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1932 Ford Model B 5 window cpe, Washington Blue, Black fenders, 201 flathead inline 4 cyl eng, 3 sp manual trans, 12V, \$49,900



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 whand-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**



True or False:

- For the first time, Chevy used newly-developed "plastic" on their dashes in 1940.
- Hudson offered a semi-automatic and an automatic clutch in their cars in 1942.
- In 1941, a government mandate required Buick to replace its aluminum pistons with cast iron ones on their 248 cid straight 8's.
- In 1948, Pontiac changed the name on its "Notch Backs" from "Torpedo" to "Chieftain."
- Unitized bodies were changed to body-off-frame design at Lincoln in 1949.
- Hudson's hydraulic brakes had a backup mechanical system for extra protection in 1948.
- 1946 Ford Super Deluxes had a horn ring instead of a horn button.
- In 1940, Olds offered cars with six or eight cylinder engines for the first time.
- Cadillac introduced its "Sombrero" hubcaps in 1947.
- The wooden body panels on Packard's 1948 Station Sedan were made of maple panels framed with birch.

(Answers on Page 1)



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THE STORY OF A NEW KIND OF CAR BUILT BY **NASH**

**THE NASH AMBASSADOR "600"** sells for the same money as an ordinary low-priced car! It brings revolutionary new economy and sparkling performance to this field with the new six-cylinder sealed-manifold "Flying Scot" engine. With one of the roomiest and safest bodies ever built, the car measures 194 inches over-all from bumper to bumper.

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**THE NASH AMBASSADOR SIX** enters a new lower-price field . . . an entirely new car, larger, more luxurious and with finer performance than last year's Nash Ambassador. Wheelbase: 121 inches, with AEROPower—105 H.P. twin-ignition, 7-main-bearing, valve-in-head engine.

★

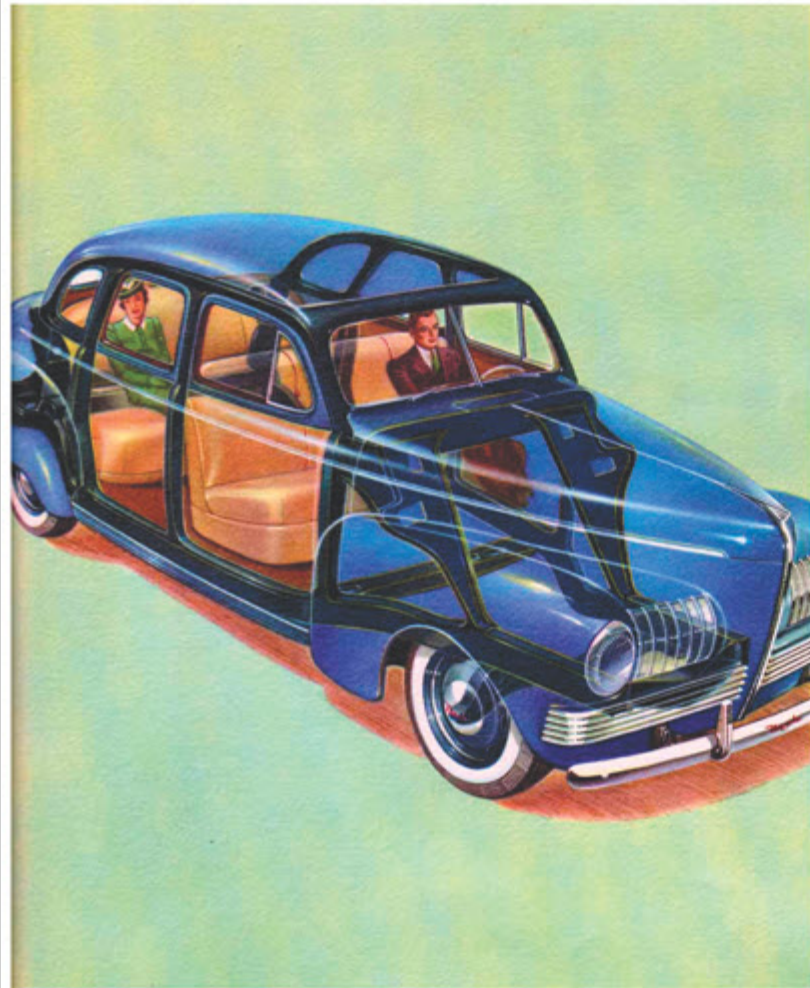
**THE NASH AMBASSADOR EIGHT**—at prices considerably less than last year—puts a new low cost on fine car luxury. On any comparison of appointments, size and performance, you'll find it has but few equals, yet it is in the medium-price range. Wheelbase: 121 inches, with AEROPower—115 H.P. twin-ignition, 9-main-bearing, valve-in-head engine.

