bar at front is mounted on frame in rubber and linked to lower control arm of Knee-Action unit. Rear stabilizer bar unites two rear shock absorbers. Dual design affords better control of body roll and counteracts car sway on curves and rough roads.

**TIRES**—Low-pressure, large section, 16 x 7.00 inches. Recommended pressures; front and rear, 24 lbs. minimum.

**STARTER**—Positive shift type with over-running clutch. Foot pedal control. Starter reduction, 16.1 to 1.

**FENDERS**—All fenders, splash aprons and other chassis sheet-metal parts subjected to weather are bonderized before finishing for protection against rust.

**BODY TYPES**—Two-Door Sedan; Four-Door Sedan; Two-Door Touring Sedan with built-in trunk; Business Coupe; Convertible Coupe; Club Coupe; Four-Door Touring Sedan with built-in trunk. Safety Glass standard throughout.

### —OLDSMOBILE EIGHT APPROVED ACCESSORIES—

**GROUP A**—(Installed at the factory on all cars at extra cost): *Five-Wheel Equipment*—Bumpers, bumper guards, spare tire, rear spring covers. *Six-Wheel Equipment*—Bumpers, bumper guards, two spare tires, two fender wells, two side tire carriers, two tire covers (metal), two spare wheel locks, rear spring covers and sixth wheel.

**GROUP B**—(Installed on all cars at the factory at extra cost unless specific instructions to contrary): Dual trumpet horns, double windshield wiper and booster pump, oil-bath air cleaner.

**GROUP C**— White Side Wall Tires.

**GROUP G**—(\*) Standard Heater.

**GROUP H**—(\*) De Luxe Heater.

**GROUP J**— Dual Windshield Defrosters.

**GROUP K**— Winter Radiator Shutters manually controlled from instrument panel.

**GROUP R**—(\*) Standard Radio.

**GROUP S**—(\*) De Luxe Twin Speaker Radio.

**GROUP Y**—(\*) Cigar lighter; gear shift ball; chrome wheel trim mouldings; electric panel clock; chrome license plate frames.

(\*) Installed by the dealer at extra cost.

*Oldsmobile reserves the right to make changes in prices, colors and specifications without incurring any obligation to adjust price or to make changes on cars already sold.*

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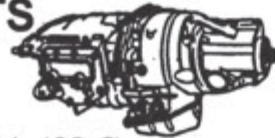
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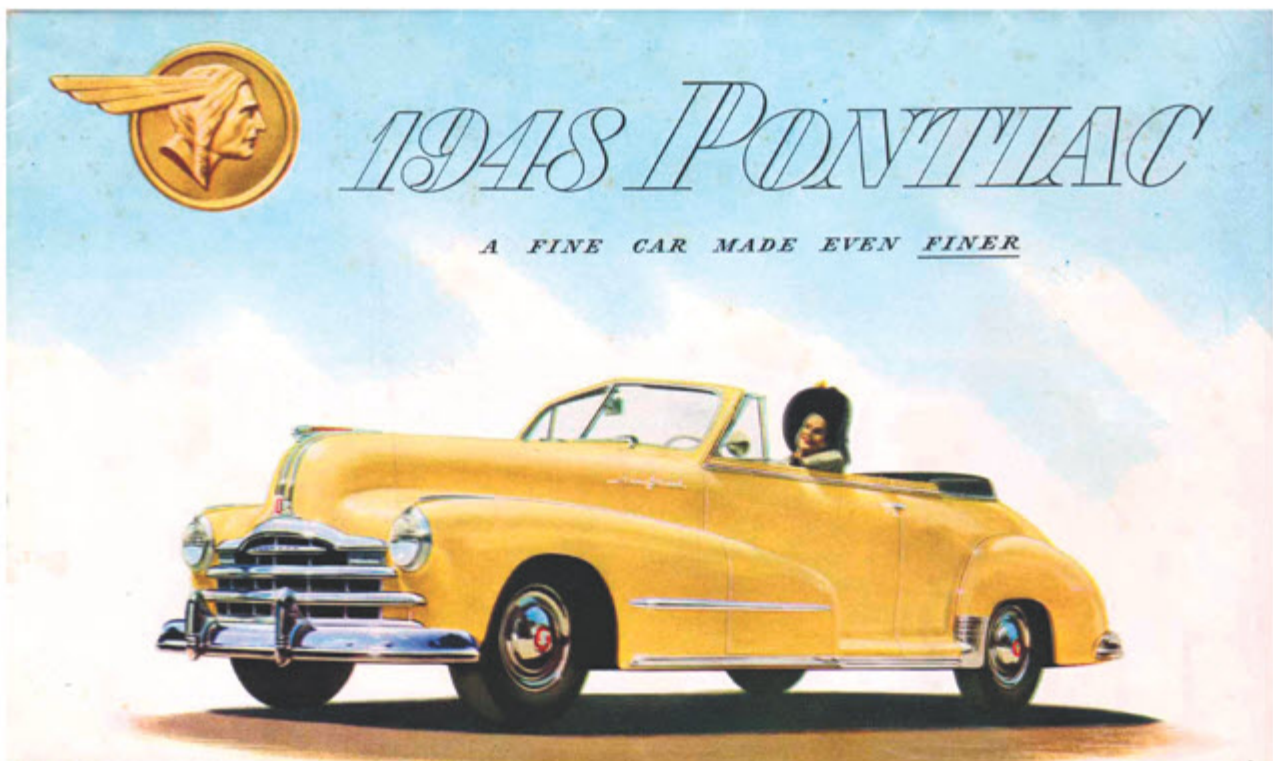


