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

1958 Rambler Ambassador Country Club Sedan, dash signed by 13 celebrities! \$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.

1956 Chevrolet Handyman Wagon, 15" Steel wheels w/Coker WWW radials, 350 V8, Turbo 400 auto trans, \$36,900.

1963 Studebaker Lark Daytona Wagonaire, 259 V8, 3 sp w/OD, fold-down rear seat, AM radio, Blue vinyl interior, \$19,900.

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

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

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CAR QUIZ

True or False:

1. On a 1936 Chrysler Airflow 8, the spark plug gap is .025" and the breaker gap is .018"
2. On a 1936 D2 Dodge, the spark plug gap is .025" and the breaker gap is .020"
3. On a 1936 Ford, the spark plug gap is .026" and the breaker gap is .014"
4. On a 1940 Graham Super Charger 6, the spark plug gap is .020"-.025" and the breaker gap is .018"-.025"
5. On a 1940 Nash Ambassador 8, the spark plug gap is .025" and the breaker gap is .017"
6. On a 1938 Oldsmobile 8, the spark plug gap is .030" and the breaker gap is .0125"
7. On a 1937 Packard Super 8, the spark plug gap is .036" and the breaker gap is .012"-.018"
8. On a 1936-1946 Plymouth, the spark plug gap is .025" and the breaker gap is .020"
9. On a 1938-46 Pontiac 8, the spark plug gap is .020" and the breaker gap is .0125"
10. On a 1940 Studebaker President 8, the spark plug gap is .025" and the breaker gap is .020"

(Answers on Page 1)

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ASK DAVE

Q: Hi Dave, I know you guys are Packard lovers and I have a question for you. I have a 1946 Packard Super Custom Clipper 8 with electro matic clutch. The symptom is the clutch has too much slip on full throttle starts in all gears. What do you suggest? Thanks, Phil

A: Hi Phil, screw the front end valve body plug in 1/4 turn at a time until engagement becomes satisfactory. I would also suggest a motors manual. We have a manual contact at Lloyd's Literature, 1-800-292-2665, or there are some online. Good luck, Dave

A 30 year Tradition - The Annual Packard Swap Meet

Announcing the Annual Packard Parts Swap Meet, hosted by the NorCal Packards. For one day only the large paved parking lot of the USA World Classics Event Center in Vallejo is filled with vendors selling everything your Packard needs. NOS parts, tune-up and maintenance items, memorabilia, and lifetimes of Packard knowledge is yours for the asking (and the right price).

Bring your Packard to the swap meet - we have spaces reserved to show or sell your classic. As is our tradition, the Packard Swap Meet welcomes our fellow Classic Car collectors with room for all makes of CCCA Classic Cars.

Whether you want to show your Packard, buy a Packard, Packard parts, or setup a table and sell your Packard parts, there is room for you at the Annual Packard Swap Meet. Plus, coffee and donuts will be served.

When: Sunday, Sept. 7th from 8am to 1pm

(vendors setup at 7am)

Where: USA World Classics Event Center parking lot

1525 Sonoma Boulevard

Vallejo, CA 94590

Free to all attendees

Swap meet spaces (10'x20') are \$25.00

For Sale cars \$10.00 per car

Want more details?

Christopher Slater 408-599-9103 / gladstone.cottage@gmail.com



ASK MR. BAKER

*Mr. Baker,
Can you show me how to diagnose the
various problems a spark plug might have?*
Matt



First of all let's start with a normal, used spark plug with no damage, no deposits. The slight amount of crusty deposit is normal, but the plug should be cleaned and re-gapped before it's re-installed.



This plug is considered to be oil-fouled. This happens when excessive oil enters the combustion chamber, due to piston ring wear or a bad PCV valve, among other problems.



A carbon-fouled spark plug has soft, black, sooty deposits on it. Check for the correct heat range. You might need a hotter plug. If the heat range is correct, check for a too-rich air/fuel mixture, weak ignition, or too much start-and-stop driving.



Sometimes a spark plug is simply worn, as this one. The rounded electrode tells you the plug should be replaced. Misfiring under load is an indication that you might have worn plugs.



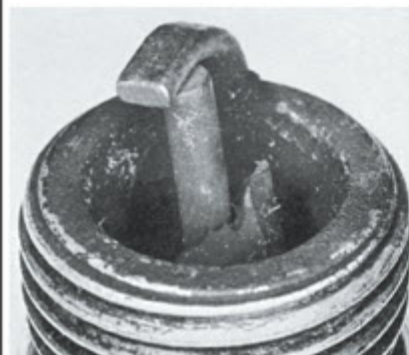
This plug is ash-fouled. Light brown or whitish deposits indicate burning fuel additives or oil additives during normal combustion. This must be removed from the plug, as large amounts will cause misfiring.



After a tune up, deposits might break loose from pistons and valves and splash against hot plug insulators. This is called "spash-fouled." Try cleaning these plugs first, before routinely replacing them.



ASK MR. BAKER



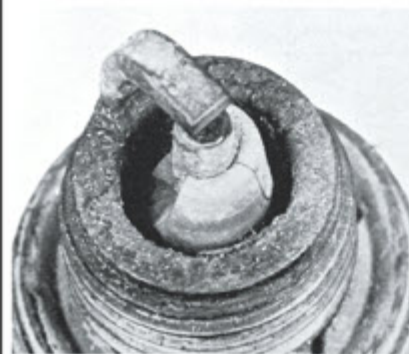
Mechanical damage to a spark plug can occur when a foreign object gets into the combustion chamber, or even incorrect plug installation. Take care not to let anything fall into the spark plug holes, and be sure to install the plugs correctly.