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SAVE MONEY EVERY MILE



Nash applies the same principles that revolutionized Airliners and Streamliners . . . and you get

## More Room, AT ABOUT HALF



LITERALLY, it came like a bolt out of the blue—this new idea of building a car body.

For years, Nash engineers had been looking skyward at the tremendous strides in aerodynamic engineering. Airliners were winging across America carrying 40 passengers three times faster, at less cost . . . than did the 8-passenger planes of a few years ago.

Over the rails were gliding new streamlined trains that cut days off of coast-to-coast schedules, and reduced rates of travel to new lows.

A new idea of cantilever construction . . . that of building a body with its load stresses distributed through its span . . . was revolutionizing other forms of transportation—why couldn't it be applied to a low-price automobile?

These aircraft and train designers went to work with Nash engineers . . . and out of their combined efforts . . . out of countless experiments, has come the Nash Unitized Body. A safer car—stronger car—a car with more livable room in it than America has yet seen at anywhere near its new low price.

In place of "dead weight" to secure strength, Nash engineers have built a stronger structure with lighter arched girders welded, one into another—through floor, sides, top, front and rear.

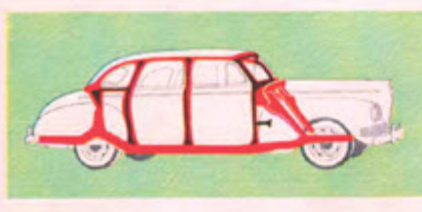
Every pound of steel in the new Nash body has a structural function . . . "trained down," so to speak, like an athlete in condition.

Here's a good indication of how much more room your automobile dollar buys in a Nash. The following figures show the interior room of the lowest priced Nash, compared with a 1940 car that sold for twice the price—

	Nash	Higher Priced Car
Front Seat Width	57½"	57½"
Front Seat Headroom	38"	36½"
Rear Seat Width	50"	51½"
Rear Seat Headroom	36½"	36½"

### NOW—FRAME STRENGTH IS BUILT INTO A CAR BODY!

Look at the Difference in Structural Strength—You can see by the red outlines where structural strength is added by Unitized design . . . both in the length and the strength of the members, while the black lines indicate ordinary body bracing. The members run from front to rear, and span the length of the car.



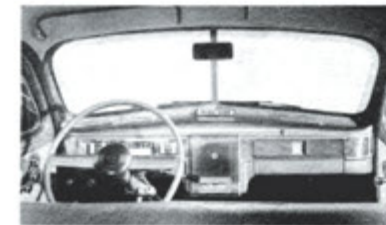
## More Luxury, More Beauty THE PRICE YOU USED TO PAY!

Just as railroad engineers eliminated 70 tons, and built a safer streamlined train body—so Nash engineers have done away with hundreds of pounds of useless weight, and given you a safer, stronger car—more economical to run.

As the result of intensive research, they learned some amazing facts.

The old-time dead weight in a car frame was no longer necessary. Running boards could be made a part of the body. Seats could be made wider! Windows could be larger! More headroom, more leg-room, more luggage-room could be added to create greater comfort.

The car body was lowered . . . a new center of gravity was achieved. And you can sense the



new sureness, the "geared-to-the-road" feel as soon as you drive a new Nash.

Its ultra-streamlined beauty speaks for itself. A design that may re-pattern all cars before it's through. Long, sleek, tapering lines . . . singing with action . . . clean as a hound's tooth. Big and brawny from the front—the whole car nearly eight inches wider than it is high.

This body, too, plays its part in the remarkable smoothness and silence of a Nash. Being a single rigid spot-welded unit, there is no source of annoying rattles and squeaks within the body structure itself.

And, last of all, through the years you own a Nash . . . from its inner web of girders to its rustproofed panels . . . it is built to serve you staunchly, to do away with upkeep costs, and save you money every mile you drive.



**FAMILY FOURSOME!** Cozy, isn't it? Four members of a family in the front seat. You probably won't want to ride four in one seat, but it does show that there's plenty of room to be comfortable under all circumstances. The seat is nearly five feet wide, almost as wide as your living room lounge. And the floor is virtually clear of all obstructions.

• "Let the sunshine in"—and Nash engineers have. Nearly 2,500 square inches of glass area in a Nash sedan. Windshields over two inches deeper and even wider than last year give you new vision.

• These lovely lines are not marred by protruding hinges. Door handles are visually concealed on top of the body belt moulding.

• Look what you get in the luggage compartment! Room for all the luggage you'll want on any trip. There are 20 cubic feet of space. You can even carry a trunk.

• High ceiling. You get it in a new Nash. The roof is 49½ inches from the floor, 36½ inches from the rear seat. You can go high hat, if you want to.

• No Running Board! Yes—there is, concealed inside and kept clean and safely dry by the overlapping of the door. Note the new easy-action rotary door latch.