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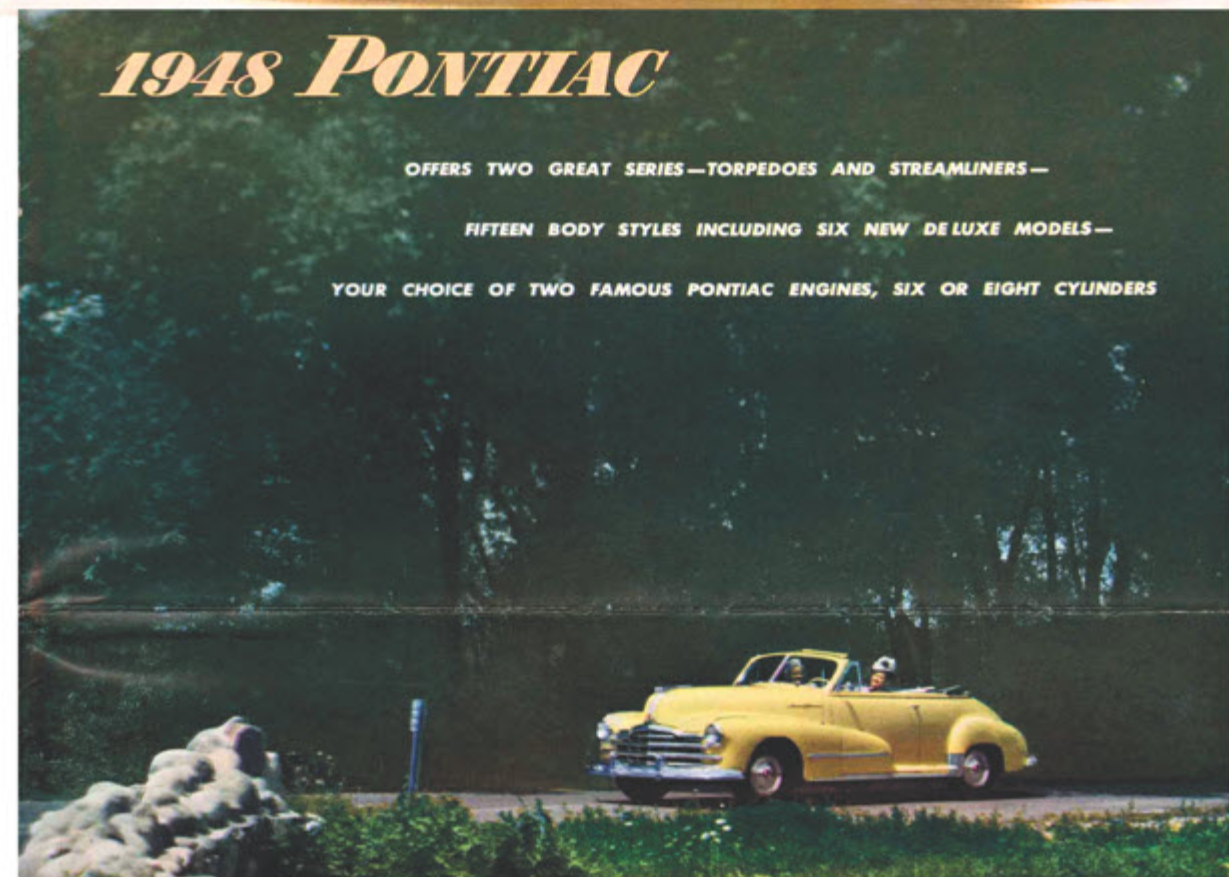
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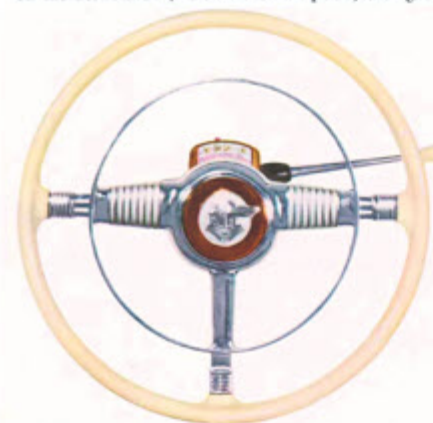
GM HYDRA-MATIC DRIVE OPTIONAL ON ALL MODELS\*



New beauty marks the great new 1948 Pontiac from front to rear. The de luxe Streamliner 4-door sedan shown here features chromium fender mouldings, stainless steel wheel shields and polished stainless steel rear fender gravel guards.

**NO GEAR SHIFT**—Shown here is the new de luxe steering wheel with G.M. Hydra-Matic Drive control lever. All you do is set the control (forward or reverse), step on the accelerator (there's no clutch pedal) and go!

**NO CLUTCH PEDAL**—Your Pontiac with G.M. Hydra-Matic Drive has *no clutch pedal!* A simple movement of the control lever and you're on your way, with no shifting to stop and start in even the heaviest traffic!



### NEW BEAUTY, NEW LUXURY, NEW PERFORMANCE

Long recognized as one of the *best* cars ever built—Pontiac reveals itself for 1948 as one of the *smartest* and most *luxurious* as well! Indeed, it is not too much to say that Pontiac is unsurpassed today in *any* of the basic motor car virtues.

Its fifteen beautiful models are unbelievably attractive. From the smart new radiator grille to the streamlined rear bumper, there is a new artistry of design and a new blending of line and color that delight the eye of the most discriminating. Viewed from any angle, every model is a masterpiece of designer's art.