Look at this plug's electrodes. Deposits have formed between them and have "bridged" the gap. Gap bridging causes a short. This can happen after a tune up, or if there is poor oil control in your engine. Cleaning might save this plug, otherwise it must be replaced.



This plug's insulator is "glazed" due to frequent hard acceleration, which causes the plug's temperature to rise. Normal deposits then melt into a conductive glaze that can't easily be cleaned off. Replace with a plug one range colder to prevent this problem.



Look closely at this plug's insulator and notice the crack. This has been caused by "detonation," a form of spark knock when explosive burning of part of the air/fuel mixture happens just after ignition. Overly-advanced timing, lean carburetion or low octane can contribute to this.

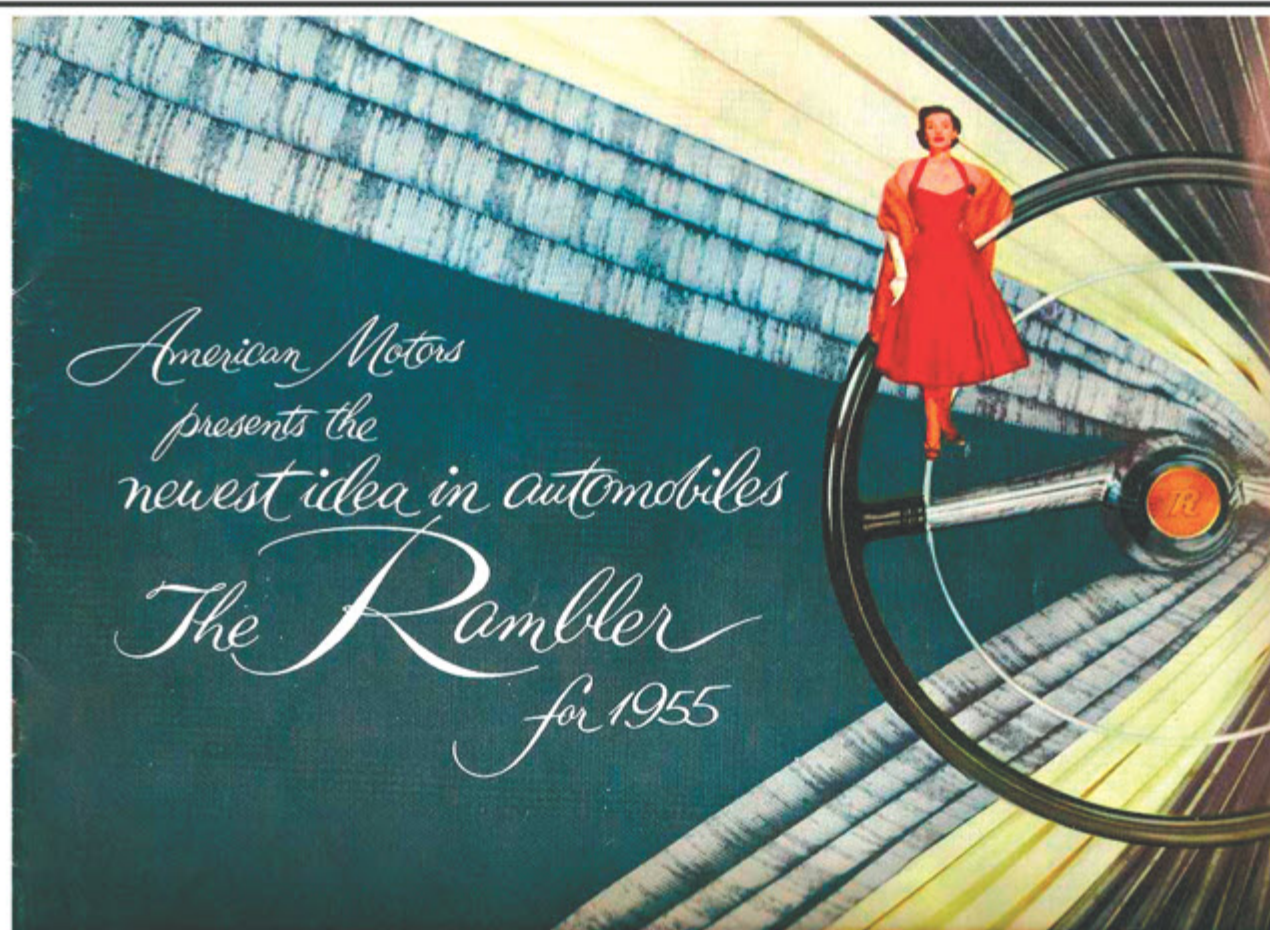


This damage was caused by pre-ignition, or ignition of the air/fuel mixture before the plug fires. Deposits in the combustion chamber can cause hot spots that combust, or crossfiring between plug cables can cause pre-ignition, as well as plugs that are much too hot for the engine.



This plug has been over-heated. The clean, white insulator is typical, along with excessive electrode wear. There might also be blisters on the insulator. The plug might be too hot for the engine, but over-advanced timing can do this to a correct plug. A bad cooling system, or lean air/fuel mixture can also be to blame.

*Matt,
Hope this helps identify the ills that can affect your spark plugs!*
Mr. Baker



IT HAD TO COME!

We of American Motors believe the time has come for a new idea in automobiles—

• • The time has come for nimble, more agile cars, quicker in traffic, easier to park on crowded streets.



• • The need is here—for more versatile cars, real work-and-play family cars, better designed for cross-country travel



needs...even with complete All-Season Air Conditioning! • •

The time has come for greater safety in automobiles...stronger in construction, easier to handle, safer on curves.

