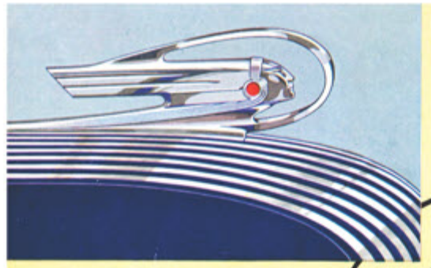


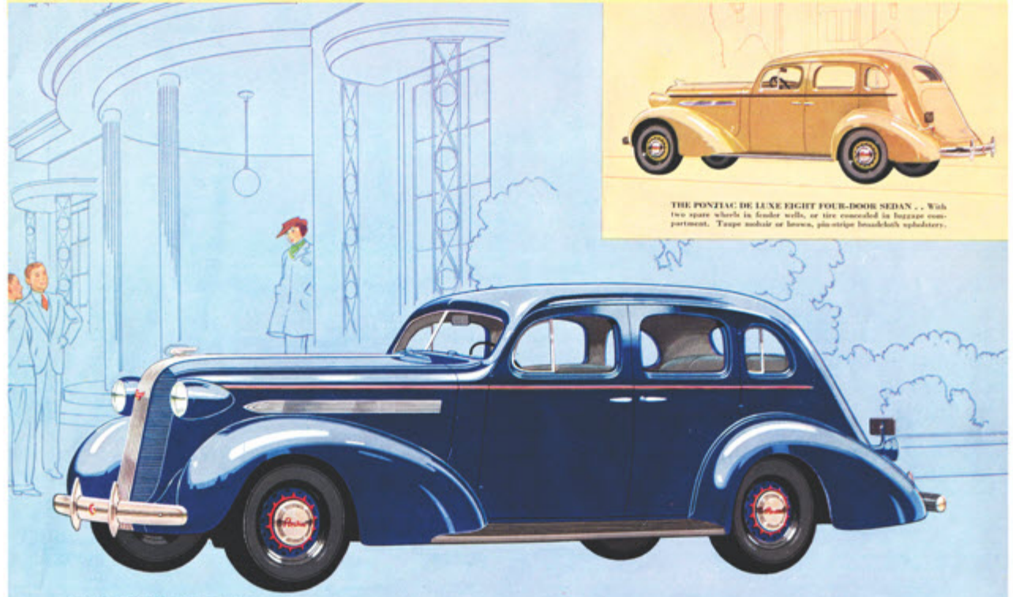
# Pontiac

SIXES AND EIGHTS

In 1935, following many years of successful manufacturing of cars renowned for their reliability, Pontiac produced its first car with the now-famous Silver Streak. America promptly christened it *the most beautiful thing on wheels*. It seemed impossible, then, to improve on Pontiac's smart "speedline" design but—well, look at the new models on the following pages. You will surely agree that the 1936 Pontiacs are even more beautiful than the first Silver Streaks! That's the *outside* story of the 1936 Pontiacs. The *inside* story is even more remarkable, for the new Six and Eight are *built to last 100,000 miles*, and the entire history of motoring contains no finer pledge of quality.

At the end of this catalog you will find a partial list of the 101 fine-car features that make such dependability possible. But merely reading them can give you only a slight idea of what they mean in the way of greater safety, comfort, performance and economy. If you have not already done so, *drive* the cars that are built to last 100,000 miles. It is the one way to prove that the low-priced Pontiac Six and Eight actually do provide *all that's best of all that's new*.

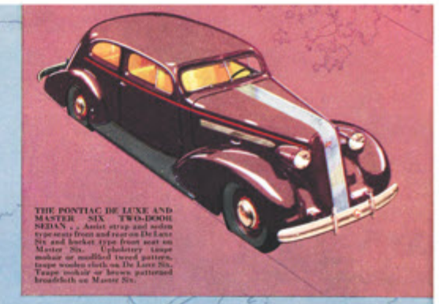
THE PONTIAC DE LUXE EIGHT FOUR-DOOR SEDAN . . With two spare wheels in fender wells, or tire concealed in luggage compartment. Taupe mohair or brown, pin-stripe broadcloth upholstery.