• This young lady on the curb can peer over a Nash, that's how closely it hugs the road. The car is 8 inches wider than it is high.





# New Nash Ambassadors offer Aeropower at New Low Prices

THESE pages introduce to you the new fine car values represented in the Nash Ambassador series. Benefitting by the same program that makes our lowest price Nash possible . . . Ambassador prices are now in a new low range—for the finest performing, most luxurious cars Nash has ever built.

This is the story of the engine that powers them—and it won't bore you.

Nash engineers began with the power-pattern that holds all speed and endurance records on land, sea and in the air . . . a Valve-in-Head engine.

But in less time than it takes to describe it—your first toe-touch to throttle tells you Nash engineers have done something revolutionary to the Valve-in-Head principle.

A Nash Ambassador Six swings you from 15 to 50 in a single, 11-second swoop. Does it with such casual ease that this giant of power never hums above a whisper.

Its brute strength . . . its lightning change of pace . . . the solid, staunch feel of it . . . make it a tireless traveler, and a frugal one to boot. (The predecessor of this engine won the 1910 Gilmore-Yosemite Economy Run in the fine car class, with 21.76 miles to the gallon.)

And new Nash owners soon find cause for more wonder; in blazing hot August, or in zero January, or on a wet, humid day in April—this engine delivers the same sparkling performance regardless of weather conditions.

What happens inside a Nash engine happens in no other engine in the world.

Intake manifolds are built *inside* the engine . . . isolated from outside weather changes that affect operation. This provides uniform fuel mixture temperatures. The car-

buretor can be adjusted to the leanest of gas mixtures for year around operating conditions.

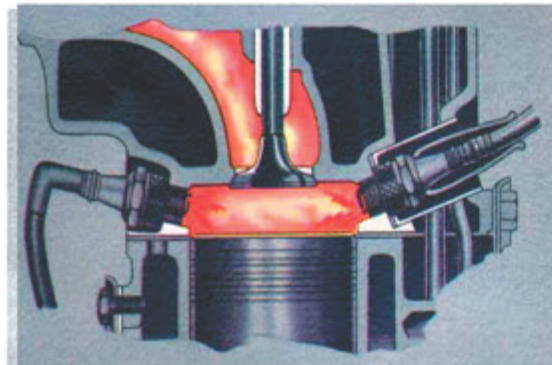
Then AEROPOWER comes into play! With *two* spark plugs per cylinder instead of one, each twisting, writhing charge of gas vapor is exploded with double force. Combustion is far more rapid, complete, and uniform than with single spark plugs.

The great airliners winging aloft have twin-ignition and valve-in-head engines. That is Aeropower!

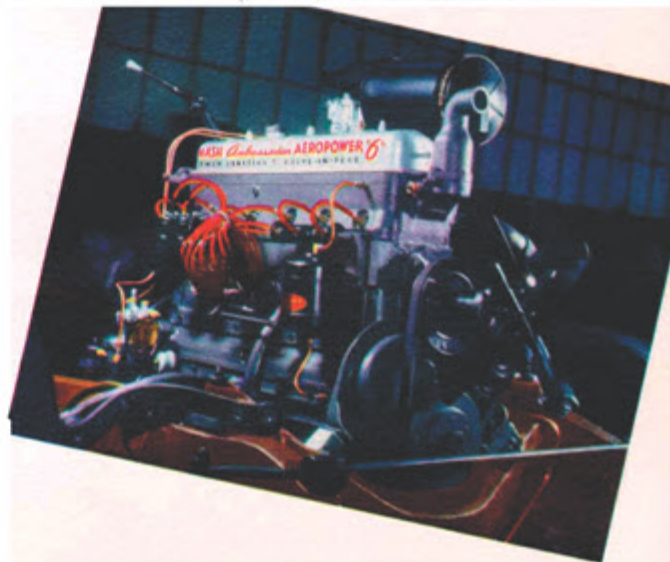
But—of all the world's fine cars—only the Nash Ambassador and Rolls-Royce offer you this supreme engine performance.

And what's more, this precision-built engine includes many fine car engineering features usually found only in cars costing hundreds of dollars more, such as steel-strut aluminum alloy pistons and full pressure lubrication with rifle-drilled connecting rods . . . that means a smoother, sweeter-running engine with longer life and lower up-keep expense even after thousands of miles of trouble-free operation.

Nash Six and Eight engines have a main bearing on each side of each connecting rod. Just as an increased number of men take the strain off a weighted pole, so more main bearings take the strain off an automobile engine.



Exclusive Twin-Ignition Power means there are two spark plugs (instead of the usual one) firing in unison in each cylinder in the Nash Ambassador engine. Fuel combustion is far more rapid, more complete for greater power, livelier all 'round performance and improved fuel economy.