• • The time has come for lower operating costs...for cars that can travel up to 600 miles on a tankful of gasoline. • • And the time



is here for a truly fine car, economically priced, built without one single compromise...a car that bows to none—in



features—in comfort—and in performance. • • We have built

that car. It is here today, ready for you to see and drive...the Rambler! • • See

it. Enjoy it. Then see if you don't agree that this is the start of a whole new motoring trend.

The new 1955 **Rambler**

NEW IDEA! Whether it's below zero or scorching hot, you travel in living-room comfort. All-Season Air Conditioning cools faster, warms faster. It's the year-'round system that Heats...Cools...Ventilates...Filters.

Even the **air** is new!

You enjoy a whole new Kind of Comfort with Complete All-Season Air Conditioning

Now you can have the greatest safety, health and comfort feature ever built into an automobile—All-Season Air Conditioning—at a price millions can afford. Think of the enjoyment of year 'round comfort...thermostatically controlled heat in winter...cooling air-conditioning in summer! Think of breathing fresh, clean air all year-long, filtered free of dust and pollen...safely free of monoxide exhaust fumes! Think of resale value!

Your Air Conditioned Rambler will be worth far more when you trade or sell it! Yes...the revolutionary new All-Season Air Conditioning System* is the greatest health and comfort feature ever built into an automobile. It makes possible the "just-right" temperature inside your car in every season. And it's priced far lower than other comparable air conditioning and heating systems on the market.

*Patents Applied For.

NOW YOU CAN OWN A COMPLETELY AIR CONDITIONED RAMBLER FOR LESS THAN THE PRICE OF AN ORDINARY CAR!

One single system heats, cools, ventilates, filters with one-knob temperature control. Safest, simplest, fastest system known. An exclusive American Motors development.

Not one single inch of trunk space is used to hold Air Conditioning unit as in other cars. The Rambler All-Season system is contained entirely forward of the instrument panel.

HERE IS IRRESISTIBLE GLAMOUR ON WHEELS

Created to Your Discriminating Taste

Never before have you seen a car so gay, so smart, so beautifully glamorous inside and out. There's glamour that catches the eye and quickens the pulse in the long, rakish "Continental Styled" lines...in the wide sweep of the broad windshield...the low-recoiled hood...in the flair of the distinctive Road-Guide Fenders that serve as a real guide in passing or parking...in the distinctive Continental Rear Tire Mount.

Open the door and see fabulously beautiful interiors. Here are irresistible rich leathers, exquisite nylon jacquards—all in gay, fashion-smart colors that harmonize deftly with the new exterior two-tone and solid colors.

Yes—when you own a 1955 Rambler, you enjoy "Glamour on Wheels"—the car that is boulevard-smart and a highway-delight.

The Rambler Country Club, at right, is in Coral and Snowberry White. Note below the distinctive Charcoal Gray and white interior, the quilted two-tone vinyl doors. No car on the road, at any price, offers more luxury, more smartness, more glamour!



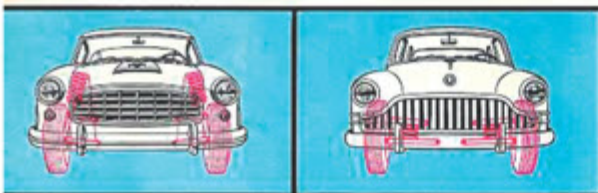
RAMBLER CUSTOM COUNTRY CLUB—A "two-in-one" car that offers the fun of a convertible with the snug comfort of a sedan. Combines ultra-smart Continental lines with beautiful interiors designed to harmonize with body colors.

discover something
absolutely new...

The Deep Coil Ride



BACK SEAT COMFORT as smooth as the front with new balanced springing. Front and rear springs oscillate at the same rate to give you an "even-keel" ride on any type of road. New "tension type" rear spring shackles provide a variable spring effect for uniform riding comfort.



NOW YOU SEE THE DIFFERENCE! Rambler Deep Coil Springs put car weight and center of gravity between and below the springs, instead of above the springs, as in other cars. Note how springs are longer, braced outward like "Sea Legs".