And when you open the door and glimpse the new interiors, you see at once that the same degree of perfection has been brought to the inside of the car. A splendid blending of soft-colored upholstery fabrics, quarter-sawed mahogany instrument panel finish, and smartly-placed chrome beading, results in an atmosphere of elegance and immaculate good taste. It is difficult to see how any model could be improved upon for attractiveness or charm.

And down under these beautified bodies by Fisher is the greatest chassis Pontiac has ever built. Basically, the sterling engine and chassis features remain unchanged—but refinements have been made

wherever possible. And there has now been provided—as optional equipment—one of the greatest contributions to driving comfort and convenience in the history of the motor car: *the General Motors Hydra-Matic Transmission.*

This great mechanical masterpiece—which completely eliminates the clutch pedal, and permits the driver to drive from sun-up to sun-down without touching a gear or a lever—is brought to buyers in the Pontiac field for the first time in history. It is the final touch to Pontiac luxury, and is available on any one of the fifteen Pontiac models as optional equipment.

Certainly, there could be no more logical choice, for the 1948 buyer, than the 1948 Pontiac. It is as smart and beautiful as any car you could choose—regardless of cost. Its great engine and chassis have long been recognized as automotive synonyms for goodness and dependability. It now offers every luxury feature found in the highest-priced cars. And yet, it is just as economical, all things considered, as any car you could buy.

When a car offers *so* much—for so comparatively little—it's the perfect choice for a great many people.

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De Luxe Streamliner Sedan-Coupe

### What Hydra-Matic Drive Does:

G.M. Hydra-Matic Drive lets you drive with startling simplicity. You can stop and start—all day long—with only the brake and accelerator pedals. On hills, on the straightaway, in heavy city traffic, G.M. Hydra-Matic does your gear shifting for you. You're always in the correct, most efficient gear with G.M. Hydra-Matic!



De Luxe Streamliner 4-Door Sedan

*Even Finer*  
IN APPEARANCE



De Luxe Torpedo Sedan-Coupe



Torpedo 2-Door Sedan

*Even Finer*  
IN DEPENDABILITY



De Luxe Torpedo 4-Door Sedan



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De Luxe Streamliner Station Wagon

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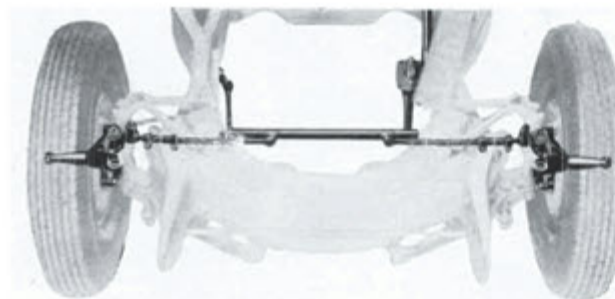
De Luxe Torpedo Convertible

Two-tone color combinations, and white side wall tires shown on this page optional at extra cost. De Luxe models shown here are also available with standard equipment. Hydra-Matic Drive available at extra cost.

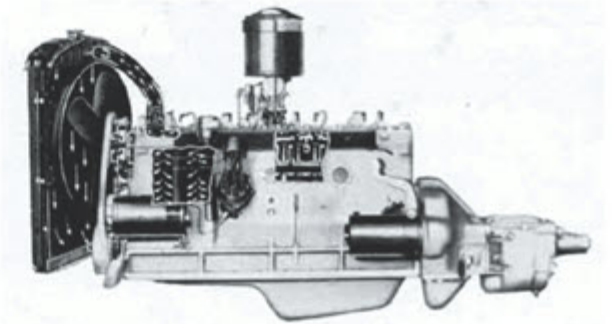
## SPECIFICATIONS

**ENGINE**—6 cyl.; L-Head; bore and stroke  $3\frac{1}{16}$ " x 4"; piston displacement 239.2 cu. in.; max. h.p. 90; comp. ratio 6.5 (7.5 optional); 86.5 lb. counterweighted crankshaft. 8 cyl.; L-Head; bore and stroke  $3\frac{1}{4}$ " x  $3\frac{3}{4}$ "; piston displacement 248.9 cu. in.; max. h.p. 103; comp. ratio 6.5 (7.5 optional); 80.5 lb. counterweighted crankshaft; Harmonic vibration dampener; chrome nickel alloy pistons; full pressure lubrication; rifle-drilled connecting rods; permanent, precipitation-type oil cleaner; gusher valve cooling; tapered valve guides; water around all valves. **ELECTRICAL**—Delco-Remy; fully automatic control; 15-plate Delco battery; current and voltage regulator. **FUEL SYSTEM**—Mechanical fuel pump; air cleaner and silencer; single triple-venturi carburetor on 6, dual type on 8; automatic choke; 17 gal. tank; manifold heat control. **CLUTCH**—Single disc,  $9\frac{1}{2}$ " dia.; ball release bearing. **TRANSMISSION**—Standard: Synchronesh, semi-automatic; Optional at extra cost: G.M. Hydra-Matic Drive. **FRAME**—Straight "X" cantilever type. **WHEEL-BASE**—Streamliner, 122" (210 $\frac{1}{4}$ " overall); Torpedo, 119" (204 $\frac{1}{2}$ " overall). **STEERING GEAR**—19:1 ratio; 18 in. wheel; link parallelogram control with worm and roller gear. **AXLES**—Front, link parallelogram-type knee-action; rear, semi-floating, hypoid gear. Standard axle ratio, 4.3 to 1 on the Streamliner series, 4.1 to 1 on the Torpedo; economy axle (3.9 to 1) or mountain axle (4.55 to 1) optional at no extra cost. **BRAKES**—Multi-sealed, Duo-Servo hydraulic; moulded linings; emergency brake on rear wheels. **SPRINGS**—Dufflex variable rate leaf spring in rear; suspension coil type in front; Delco-Lojey shock absorbers front and rear. **GENERAL**—Dual windshield wipers, dual horns, dual sun visors and dual tail lamps; cigar lighter; front and rear ash trays; automatic interior lighting; dash-controlled hood lock; automatic, non-interfering trunk door supports; spare tire and tube. **COLORS**—Closed models, solid colors: Black, Mariner Blue, Parma Wine, Belgian Grey; two-tone combinations (lower body color first): Belgian Grey and Oyster Grey, Genesee Green and Volunteer Green, Blue Lake Blue and Oyster Grey, Oyster Grey and Blue Lake Blue. Convertibles—Black, Mariner Blue, Parma Wine, Belgian Grey, Frances Ivory, Rio Red, Genesee Green, Oyster Grey.