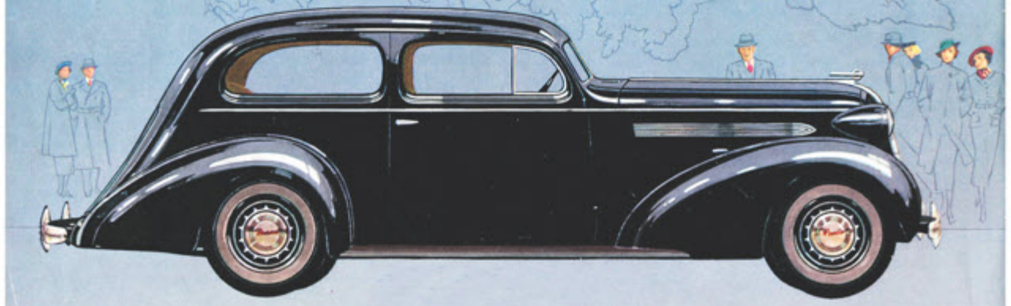
THE PONTIAC DE LUXE SIX FOUR-DOOR SEDAN . . The most beautiful interpretation of this body type on the highways. Sidewalls and seats upholstered in taupe mohair or modified tweed pattern, taupe woolen cloth. Rear compartment has arm rests, ash tray in back of front seat, assist straps, recessed foot rest. Front compartment has upholstered combination door handles and arm rests and instantly adjustable seat.

THE PONTIAC MASTER SIX FOUR-DOOR SEDAN . . This handsome model is practically the same as the De Luxe Six. The interior is upholstered in taupe mohair or brown patterned broadcloth. The rear compartment has arm rests and recessed foot rest. No-Draft ventilators in right and left front doors. Interior hardware and instrument panel controls have black bakelite-finish knobs. The front seat is adjustable at a touch.





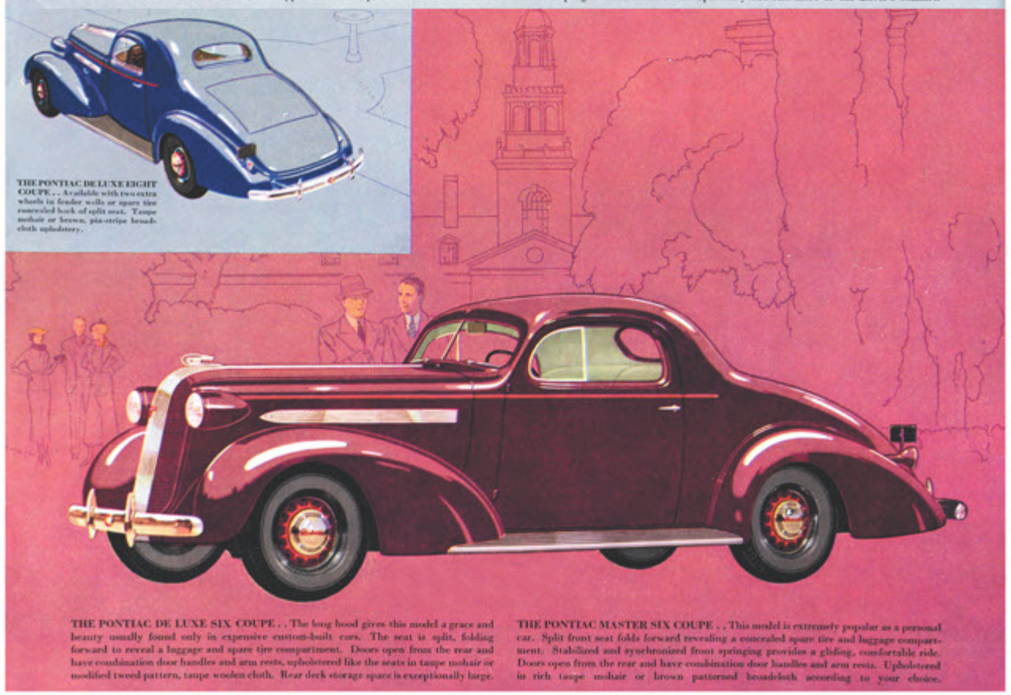
THE PONTIAC DE LUXE AND MASTER SIX TWO-DOOR SEDAN . . Assist strap and sedan type seats front and rear on De Luxe Six and bucket type front seat on Master Six. Upholstery taupe mohair or modified tweed pattern, taupe woolen cloth on De Luxe Six. Taupe mohair or brown patterned broadcloth on Master Six.



THE PONTIAC DE LUXE EIGHT TWO-DOOR SEDAN . . In the opinion of style experts this popular family model is the first really beautiful coach. Chrome-plated fittings with composition knobs enliven an interior richly upholstered in taupe mohair or brown, pin-stripe broadcloth. The wide rear compartment has an assist strap and ash trays set into the arm rests. The commodious sedan type front seat is split and both sections of the back tip forward. The extra wide draft-proof doors provide easy entrance and exit. The instrument panel, beautifully finished in burled poplar, is notable for the high visibility of the large dials and on the right side an extra large glove compartment with lock provides a convenient place for personal articles. Combination door handles and arm rests of sponge rubber covered with upholstery add still more to the driver's comfort.