NASH AMBASSADOR SIX DE LUXE FOUR-DOOR TRUNK SEDAN

For sheer streamlined beauty, for size and comfort and luxury and for the finest six-cylindered performance any car offers, you can't match this new Nash Ambassador Six at anything like its new lower price. Here at Nash we're convinced it's the greatest value ever offered the motoring public.

We believe, also, that even in this fast-moving age, a man can still feel a genuine affection for his car. That's why we consulted with leading stylists to give you the choice of the model you want with your own individual combination of colors. The Ambassador Six line is available in six new body types.

## Specifications

**ENGINE**—Valve-in-head; exclusive built-in inlet manifolds cast inside. Bore 3 $\frac{3}{8}$ "; stroke 4 $\frac{1}{2}$ "; displacement 234 cu. in.; taxable h.p. 27.3; developed h.p. 105 @ 3400 R.P.M. 4-point rubber engine mountings. Isothermal fuel system; down-draft carburetor; automatic choke; twin ignition; double automatic spark control; steel-strut aluminum pistons; four piston rings; full length water-jacketing. Seven bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication (rifle-bored connecting rods) of all bearings, piston pins and cylinders; oil filter. Oil capacity 6 quarts; fuel capacity 20 gallons.

**CHASSIS**—121" wheelbase; independent coil spring suspension at front; semi-elliptic prelubricated leaf springs with metal covers at rear controlled by two-way direct-acting hydraulic shock absorbers. Dual arrow-

straight shockproof steering system. Rigid box girder frame with double thickness side rails. Super-hydraulic brakes; cast-iron drums. Front ride stabilizer. All-silent Synchro-Shift transmission; steering column control; automatic cruising gear (4th speed), optional extra. 16 x 6.25 silent ribbed tires. Over-all length—201 $\frac{1}{4}$  inches.

**BODY**—Unitized all-steel; internal bridge-truss construction and integral chassis sub-frame welded into rigid one-piece unit. Completely insulated and sound-proofed with Sand-Mortex applied to body side-panels; spool-type rubber body mountings. Weather-sealed doors. Body and fenders Bonderized to prevent rust. Finish—high-gloss Permalux enamel. Exclusive Nash automatic Weather Eye conditioned air system and sedan sleeping car conversion, optional extra.

**STANDARD EQUIPMENT** . . . Hi-Test safety glass, chrome window reveals and running board mouldings, dual windshield wipers and sun visors, dual horns; center arm rest, dual rear seat ash trays and de luxe steering wheel in trunk sedan; assist cords in sedans and coupe brougham, robe cord in sedans, front door arm rests, front compartment ash tray; rear seat ash tray in sedans; front insert carpet in de luxe sedans, No-Draft ventilation (safety locks except on special sedan and business coupe); ventilating rear quarter windows in sedans and coupe brougham; cloth or Canvas Cloth optional, Foam Sponge seat cushions in trunk sedan, dome light in sedans and coupe brougham, glove box door lock, rotary door locks, automatic choke, voltage control generator, Sealed Beam headlights, bumpers and bumper guards, gravel pads and deflector, spare wheel and tire.



# The Day of "30 Miles to the Gallon" is here!

The Nash Ambassador "600" Is the First Car That Combines 25 to 30 Miles per Gallon Economy and the Handling Ease of a Small Car—with Big Car Size, Comfort, Performance



TODAY—America has a new kind of car in the lowest priced field!

Designed and built—not for just 15 to 20 miles a gallon economy, but for an honest 25 to 30.

Designed and built—not for minimum size and comfort—but to give you the sumptuous roominess and riding ease of a \$1,200 automobile.

Designed and built—not simply to "match" the performance of its competition—but to give you the biggest thrill of your whole car-owning experience!

In a word—a revolutionary new car. A more modern car, a better value, for your automobile dollar!

It offers features rarely found in high-priced cars before—never in those of lowest price.

A "Unitized" streamlined body. The improved Weather Eye Conditioned Air System. A Convertible Bed for vacation trips. A new kind of coil spring ride and amazing economy.

This is the first time, in over a quarter of a century, that any car is so new, so advanced over present-day standards that it can make such sweeping changes in value in the lowest price field.

## MORE THAN 500 MILES ON A TANK OF GAS

Imagine, if you can, driving from Boston to Norfolk, Virginia, and never stopping once for gas.

Imagine making a business trip from Chicago to Memphis without adding a drop of gasoline or oil. Or imagine going on a vacation trip from Grand Canyon to Los Angeles on one filling of the gas tank.