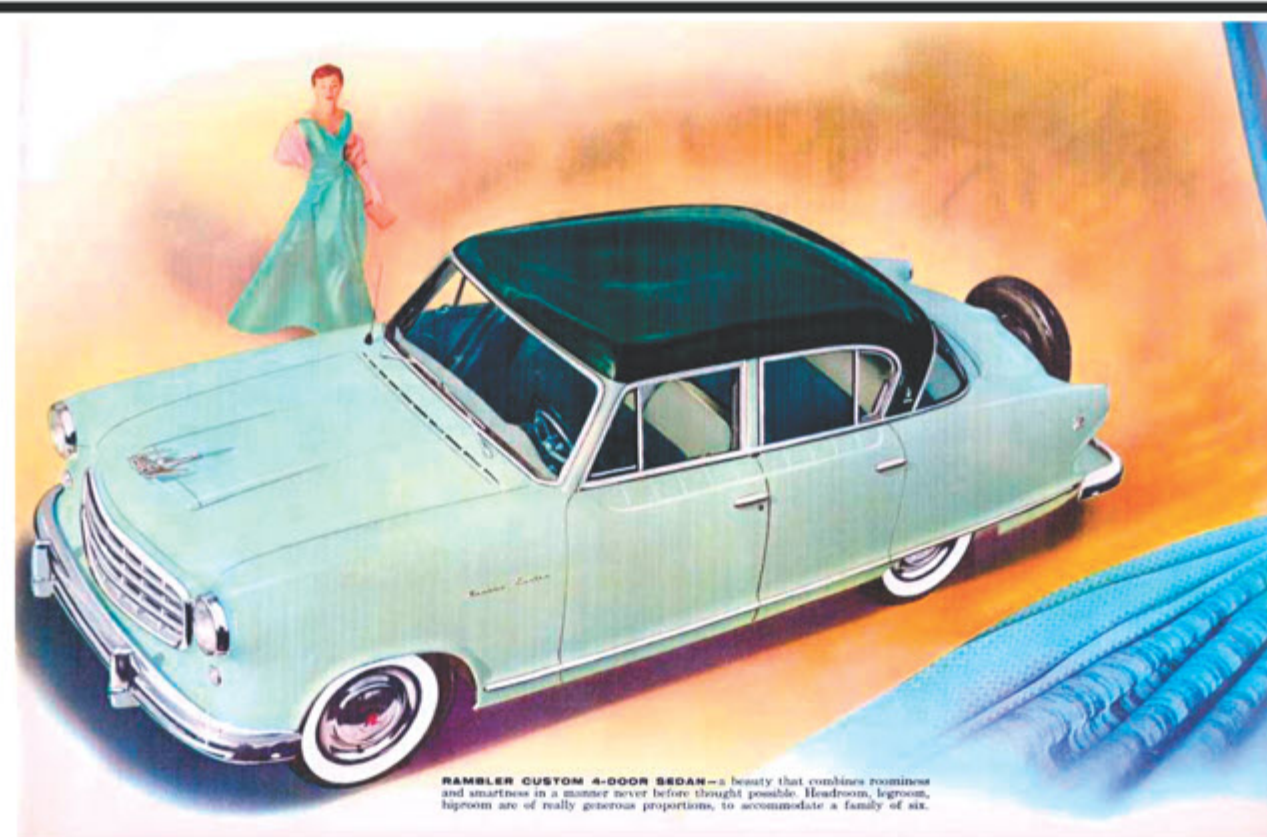
OLD-STYLE SPRINGS are close together, offer little resistance to side-sway. Notice how much shorter ordinary springs are—lacking the length and suppleness to absorb shock. Compare the Rambler ride with any ride you've known before.



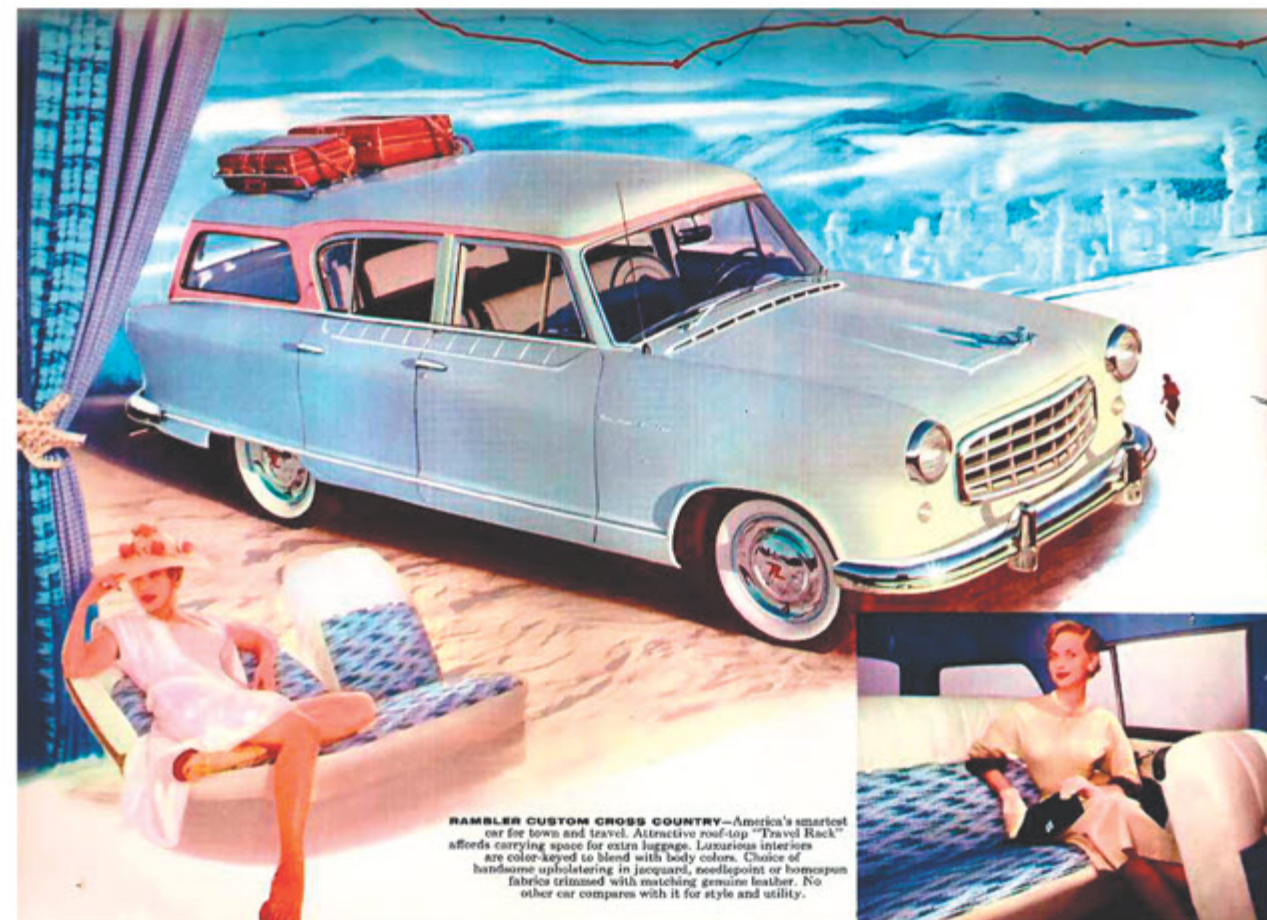
TWIN TRAVEL BEDS. Great for vacation, fishing, hunting and camping trips. Right-hand seat can be made up separately—ideal for resting children and keeping them on their "nap schedule" while traveling. Available in 4-door models.