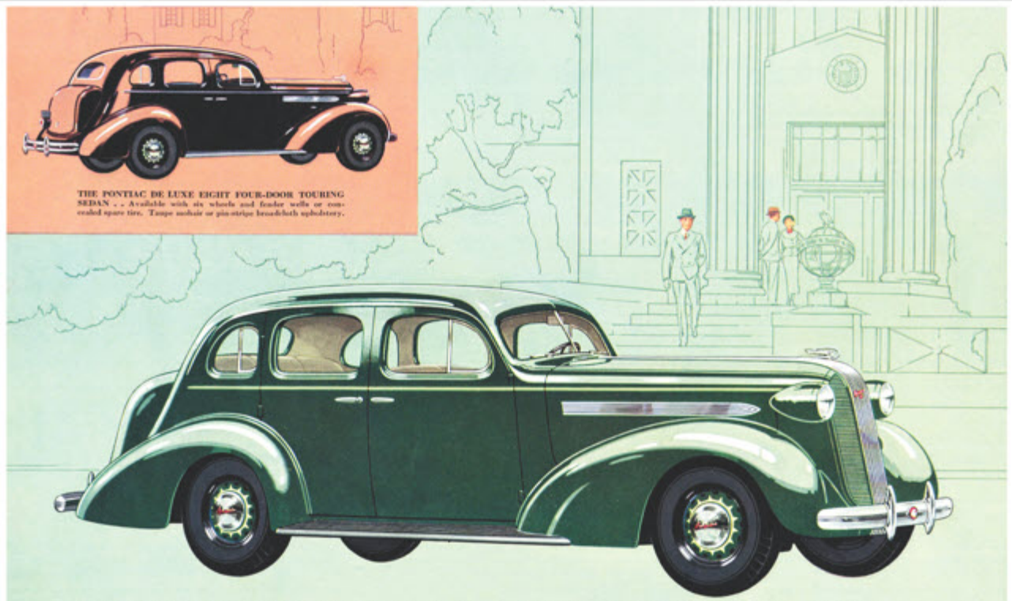
THE PONTIAC DE LUXE EIGHT COUPE . . Available with two extra wheels in fender wells or spare tire concealed back of split seat. Taupe mohair or brown, pin-stripe broadcloth upholstery.



THE PONTIAC DE LUXE SIX COUPE . . The long hood gives this model a grace and beauty usually found only in expensive custom-built cars. The seat is split, folding forward to reveal a luggage and spare tire compartment. Doors open from the rear and have combination door handles and arm rests, upholstered like the seats in taupe mohair or modified tweed pattern, taupe woolen cloth. Rear deck storage space is exceptionally large.

THE PONTIAC MASTER SIX COUPE . . This model is extremely popular as a personal car. Split front seat folds forward revealing a concealed spare tire and luggage compartment. Stabilized and synchronized front springing provides a gliding, comfortable ride. Doors open from the rear and have combination door handles and arm rests. Upholstered in rich taupe mohair or brown patterned broadcloth according to your choice.

THE PONTIAC DE LUXE EIGHT FOUR-DOOR TOURING SEDAN . . Available with six wheels and fender wells or concealed spare tire. Taupe mohair or pin-stripe broadcloth upholstery.