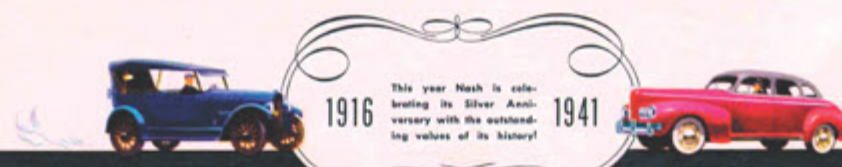
These no-refueling distances sound almost fantastic, don't they? Yet they're the kind of trips you can make on one tankful of gasoline in the Ambassador "600," according to figures brought in by engineers in day-to-day tests in Ambassador "600" cars, equipped with the Fourth Speed Forward.

The engineering records show averages well over 30 miles to the gallon of gasoline at normal driving speeds with the Fourth Speed Forward. The new Nash Ambassador "600" carries a gasoline tank that holds 20 gallons.

Your dealer can doubtless verify this with records made in your own state. You, yourself, when you buy a Nash, will be given a Savings Book in which you can check the savings you make on trips, and in everyday driving.



**NOW A COIL SPRING RIDE ON ALL FOUR WHEELS**—You know how soft coil springs on the front two wheels have revolutionized riding comfort. Most lowest price cars have them and now—see what coil springs on the back as well will do for riding comfort. Nash introduces complete coil springing on all four wheels . . . for the first time in a lowest price car! Nash's springs are of a new type . . . safer . . . proved by millions of miles' use over European roads. Combined with Nash's new exclusive ball-bearing steering, they make this great new car the easiest to handle on the road today.



1916

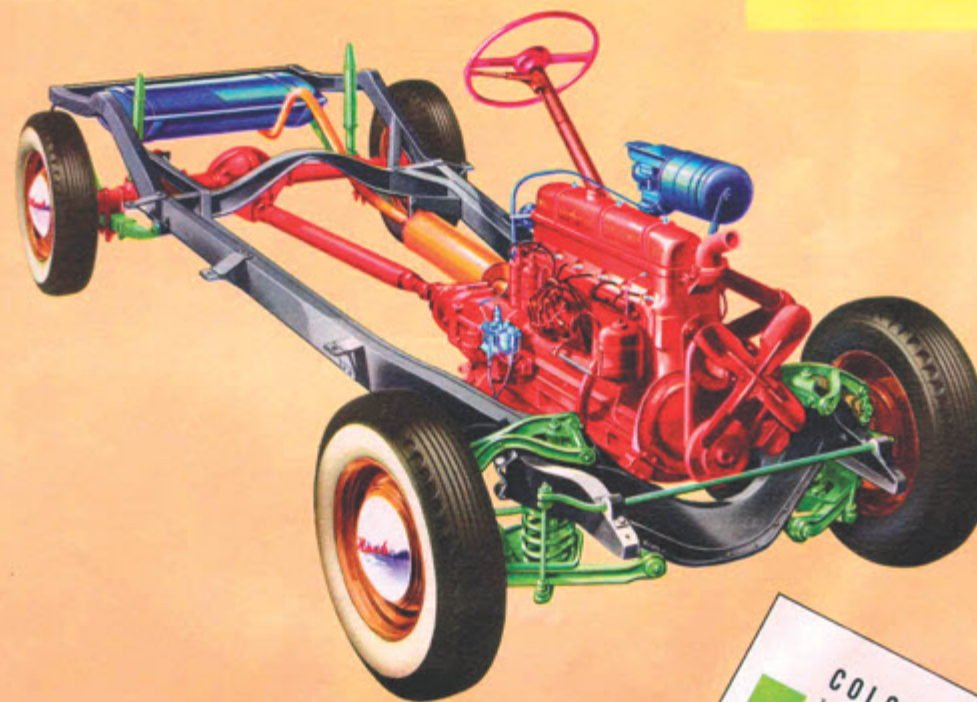
This year Nash is celebrating its Silver Anniversary with the outstanding values of its history!

1941

# The Genealogy of a Great Car

Built by the maker of more than a million and a quarter fine cars with a reputation for dependability and ruggedness known throughout the world

★



The Ambassador Six and Eight chassis pictured above embodies many outstanding engineering developments that add to performance, dependability and long life. Such features as Super-Hydraulic Brakes . . . Hypoid Rear Axle . . . Dual Frame and Independent Coil Spring Suspension are but a few. Others are shown on the opposite page.





(Continued from Page 11)



"And how about Buick's '53 Skylark?" Jim interjected. "That was another super car. It was out of Harley Earl's Art & Colour section, with credit for the Skylark's design going to that section's Ned Nichols, who had customized his own '51 Roadmaster convertible, setting the design parameters of what was to become the new 1953 Buick Skylark.

"It also had front end similarities with 1951's show car, the XP-300. It was truly the line leader for Buick's 50th anniversary in 1953. It showcased the new 322 V-8's. You know we've got one coming in today," Pop added. "It's Rick's and it's a very nice car. It's white with red leather interior, with the first-year 322 V-8 and redesigned 'twin-turbine' Dynaflo. It was an improvement over the previous Dynaflo's in that it had twin turbines in the torque converter between the pump and stator, and was reported to increase torque by ten percent. That provided faster and quieter acceleration without that feeling of slippage that the public called 'Dynaslush' in the earlier transmissions.