AIRLINER RECLINING SEATS—another Rambler exclusive. Driver and front-seat passengers can change the angle of seat-backs at lever touch to reduce tension and banish the strain of long trips. Available in all models.



RAMBLER CUSTOM 4-DOOR SEDAN—a beauty that combines roominess and smartness in a manner never before thought possible. Headroom, legroom, hiproom are of really generous proportions, to accommodate a family of six.



RAMBLER CUSTOM CROSS COUNTRY—America's smartest car for town and travel. Attractive roof-top "Travel Rack" affords carrying space for extra luggage. Luxurious interiors are color-keyed to blend with body colors. Choice of handsome upholstery in jacquard, needlepoint or homespun fabrics trimmed with matching genuine leather. No other car compares with it for style and utility.

The New Idea in Station Wagons

The Smartest Thing on Wheels! The Most Practical Car You Can Buy!

Rambler "CROSS COUNTRY"



LOOK AT THE EXTRA LUGGAGE you can carry on your vacation trips with the smart new "Travel Rack"—standard at no extra cost. Plus amazing room for other baggage and gear behind the rear seat.

Yes, it's the Newest Idea in Cars for the new needs of fast-moving, far-traveling, do-it-yourself Americans. A large four-door family sedan, smart enough for a Fifth Avenue wedding, yet with all kinds of utility capacity that make it the most practical car you can buy. For long-distance travel you simply can't find its equal. Think of having Airliner Reclining Seats to "nap" the children, Twin Travel Beds for camping . . . and that handy Travel Rack for extra luggage. Inside, you'll see the most luxurious interiors ever designed into a car so practical—the finest fabrics and genuine leathers, blending with the eye-catching exterior body colors. The rear seat folds down flush with the floor to give added "pay-load" capacity.



HERE YOU SEE the vast expanse of interior luggage space behind the rear seat. It's the perfect place for stowing parcels when shopping, packing picnic supplies . . . it can even double as a play-pen for the toddlers in the family. See the Rambler Cross Country—America's low-priced 4-door station wagon.

DROP THE TAILGATE, fold rear seats forward, you have a steel platform nearly seven feet long to carry utility loads. With tailgate closed, you have 60 cubic feet of enclosed cargo space.



IT SCAMPERS UP THE HILLS! Drive a Rambler in the mountains. You'll thrill to the way it takes the steepest grades—clings to the curves like a mountain-climber.



a **brand new**

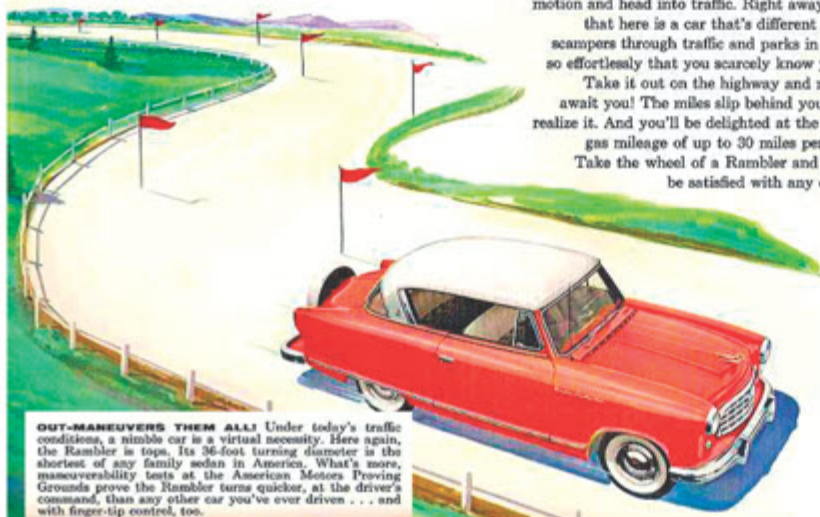
kind of
performance

...with the shortest turning radius
of any family car in America

Slip behind the wheel and get set for an entirely new experience in motoring. Set your new Rambler in motion and head into traffic. Right away you'll realize that here is a car that's different . . . that scampers through traffic and parks in its own shadow so effortlessly that you scarcely know you are driving.

Take it out on the highway and more new thrills await you! The miles slip behind you before you realize it. And you'll be delighted at the money-saving gas mileage of up to 30 miles per gallon.

Take the wheel of a Rambler and you'll never be satisfied with any other car again.



OUT-MANEUVERS THEM ALL! Under today's traffic conditions, a nimble car is a virtual necessity. Here again, the Rambler is tops. Its 36-foot turning diameter is the shortest of any family sedan in America. What's more, maneuverability tests at the American Motors Proving Grounds prove the Rambler turns quicker, at the driver's command, than any other car you've ever driven . . . and with finger-tip control, too.