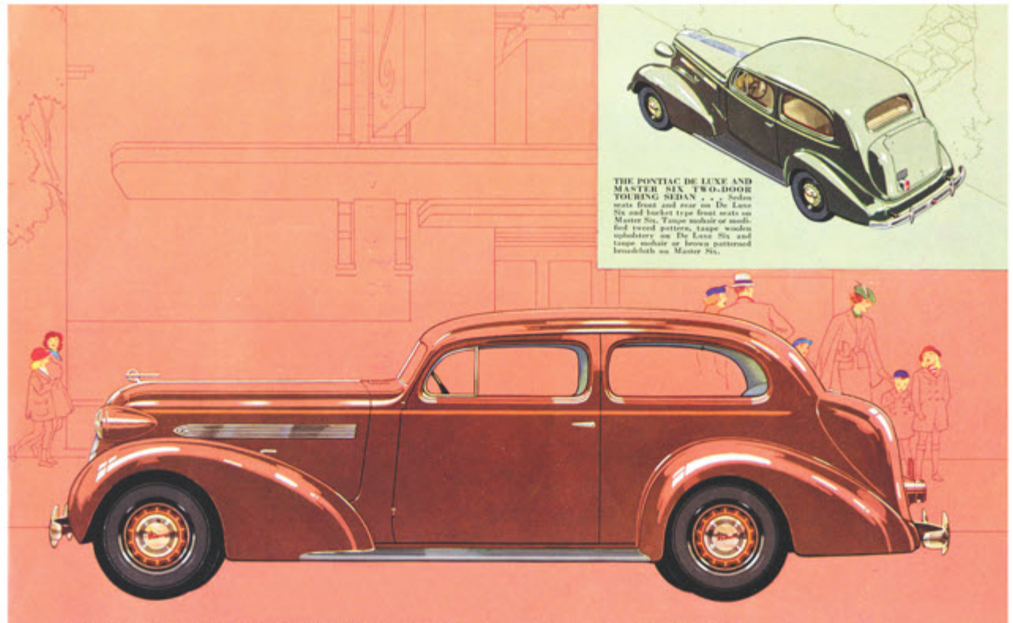


THE PONTIAC DE LUXE SIX FOUR-DOOR TOURING SEDAN . . In this beautiful model the trunk is designed as an integral part of the body, providing extra luggage space, and enhancing Pontiac's speedline styling. The interior is upholstered with a choice of taupe mohair or modified tweed pattern, taupe wooden cloth. Arm rests, ash tray, assist straps and recessed foot rest add extra luxury to the roomy interior.

THE PONTIAC MASTER SIX FOUR-DOOR TOURING SEDAN . . Many people prefer this beautiful model because of the large luggage capacity provided by the trunk, which is an integral part of the body. No-Draft ventilators in front doors. Arm rests and recessed foot rests in rear compartment. Black bakelite-finish knobs on interior hardware and instrument panel controls. Upholstered in taupe mohair or brown patterned broadcloth.

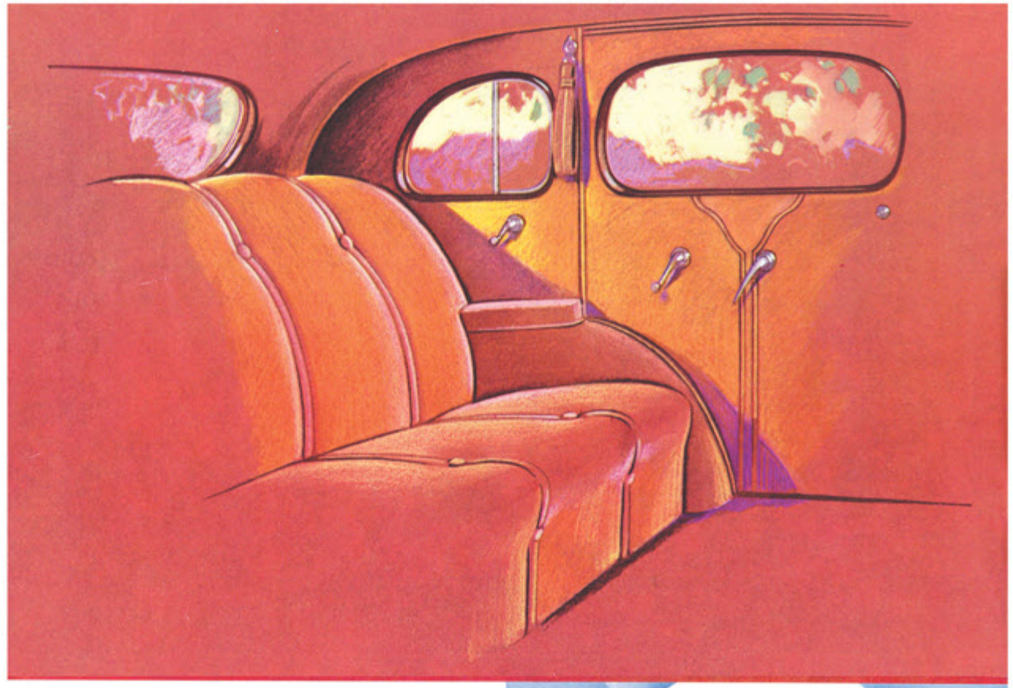


THE PONTIAC DE LUXE AND MASTER SIX TWO-DOOR TOURING SEDAN . . . Sedan seats front and rear on De Luxe Six and bucket type front seats on Master Six. Taupe mohair or modified tweed pattern, taupe wooden upholstery on De Luxe Six and taupe mohair or brown patterned broadcloth on Master Six.



THE PONTIAC DE LUXE EIGHT TWO-DOOR TOURING SEDAN . . Motorists who want extra luggage space find their need met in this spacious model. The trunk opens from the bottom revealing a large and easily packed compartment above the spare tire shelf. The commodious front compartment has combination door handles and arm rests. The rear compartment has an assist strap and ash trays built into the arm rests. Rich taupe mohair or brown, pin-stripe broadcloth upholstery, according to your choice, harmonizes with the burled poplar finish of the instrument panel (noted for the high visibility of its dials) and window moldings. The wide and comfortable sedan type front seat is split, and both sections of the back tip forward, permitting easy entrance and exit through the extra wide front doors. The driver's seat is instantly adjustable to individual needs.