"Is that the engine they called a 'nail-head?" Ron asked.

"Yes, it had vertical heads and small-headed valves (nail heads) and a unique combustion chamber that positioned the valves like the Model 'J' Dusenbergs. It was quite an engine! They also had high-domed pistons on the '53's, then the dome height was reduced in '54, which reduced some of the gas pinging during acceleration that the early 322's had. This was also the first year for the 12-volt electrical system and air conditioning. The Skylarks had it all! Besides all of these innovations, they came with power brakes, steering, windows, seats, antenna, and a foot-operated Selectronic radio. To really personalize the car, the steering hub was a gold-colored emblem plate with the owner's name engraved in it."

"Fifty-three was one of my favorite Buicks," Ron said. "You've got to love that massive chromed bar grill and sweep spear styling, and the gun sight hood ornament! The Skylarks had a notched belt line and a unique additional sweep spear over the rear wheel openings. They only came in convertibles in the production cars, with two hard top prototypes which are reported to still exist, and they also had the crowning touch—Kelsey-Hayes wire wheels!"

Just then, they heard a roll back coming down the alley. It had Rick's Skylark on it! As they lowered it down and pushed it into Bay One, the guys gathered around and asked what was wrong.

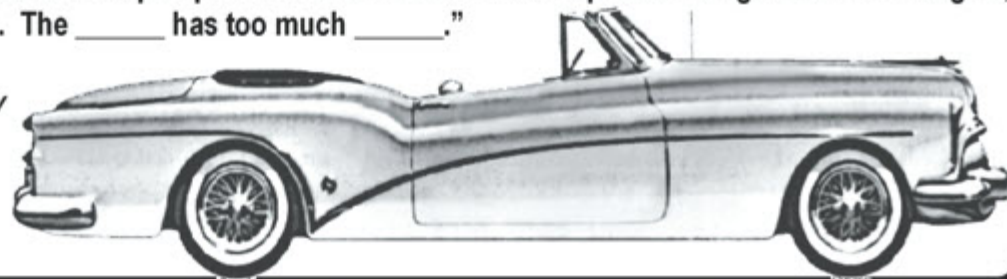
"It was running and driving great, but suddenly it wouldn't move!" Rick said. "The engine and transmission had been rebuilt, all of the parts and machine work were correct, and when I put them back in, it ran and drove great. But in just a couple of miles, the transmission started making a swirling sound at the bell housing, then the car wouldn't move. The transmission went completely out!" he told them.

Pop put the car in the air and pulled the flywheel cover, marked the flywheel and torque converter to assure balance when reassembling, then removed the flywheel-to-torque converter bolts. Then, using a screw driver, tried to separate them. They were jammed up tight with almost no space.

"There should be 1/8" to 3/36" space between them when pushed back," Pop said. "This lack of clearance has pounded out the pump in the transmission. But the problem originated in the engine, not the transmission. The \_\_\_\_\_ has too much \_\_\_\_\_."

Do you know what Pop found?

(Answer on Page 1)



"GATHERING RESOURCES"

My Experience Is...

by Joe Rabelskie



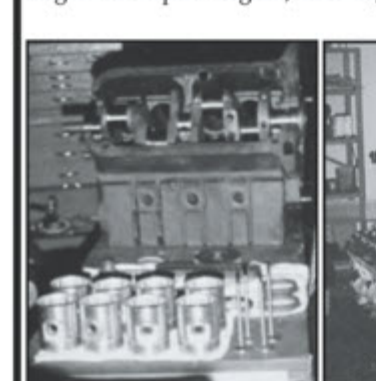
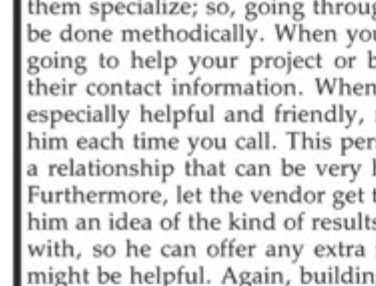
\*From 2007, a tribute to our old friend and restorer, Joe Rabelskie.

When one restores old cars, the most important tools to have are the proper resources. This means knowing where to get the proper parts, quality machine work, accurate specifications, and detailed information about any part of the job that one is not familiar with. In short, restoration (even as a hobby) has become a big business that requires one to put a team together in order to get the job done.