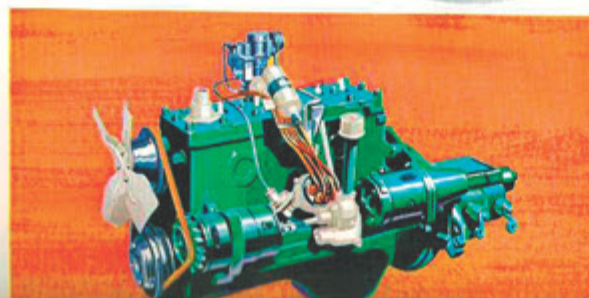
80% of driving is in traffic. You get around town so much quicker, so much easier, when you drive a Rambler.



You park in places others have to pass by. And it's so easy to turn too, even for the most delicate lady driver.



RAMBLER TWO-DOOR SEDAN—the ideal car for those who want the finest transportation at the lowest cost. Every spacious inch speaks of outstanding Rambler quality.

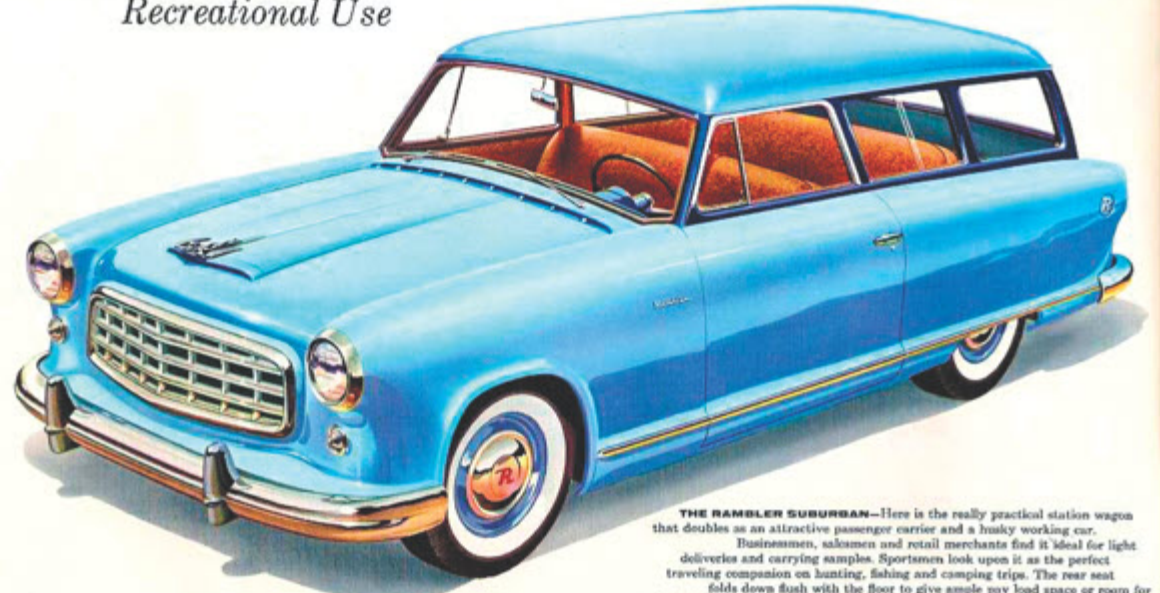


Super Flying Scot Engine The Heart of the New Rambler

Up to 30 miles a gallon with performance that gives a new thrill to driving. Here is the stout heart of the Rambler, the Super Flying Scot engine, with a compression ratio of 7.3 to 1. This amazing economy is possible with regular gasoline, too. The famous Iso-Thermal intake manifold assures more constant temperature control in all weather. Beneath the hood is the secret of unmatched Rambler responsiveness, performance and gasoline economy.

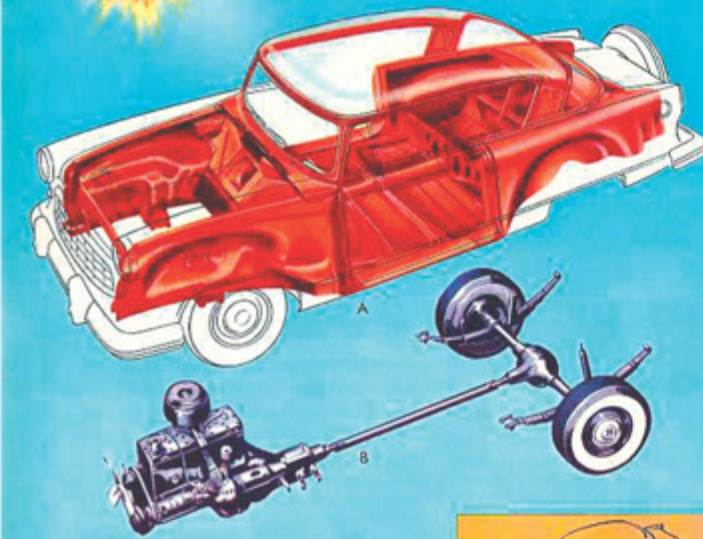
America's Most Practical Utility Car

*Designed for Personal,
Business and
Recreational Use*



THE RAMBLER SUBURBAN—Here is the really practical station wagon that doubles as an attractive passenger carrier and a husky working car. Businessmen, salesmen and retail merchants find it ideal for light deliveries and carrying samples. Sportsmen look upon it as the perfect traveling companion on hunting, fishing and camping trips. The rear seat folds down flush with the floor to give ample pay load space or room for beds on trips to the fields and streams. Then—presto—it is a smart, stylish passenger car, equally at home at the opera or club. The Rambler Suburban—today's top-value utility station wagon—is available in striking solid colors and two-tone exterior combinations.

New Double Strength Unit Body Brings You Life-Saving Safety . . . Stays New Years Longer!