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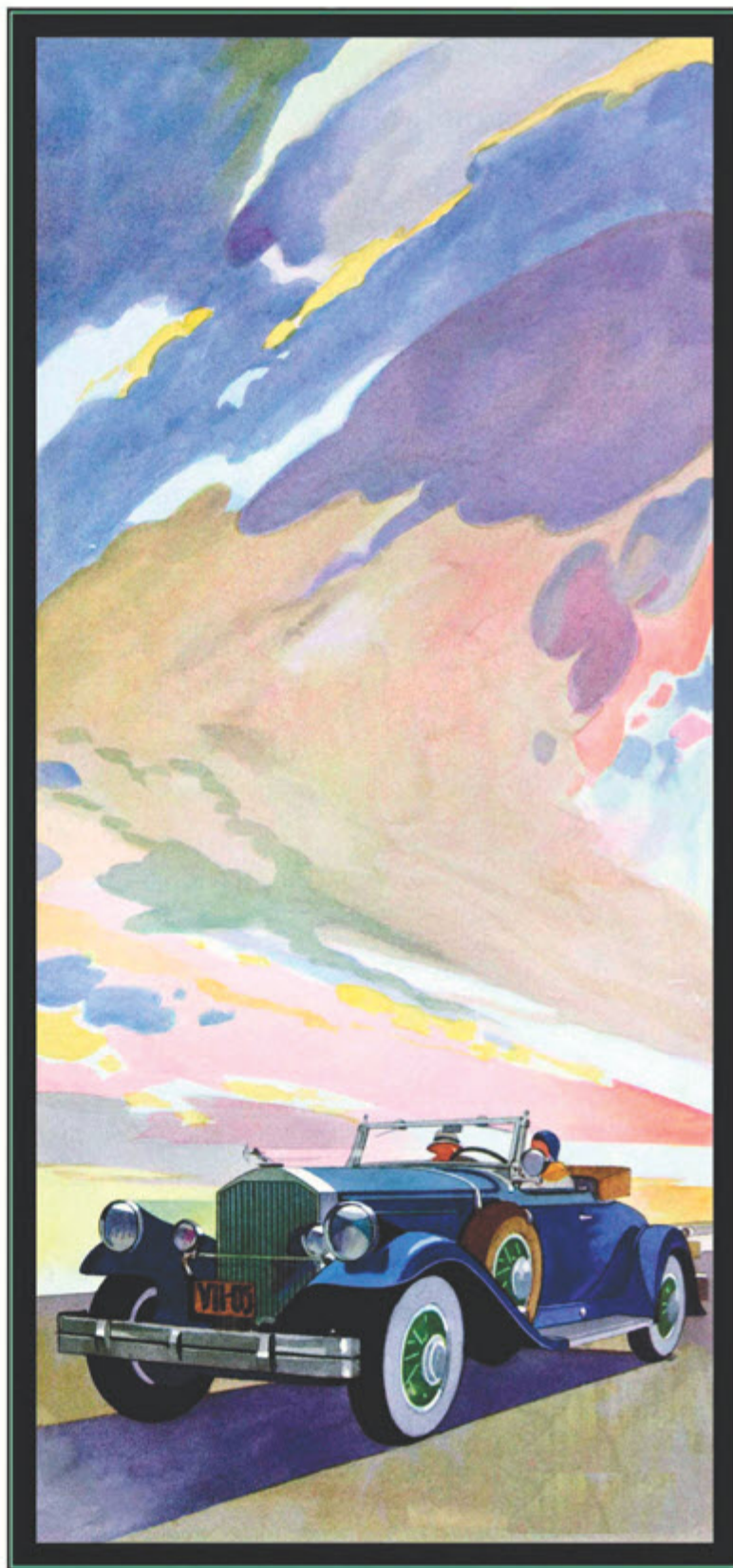
To be prized in a man-made mechanism, as in a man himself, is long and faithful service.