## Pontiac Approved Accessories Now Offered in Standard Groups

ELECTRIC CLOCK—This accurate time keeper is self-starting when connected—has an illuminated dial, operates on low battery voltage using a small amount of current, consequently, cannot run down your battery. Is designed for Pontiac and of high quality throughout.

GROUP "X"—Includes Pontiac's Mirror Watch, Visor Vanity Mirror, Ash Receiver, Gear-Shift Ball and Cigar Lighter.

GROUP "D"—Includes Pontiac's Matched Dual Horns, Right-Hand Sun Visor and Right-Hand Tail Lamp.

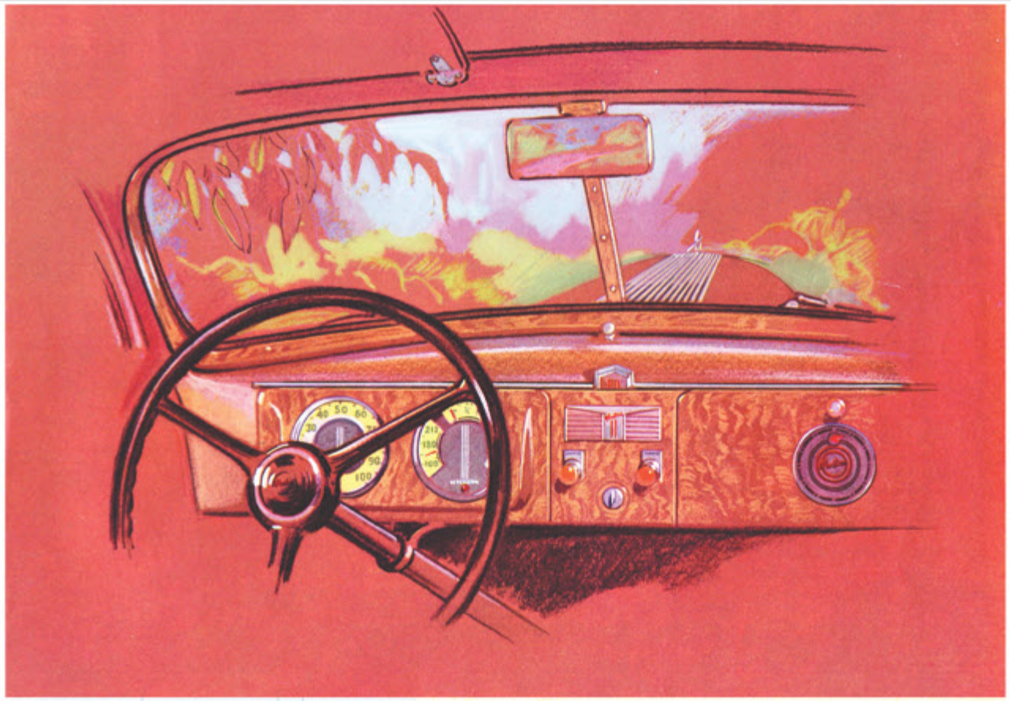
GROUP "Y"—Includes Pontiac's Electric Clock, Visor Vanity Mirror, Gear-Shift Ball, Cigar Lighter and Ash Receiver.

ELECTRIC CLOCK

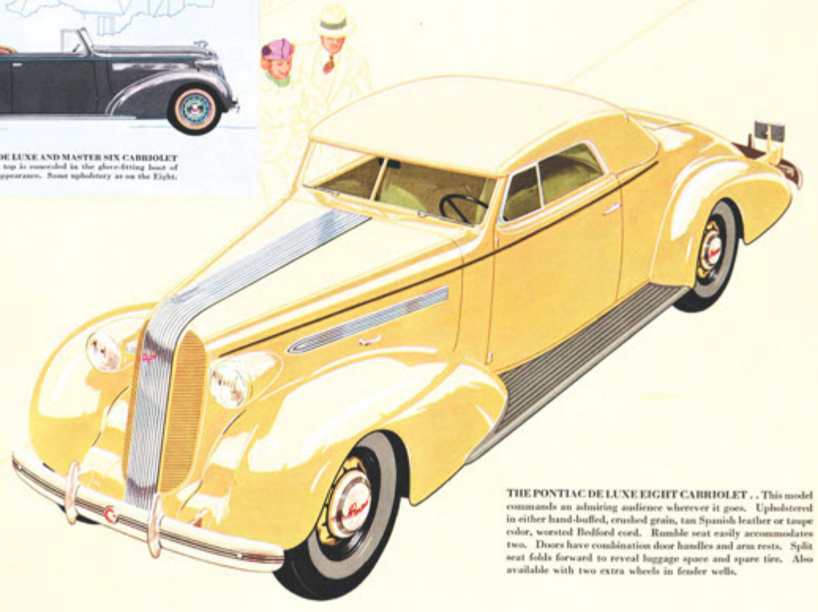
GROUP "X"