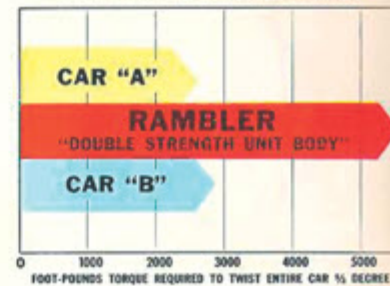
THE NEW AND MODERN WAY! In Rambler, the entire body-and-frame (A) is a solid, welded unit constructed together. The engine, transmission, and Hotchkiss drive line assembly (B) is secured to the independently rigid unit body structure. The simplicity and complete integration of Double Strength Unit Body Construction are shown graphically by a comparison of the Rambler method (above) with the conventional method (right).

IN OLD-TYPE CONSTRUCTION, (right) the lighter body rides "piggy-back" on a frame, joined by body bolts that eventually loosen and rattle. Note the lack of bracing forward of the body coil, where protection from accident impact is needed.

The 1955 Rambler introduces safety and durability not available in any other low-price car today . . . torsional-strength the costliest cars in America have not matched!

It's an exclusive American Motors development proved by 75 billion driving miles . . . Double Strength Unit Body construction. In Rambler, the entire body and frame are one solid, welded unit, with heavy steel girders surrounding passengers and engine compartment. Lift the hood and you'll see the difference—the extra girder sections that protect you and yours from impact.

TORSIONAL DEFLECTION TEST



ACTUAL SCIENTIFIC TESTS show that the Double Strength Unit Body Construction has twice the torsional strength of cars built the ordinary way—with separate body and frame. The bar chart above showing the results of the torsion test illustrated below, give graphic proof. This better way to build an automobile affords double resistance to twist and strain.



It Took American Motors To Do It!

**never before
have cars
so fine
been priced
so low!**

Yes, we are proud of what we have achieved in the Rambler—the first new car from American Motors.

Never before at Rambler price could you buy an automobile built so strongly, nor to so high an ideal of quality. Never before at this low price could you enjoy Air Conditioning, Hydra-Matic Drive, Deep Coil Ride, Double Strength Unit Body, Weather Eye Heating and Ventilating System, Tubeless Tires, Airliner Reclining Seats, Twin Travel Beds, Complete Rust-proofing, Genuine Baked Enamel Finish—and many more "finest-car features." Never before has such luxury of styling, fabrics and appointments been available in a car millions can afford. And never before has a car been created with the handling ease that belongs to Rambler alone.



NOW, the greater safety and far longer life of Tubeless Tires are yours in the Rambler. Tubeless Tires offer increased resistance to heat and punctures, enables quicker starting and stopping, with added pleasure of carefree driving.



RAMBLER ALONE in the low-price field offers you Dual-Range Hydra-Matic Drive—the same as America's high priced cars. You also have your option of Automatic Overdrive and Standard Synchronesh transmissions.



100% BONDERIZING of all sheet metal plus double-baked enamel (instead of the usual synthetic lacquer) gives the Rambler a lustrous, longer lasting finish . . . keeps its "new-car" appearance throughout the long life of the car.

BAKED ENAMEL
BAKED ENAMEL
PRIMER
PRIMER
BONDERIZING
METAL



YOU'RE JUST A LITTLE BIT PROUDER than anyone else on the road when you sit behind this smartly functional instrument panel with beautiful colors that match the exterior, sweeping smoothly around the easy-to-read instrument cluster.

YOU'LL ENJOY THE WORLD'S FINEST HEATING AND VENTILATING SYSTEM

The famous Weather Eye heating and ventilating system with control at your finger-tips, enables you to ride without wraps, even in mid-winter. You enjoy fresh, warm air—free of fogged windows, dust or dirt. The efficient—above the hood—air intake scoops in clean air at cool level, not down at the dangerous "monoxide" level.



LOOK AHEAD . . . LOOK AROUND! You get the safest view of the road close ahead over that low, sloping continental hood with high, "Road-Guide" fenders—spectacular vision in every direction—for driving, for backing, for parking. In your new 1955 Rambler you enjoy "observation-car" visibility every mile you drive.

vital facts about the 1955 Rambler



ALL RAMBLER MODELS are built the new and better way—with Double Strength Unit Body Construction. Body-and-frame are one single unit for greater strength, safety, rigidity and quietness . . . Every Rambler is Bonderized to resist rust and weather corrosion . . . Every Rambler is finished with Perma-Lux baked enamel to assure lasting beauty . . . Rambler 4-Door Sedan and Cross Country Station Wagon models are on a 108" wheelbase. Other models are on a 100" wheelbase . . . The 1955 Rambler has the shortest turning radius of any American car . . . Anti-friction suspension bearings provide new

steering ease . . . All 1955 Ramblers have as standard equipment the All-New 6.40 x 15 Tubeless Super-Cushion Goodyear Tires. Whitewall tubeless tires are available as optional equipment.



AMAZING ECONOMY and superbly smooth performance are outstanding characteristics of the famous Rambler Super Flying Scot L-Head Engine. This efficient power plant has a high compression ratio of 7.3 to 1 and features Sealed-In Iso-Thermal Intake Manifold and Full-Length Water Jackets. The 20-gallon gas tank means fewer stops for gasoline.



A VARIETY OF EQUIPMENT, new colors and smart interior trim selections is available on all Rambler models. Your dealer will be glad to describe them to you. In addition, you can enjoy the world's

finest car Air Conditioning System—All-Season Car Air Conditioning. Airliner Reclining Seats and Twin Travel Beds are likewise available at extra cost. You have three transmission choices on all Rambler models—Dual-Range Hydra-Matic and Automatic Overdrive at extra cost—or Standard Synchronesh. Complete specifications furnished by your dealer on request.