Knowing where to get the right parts no longer means calling your corner store. With the newer parts stores catering to more modern cars, one is lucky to find tune-up parts, brake parts, and oil filters for an old car. One can really consider himself lucky to find an old timer who remembers how to look up parts by dimensions rather than just numbers. These old timers can be quite helpful in finding out where some of the hard-to-find parts can be located. If you can find any of these jewels, stay in touch with them. Ask for them by name when you call and make them part of your team.

Most of the serious parts will need to be bought through specialty companies. In a professional restoration shop, one can usually find trade magazines such as Southern Wheels, where there is an in-depth listing of vendors that will carry just about any part that one might need. Still, there are a lot of vendors, and most of them specialize; so, going through these magazines should be done methodically. When you find the vendors that are going to help your project or business, keep a record of their contact information. When you find someone that is especially helpful and friendly, note his name and ask for him each time you call. This personal touch will help build a relationship that can be very helpful each time you call. Furthermore, let the vendor get to know you. This will give him an idea of the kind of results that you expect to end up with, so he can offer any extra information that he thinks might be helpful. Again, building your team.

Miking and Boring an Olds 350



'48 Caddy Flathead V-8

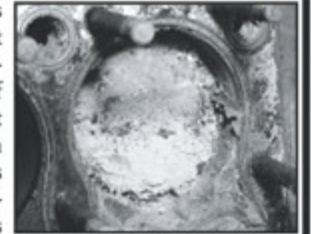
Joe Torquing Heads on 304 AMC

A good machine shop is a must for any restoration shop (professional or novice). With machine shops popping up almost everywhere, it is important to distinguish what kind of shop work they do, as there are several kinds. A few are: production shops which concern themselves with doing a mass quantity of work for many garages (mostly stock, get me back on the road work); performance shops geared towards getting the most speed per cubic inch; and custom shops which do a lot of work that other shops do not want to be bothered with. When working on old cars, the latter is probably the most useful. Moreover, a good machinist that does a lot of custom work will have more diverse experiences; and if you are working on a rare project, that is what you want.

Most of all, when you find a good machinist, get to know each other. When a machinist does not know you, you will get the kind of job that he wants you to have. For example, if a customer has me mike his cylinders and give a report, I will tell him how much wear there is. Then I will tell him what it will take to clean it up perfectly. Cut and dry. But, if I know the customer is just going to drive the car locally and it will never see many miles, I can offer possible alternatives. Our current project engine, a 356 CID straight 8 Packard, is borderline for boring. But it was left outside for a couple of years before we got it and one cylinder sat with water in it. This cylinder needs to be bored at least .040" oversized. If we bore this block, it might end up at the maximum size. This means that if it ever needed to be bored again, all eight cylinders would have to be sleeved. Since pistons and rings for this motor are so costly, we are going to sleeve the one cylinder, hone the rest, use the original pistons again, and save about a thousand dollars in the process. A restorer absolutely wants a good machinist added to his team.

Finding the proper specifications and detailed procedures was once as easy as buying one repair manual covering just about all cars. Now, if you have an old car, one might have to buy several manuals per car and hope that the information is correct. I have seen many manuals give different specifications for the same job. Organizations are also an essential resource for both novices—who can join clubs of people with the same kind of cars—and professionals—who can join organizations of other professionals—in order to consult on or confirm procedures. My experience has been that there is no shortage of knowledgeable people that are willing to share hard-to-find information and experiences.

Many people think that getting the right project is the hard part. It is not. Finding the best parts suppliers, machine shop, and reference materials can make the difference between a real nightmare and a gratifying experience.



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## Southern Wheels Shop Safety Tips ...with Wayne Smith



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# BOLTS, NUTS COARSE or FINE?

Seems like sometimes life is too complicated. Why can't we just have metric or standard, coarse or fine? My coarse nut assortment is contaminated with fine nuts and bolt bin is the same. Decisions, decisions.. Coarse bolts, both metric and SAE are more durable and less likely to strip, but fine are stronger. Coarse are fastest to thread. A 1/2 - 20 bolt moves one inch on the shaft in 20 full rotations, whereas a 1/2 -13 bolt moves the same distance in only 13 revolutions. Fine threads are less likely to loosen under vibrations.

Manufacturing doesn't use fine much because time is money. Most people who know the bolt and nut industry say fine thread fasteners are on their way out.