GROUP "Y"

GROUP "D"

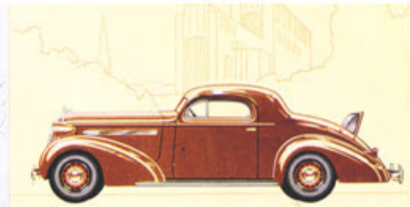


THE PONTIAC DE LUXE AND MASTER SIX CABRIOLET . . Note how the top is concealed in the glove-fitting boot of extremely smart appearance. Some upholstery as on the Eight.

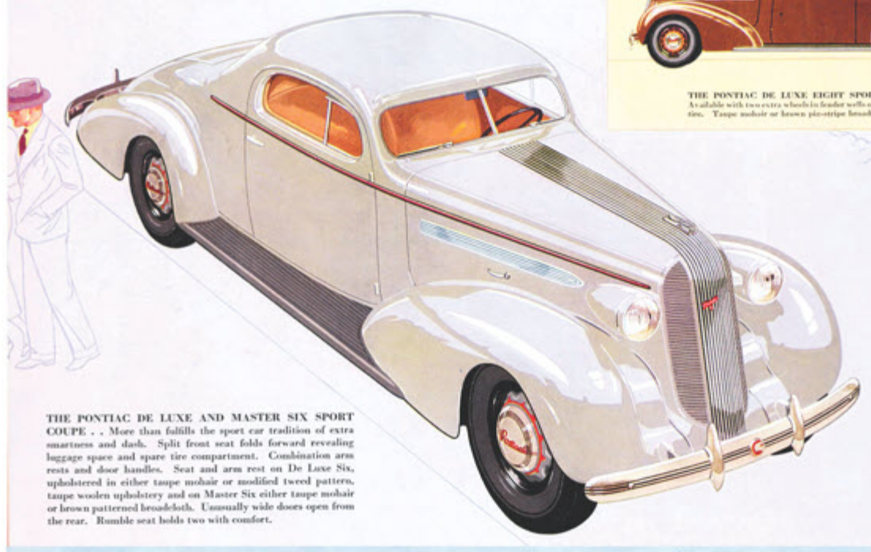


THE PONTIAC DE LUXE EIGHT CABRIOLET . . This model commands an admiring audience wherever it goes. Upholstered in either hand-buffed, crushed grain, tan Spanish leather or taupe color, worsted Bedford cord. Rumble seat easily accommodates two. Doors have combination door handles and arm rests. Split seat folds forward to reveal luggage space and spare tire. Also available with two extra wheels in fender wells.