AMERICAN MOTORS
means
More for Americans



ALL AMERICAN MOTORS DEALERS FROM COAST TO COAST

SELL AND SERVICE THE NEW 1955 RAMBLER

Chrome is Always In Style



Celebrating
60 Years of
Service!

ADVANCED PLATING
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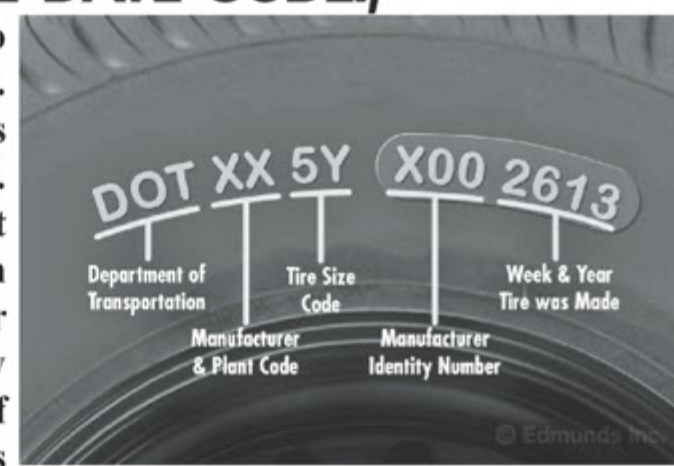
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Southern Wheels
Shop Safety Tips
...with Wayne Smith

from Dependo Rent-all
TIRE SAFETY
(READ THE DATE CODE!)



One of the hardest things for me to do is to toss a perfectly good tire out. How about you? It looks good, has good tread, it is just 10 years old. Our projects stay in the garage most of their lives and don't get driven enough. I don't think I have ever worn out a set of tires on any of my projects over the past 45 years of building and driving them. Takes all my time to work to afford them. My point is from a safety stand point we should not drive with old tires. How old depends on who is recommending. Six to ten years seems to be the norm. Too many factors determine how long a tire lasts. Does it sit in the sun? How many times has it hit the curb? Has it been plugged? You see what I mean?

The tire above was made the 26th week of 2013. All tires after 2000 have to have the date code. When you buy tires, make sure they are new and not several years old. Please never buy used tires, because you don't know how they have been maintained and surely will be too old.

In 2008 an owner in Georgia of a 1998 Ford Explorer needed a tire and ended buying a used one. Two weeks later the tread suddenly separated from the tire. The Explorer went out of control and hit a motorcycle, killing its rider. The tire was 10 years old. The investigation of the cause of the accident that killed the actor Paul Walker revealed that the Porsche had 9-year-old tires and may have compromised their drivability and handing.

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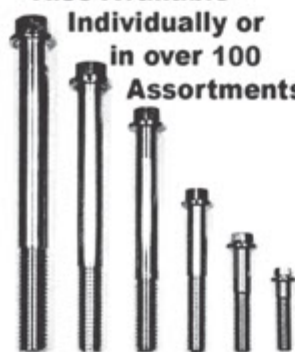
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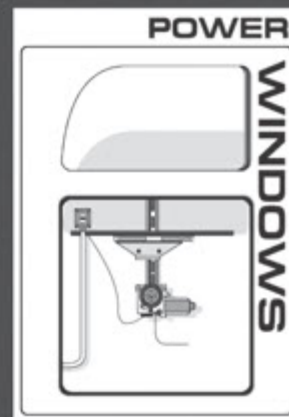
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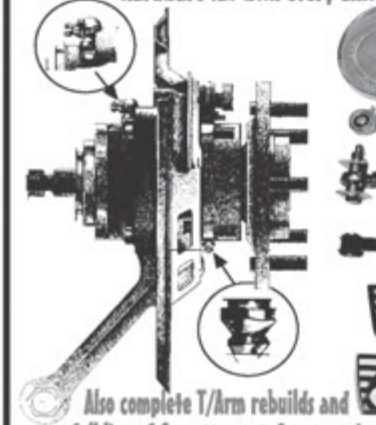
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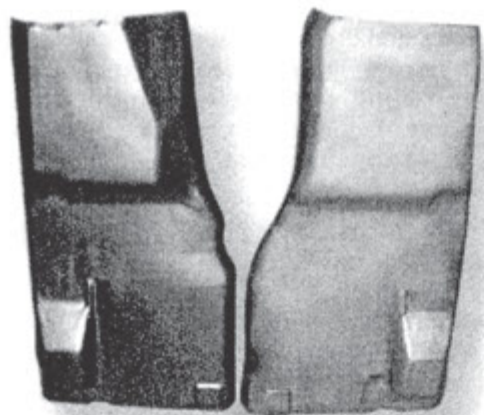




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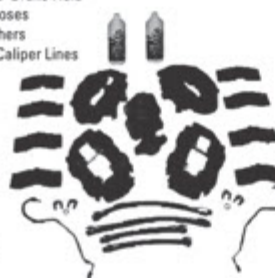
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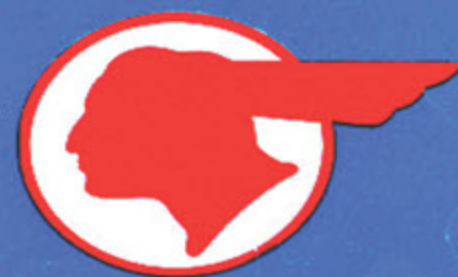
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