It gets more complicated when you consider bolt grades. Un-graded or grade 2 like you find at hardware store are not for automotive use, but are fine on your wheelbarrow (my opinion). Grade 5 are used a lot in the automotive industry. Grade 8 have higher tensile strength and are used in big trucks and industrial applications

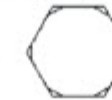
Grade 8 will have will have these six lines on the head



Grade five will have these 3 lines on the head



Grade 2 will have no markings



Metric 8.8 is equivalent to a grade 5



Metric 10.9, 12.9 are equivalent to a grade 8



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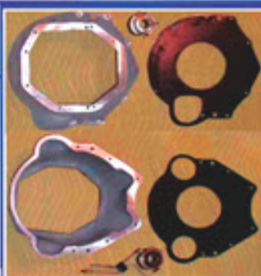
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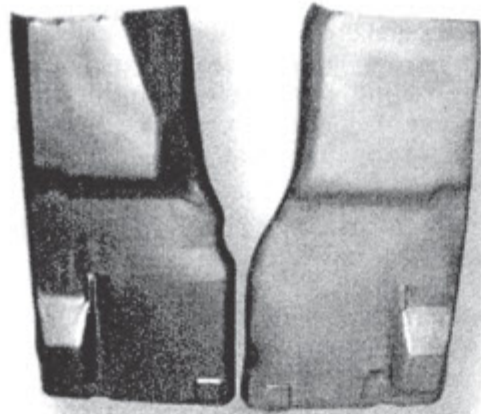




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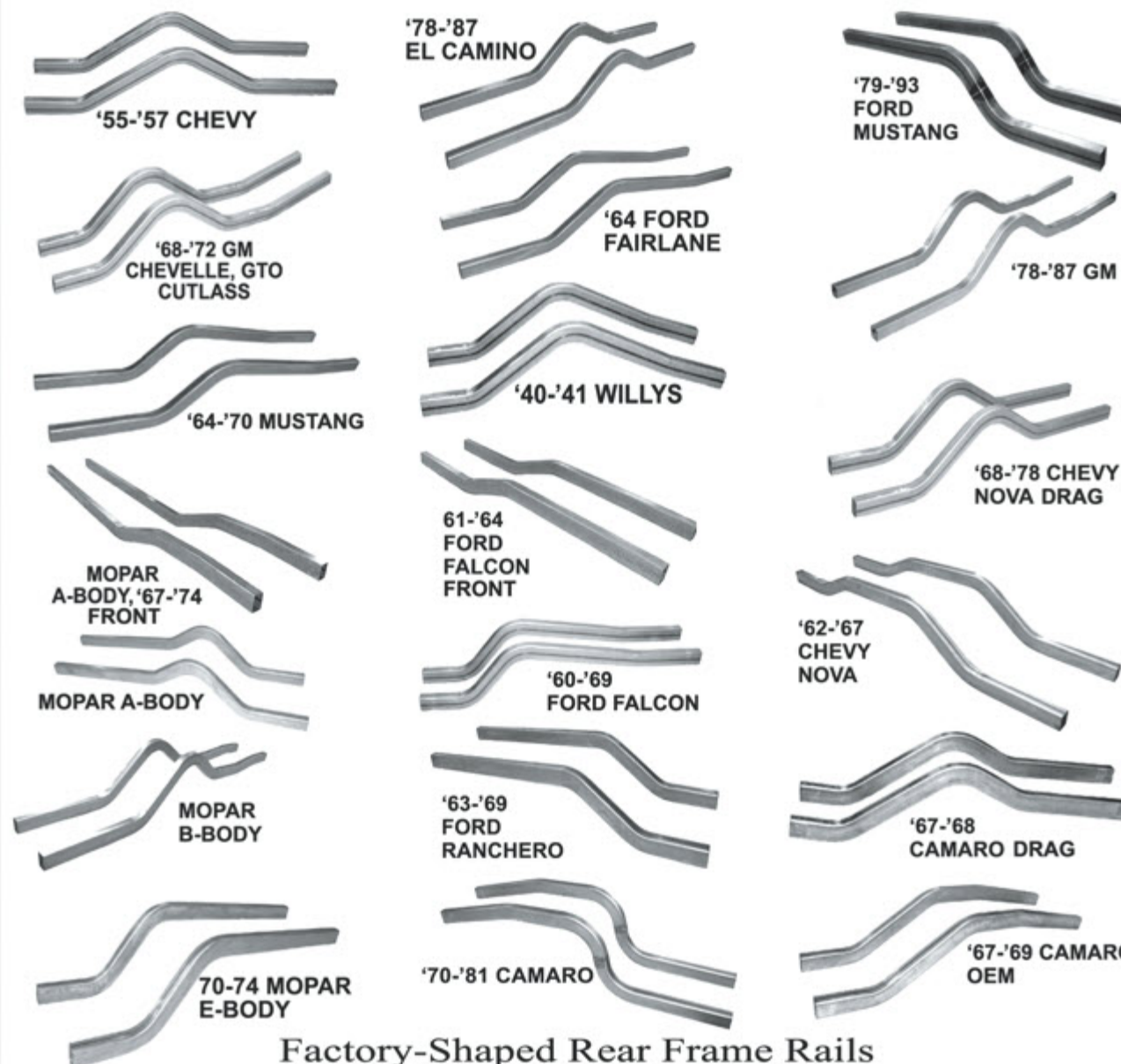
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