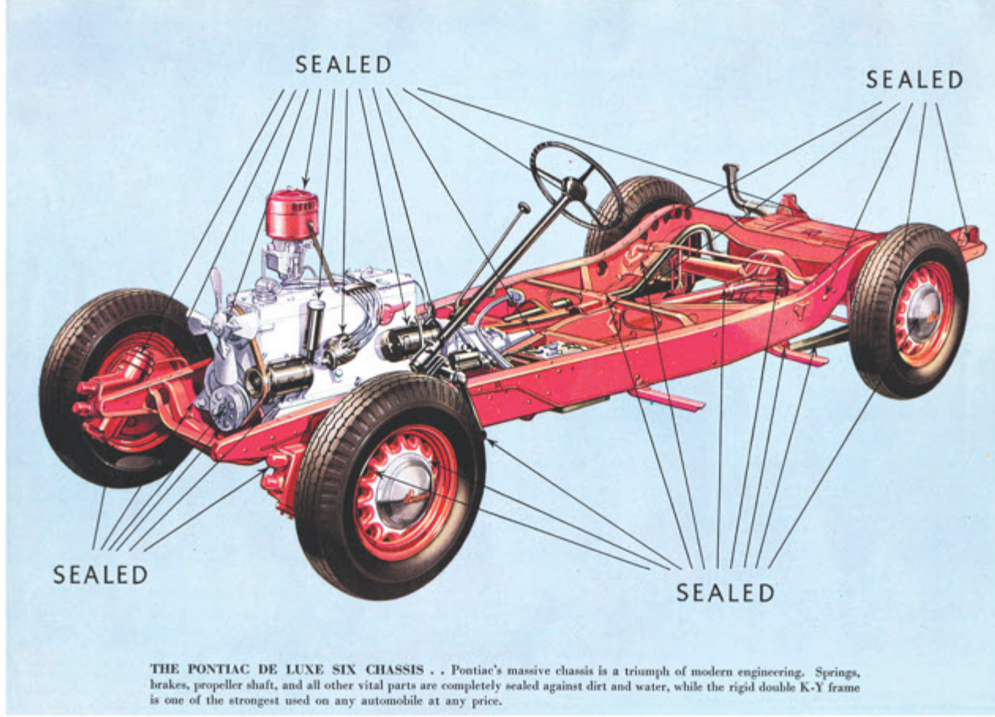




THE PONTIAC DE LUXE EIGHT SPORT COUPE . . Available with two extra wheels in fender wells or concealed spare tire. Taupe mohair or brown pin-stripe broadcloth upholstery.



THE PONTIAC DE LUXE AND MASTER SIX SPORT COUPE . . More than fulfills the sport car tradition of extra smartness and dash. Split front seat folds forward revealing luggage space and spare tire compartment. Combination arm rests and door handles. Seat and arm rest on De Luxe Six, upholstered in either taupe mohair or modified tweed pattern, taupe woolen upholstery and on Master Six either taupe mohair or brown patterned broadcloth. Unusually wide doors open from the rear. Rumble seat holds two with comfort.




THE PONTIAC DE LUXE SIX CHASSIS . . Pontiac's massive chassis is a triumph of modern engineering. Springs, brakes, propeller shaft, and all other vital parts are completely sealed against dirt and water, while the rigid double K-Y frame is one of the strongest used on any automobile at any price.

# "Let's put the top down"

WINDING OPEN ROADS and clear days make a good many people resent the roof of any car. They want the wind and sun on their faces and the blue open sky above them. For them, the young in years or the young in spirit, the two new Lincoln-Zephyr convertibles were created.

The new Convertible Sedan and the Convertible Coupe stand out in the whole field of sports cars for 1938. There is nothing usual or ordinary about them. They are the most modern convertibles on the road. They have the basic, clean, sweeping Lincoln-Zephyr lines. They are powered by the Lincoln-Zephyr 12-cylinder V-type engine, which combines great smoothness with great economy—14 to 18 miles to the gallon.

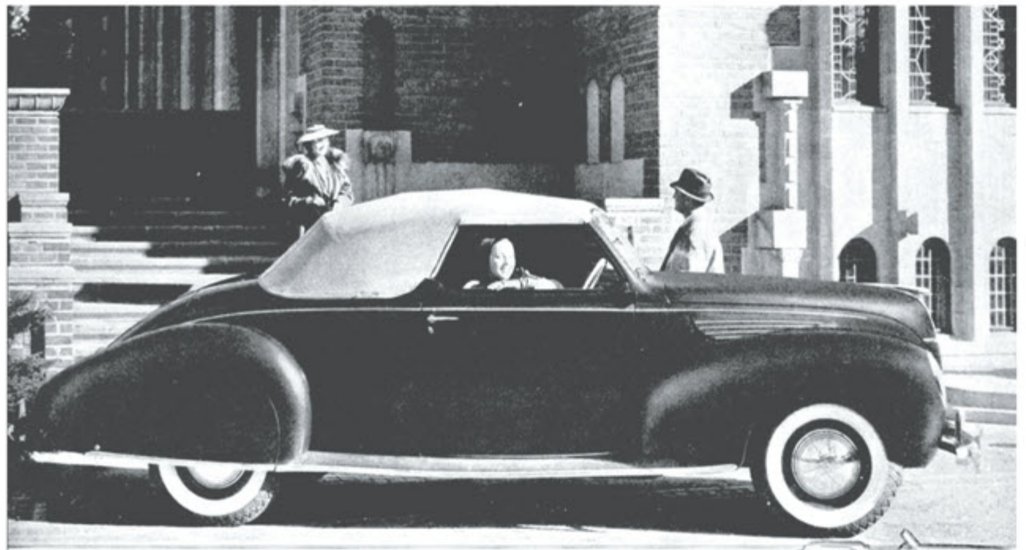
So, let's put the top down. These tops can be lowered or raised by one man (or one woman). In the sedan, compensating springs, concealed in the lining, ease the folding top neatly into place. In both Sedan and Coupe struts and trusses are kept at a minimum to encourage silence. And the tops may be raised again without fuss or strain.

On fine days, these two new Lincoln-Zephyr body types bring the freedom of the open car. On other days they have the snug warmth of sedan or coupe.