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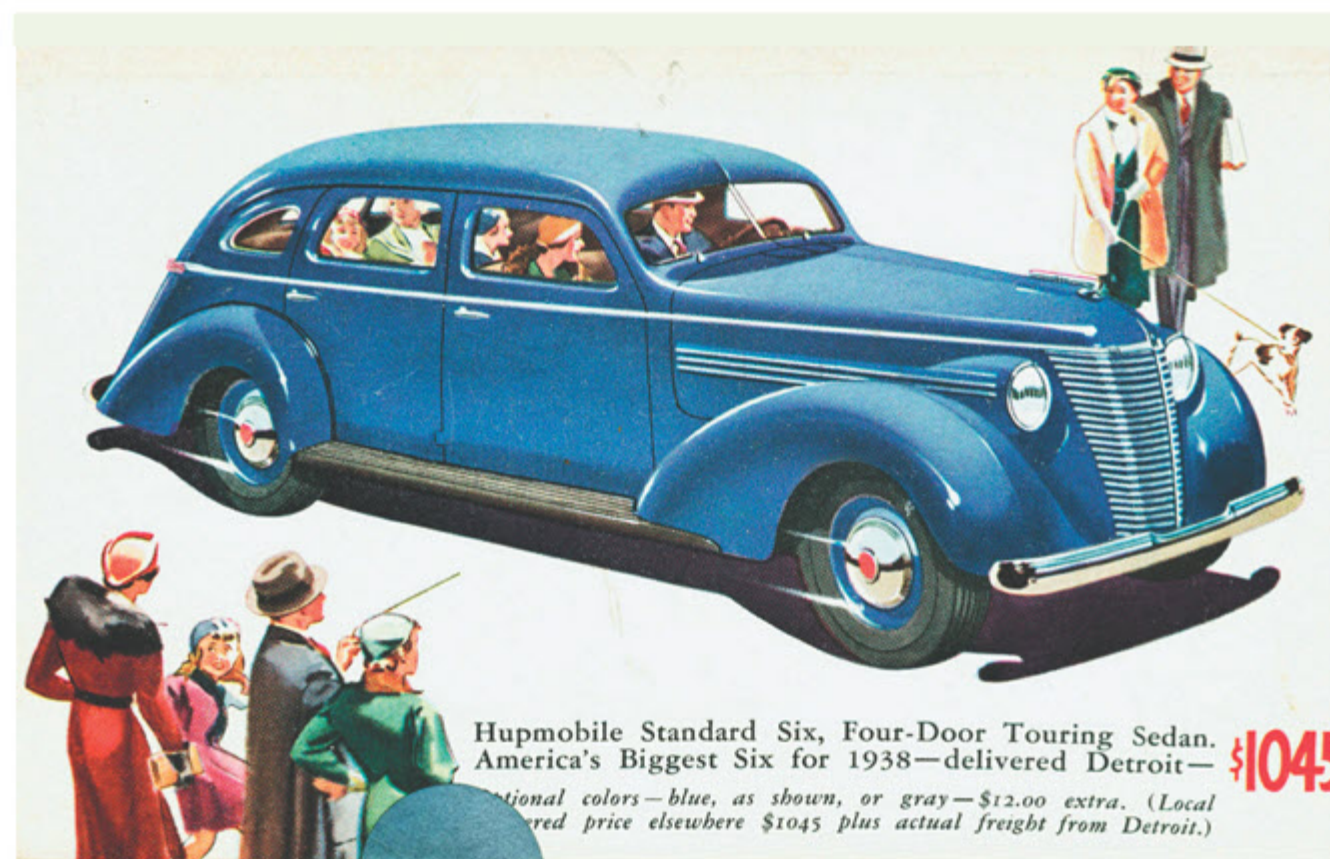
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# DRIVING OLD CARS

## 1948 Packard Custom 8 CLUB SEDAN



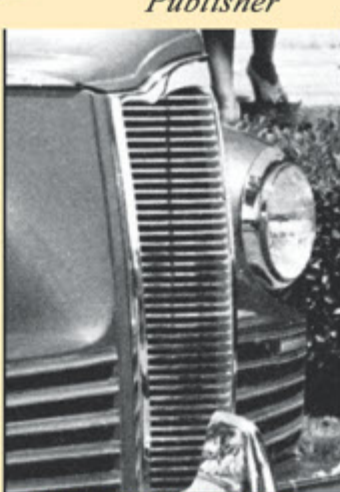
Assembling the Center Egg-Crate Grill



A RESTORATION / PRESERVATION SERIES

by *Ben Johnson* Publisher

America after WWII was a nation ready to prosper and display that prosperity, and there was no better way to do that than in the car we drove. All of the car companies had been secretly working on a new car for after the war. There's always a problem, and it came in the form of labor strikes, and the fact that smaller companies like Packard couldn't get steel because of the shortage due to the war. All of the companies had ideas and designs, but when the war ended on August 15, 1945, there was just no time to tool up for a new car. When Packard resumed production in the Fall of '45, it was with the Clipper Series only, and it was with the '42 Clipper with a few minor design changes, ie: The center vertical grill bar spacing was narrower on the '42's and



1942 NARROW SPACING



1946 WIDER SPACING

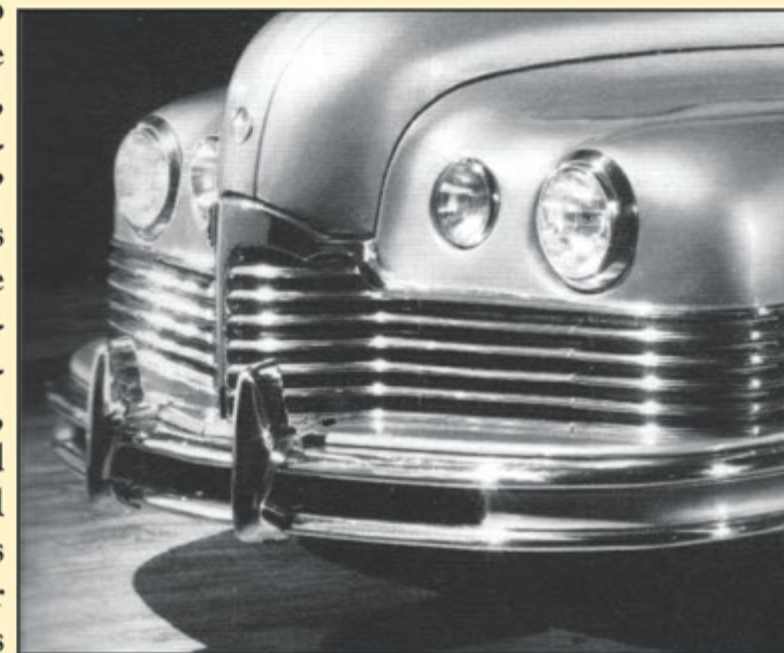


1941 PHANTOM

widened to match the spacing on the side grills in '46. The speedo and clock numbers were changed and the plastic ash tray detail just under the windshield surround eliminated.

The first series of Packards to roll off of the East Grand Boulevard assembly line were the small 8 4-doors. The all-new car would just have to wait! Ed Macauley was head of design at Packard and was the son of Alvin Macauley, who was president at Packard from 1916 until 1939. Ed oversaw and contributed to

Packard design, similar to GM's Harley Earl, and like Earl's experimental 'Y' Job, Ed drove an evolving prototype named the "Phantom" on which he worked out his innovations. Some of these would later go into production, such as automatic transmission, power brakes, sliding glove box drawer and more. In 1941, Ed's personal car had been built by Hess & Eisenhardt (armored car and limo builders). This is the car that evolved into the "Phantom," which became the basis for the '48 Packard front end with its "mouth organ" grill for which Ed was given design credit. Designer Al Prance at Briggs Manufacturing (who built bodies for Packard from 1940-1954) was given credit for the new '48 body design. Before the car was introduced, many other people would be involved in its final design. Back at the factory, Packard management insisted on a lower,



THE PHANTOM WITH "MOUTH ORGAN" GRILL

CONTINUED

fatter profile despite objections from Packard chief stylist John Reinhart. Reinhart felt that the Clipper was a sleek and still new design that had only been out a little over a year when production of all cars stopped in February of 1942 for the war. The trouble was, it was now 1945 and the public had seen it for five years. Management won out and the Clipper resumed after the war for only two years (1946 & 1947).

The new '48's would be what was called "bath tub" styling that was popular at the time, other car companies were designing similar cars with Nash and Hudson right there with them. By 1945, the 22nd (1948) series design was pretty much ready to go. The Clipper had been the 21st series and the '48's would be the 22nd series. It is important to understand that to recover some of the expense of retooling for the new car, Packard produced the 22nd series for more than one year. The 22nd series was launched in the summer of 1947 (at first with convertibles only). In the Fall of 1948 when the new 1949 models would usually be introduced, Packard continued its 22nd series. The 22nd '49's were designated by a "9" stamped into the Briggs body tag. The "9" was stamped between the body and serial numbers. This could be done at the factory, or, reportedly, some dealers took the '48's on their lots and just stamped the "9" on their leftover cars.

There were running changes made on the "9" cars, but they basically looked like the '48's. The 22nd series ended on April 1, 1949 and the 23rd series began. The 22nd series would go on the books as the second-best selling, beat out only by 1937's 1500 series.

1948 offered these cars:

Sixes-Taxi;

Eights-4-door, Club Sedan, Station Wagon, 4-door Deluxe, Club Sedan, Deluxe;

Super Eight-4-door Sedan, Club Sedan, Convertible Victoria, 7-passenger Limo, 7-passenger Sedan;

Custom Eight-4-door Sedan, Club Sedan, Convertible, Hearse chassis, 7-passenger Limo, 7-passenger Sedan.

The 1948's would out-sell Cadillac for the last time and would keep Packard as America's leading prestige car. In the 1948 Presidential election, candidate Harry S. Truman campaigned in a '48 Black Custom Convertible, and his opponent Thomas Dewey in a White Custom Convertible. The new ad for the '48 Custom was "Guess what name it bears!" Nowhere on the

Custom was the Packard name displayed. You just knew it was a Packard! Wouldn't it be great for a car company today to have that attitude and confidence.



1948 PRODUCTION GRILL

The Customs were designed to lead the way and their build standards were to be of the highest in the industry. The front would have a very beautiful and complex egg crate, hand-assembled grill that would continue on the rear of the car to complete the egg crate theme. The Custom's hub

caps had cloisonné\* medallions, the grill had a return of the family crest in cloisonné, new cormorant, double stainless mouldings running front to back along the rocker area (early 22nd series), inside there were wood grain dash and window mouldings with pear wood\* panels, these were the top section of the door panels,



REAR EGG CRATE THEME

heavy broad cloth door panels, seats and headliners. The seats matched the door panels but had a relief pattern that was called "Shadow Cloth."\* The door and kick panels were a leather square-quilted pattern with thick cotton thread stitching. This also continued around the seat surrounds. The headliner seams ran front to back (fore to aft) instead of side to side and the carpet was "Moss-Tred"\* inside the car as well as in the



OUR 356, READY FOR FINAL DETAILS

CONTINUED

trunk. It should be noted that the seats were designed by an orthopedic surgeon and had individual Marshall coils that



FRONT SPLASH PAN WE FABRICATED

were hand-tied together, topped with duck down padding, and the seats were adjustable for firmness.



BRAKES REBUILT FROM BACKING PLATE OUT!

Engines for the Customs were the continuation of the powerful 356, 9-main-bearing straight 8's; transmissions were 9-roller-bearing 3-speed on the column manuals with overdrive. Packard had introduced its Borg-Warner overdrive in 1939 with the R-6, then the R-9 from 1940, and changed to the R-11 in December of



AIR CLEANER—ONE OF THE MANY RECONDITIONED PARTS

1948. The R-9 was a good overdrive but it had a problem with the OD going into reverse and doing damage to the unit. The R-11 had a safety switch that cut power to the entire unit to prevent lockup and this R-11 unit was retrofitted in many of the R-9 cars by the dealer. Electromatic clutch was also available on the '48's and was a semi-automatic that allowed the driver to shift gears and come to a stop with-



UNDERSIDE REBUILT/STRIPPED/POR-15/PAINTED

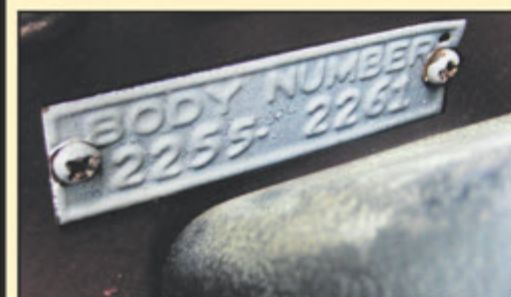


ANY RUST WAS CUT OUT AND NEW PANELS MADE

out using the clutch.

The car at the top of Page 114 is my car—a 1948 (pre "9" series) Custom Club Sedan (Coupe). It is in the final stages of restoration, but with much still left to do.

To see what has been done so far, see the photos in this article and visit our web site at [www.southernwheels.com](http://www.southernwheels.com) and read the Archives on this car. A lot has

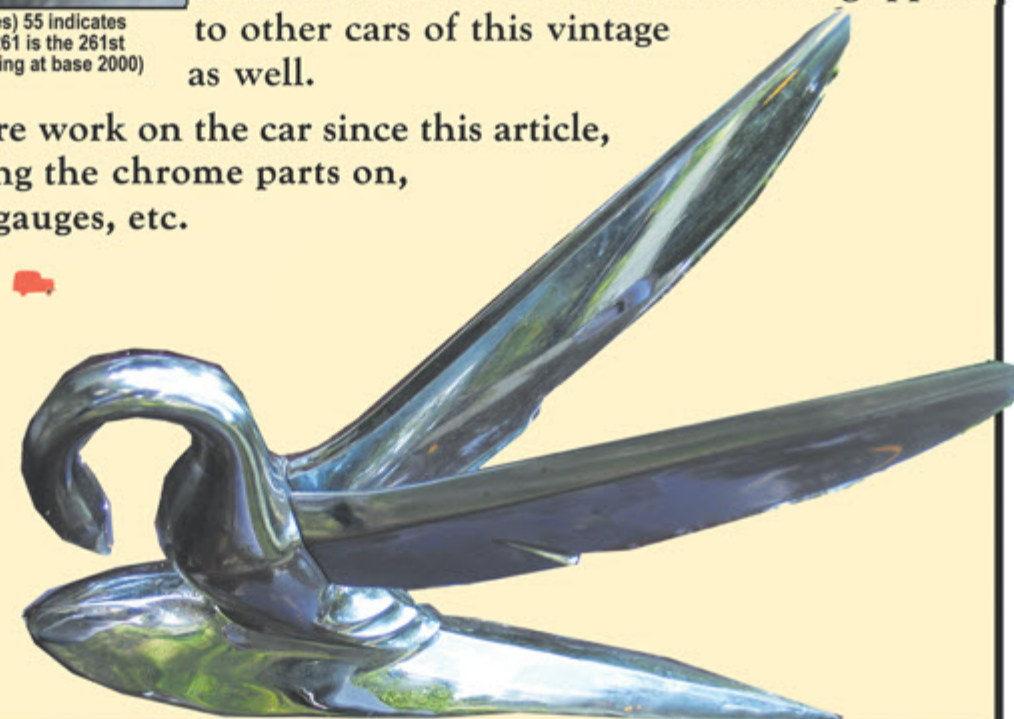


Briggs body tag # 22(22nd series) 55 indicates Custom 2-Door Club Sedan. 2261 is the 261st of these made in sequence, (starting at base 2000)

been written on these cars, so what I will cover is what hasn't been written, such as How the hood locks are built, What size screws/bolts are used in assembly, What new materials can be used in assembly now that some of the originals are no longer available. It will be challenging and fun and much of what we are doing applies to other cars of this vintage as well.

We have done more work on the car since this article, and are now putting the chrome parts on, the dash back in, gauges, etc.

Keep 'em driving. 🚗



\*Cloisonné: A craft in which gold wires form shapes on copper into which colored enamels are melted in a kiln to make a pattern.

\*Pear wood: Wood with interlocking, straight, grain, its surface often showing some slight figure or shimmer, extraordinarily stable and fine textured, used for cabinet making and quality furniture and trim.

\*Shadow Cloth: Wool with woven-in design in which warp and weft threads are doubled at intervals to form raised patterns

\*Moss-Tred: Trademark name for thick pile carpet known for its long wearing capabilities.

# OLD CAR MATCH GAME

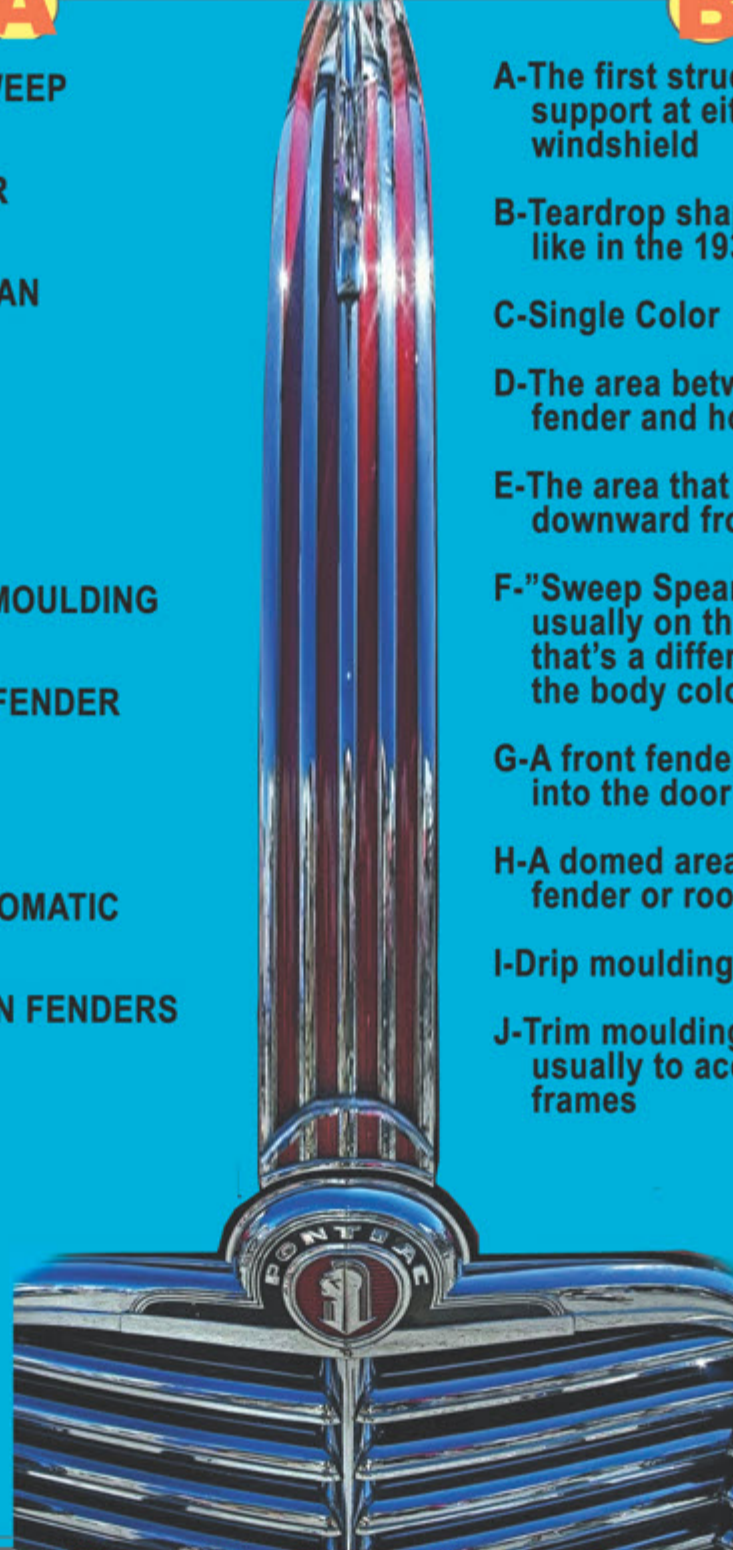
(Answers on Page 1)

**A**

- 1. COLOR SWEEP
- 2. "A" PILLAR
- 3. BUMPER PAN
- 4. CATWALK
- 5. CROWN
- 6. GARNISH MOULDING
- 7. THROUGH FENDER
- 8. GUTTER
- 9. MONOCHROMATIC
- 10. PONTOON FENDERS

**B**

- A-The first structural roof support at either side of windshield
- B-Teardrop shaped fender like in the 1930's
- C-Single Color
- D-The area between the front fender and hood
- E-The area that extends downward from the bumper
- F-"Sweep Spear" in area usually on the car's side that's a different color than the body color
- G-A front fender that flows back into the door
- H-A domed area of the hood, fender or roof
- I-Drip moulding
- J-Trim mouldings on doors usually to accent window frames



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1957 Ford Tbird. gun metal ext, red int, black porthole top, red softtop, 351 Windsor, 4 barrel, front disc brake, AC, p/window, Borgeson p/steering, auto, cruise control, Alum rad, full hubcaps WWW tires. 50,000 miles **\$51,500**



1957 Thunderbird white ext, red int, black soft top, p/steering, p/brakes, wide white wall tires, 3 spd OD. **\$45,500**



1967 Cadillac de Ville convertible, Ext Venetian blue, white int, p/ 6 way, 340 hp v8, turbo hydra- Matic, p/steering, auto climate control, cruise control, door locks, Am/FM radio, leather perforated for Extra comfort **\$31,500**



1964 Falcon Ranchero, gun metal ext, black int, 302 eng, auto, power bucket seats, p/steering, AC, Styled Wheels, Radial tires, tonneau cover. Restored. **\$26,500**

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