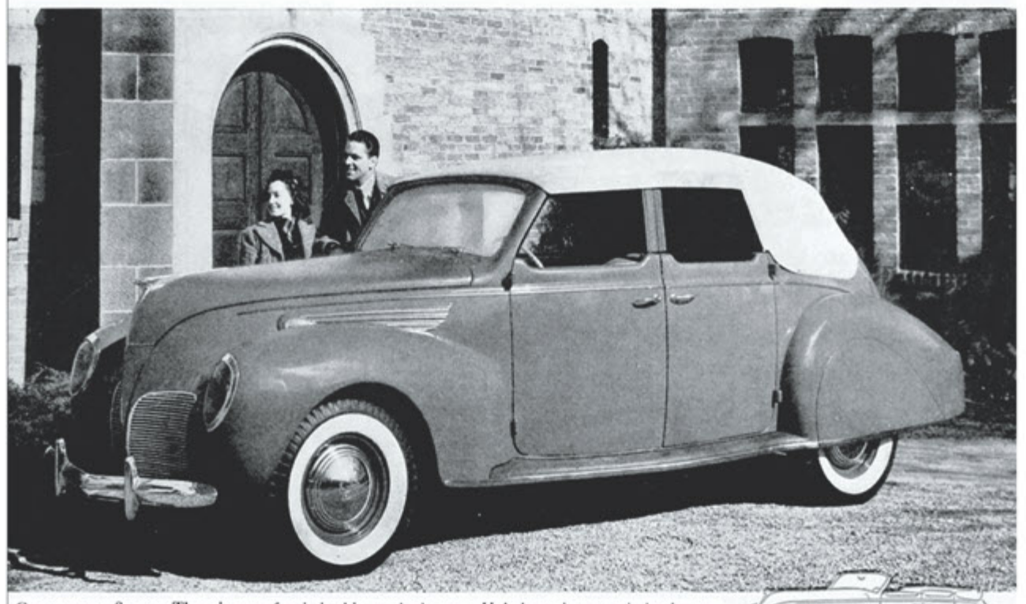
TWO NEW CONVERTIBLES

BY LINCOLN-ZEPHYR



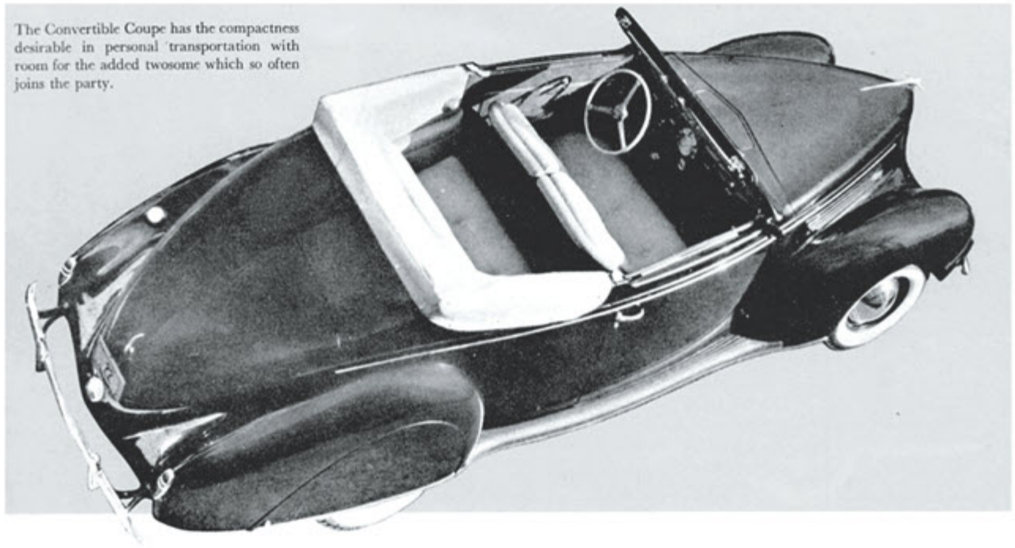


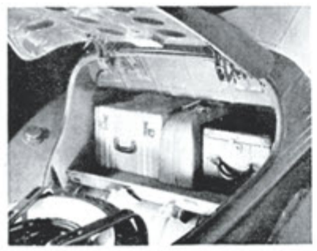
THE CONVERTIBLE COUPE: This informal car is jaunty enough for a debutante. Youth at this wheel will be well served. The seat, finely upholstered in leather, is wide enough for three. Behind it there is a second seat, also of leather, for additional members of the party. Whipcord upholstery is optional on seat backs and cushions. The rear deck has generous space for luggage or sports equipment.



CONVERTIBLE SEDAN: There is room for six in this new body type. Upholstery is top grain leather, as neatly cut and sewn as an English saddle. Seat backs and cushions may be of whipcord, if desired. There is ample space for luggage in the rear deck. The top, folded neatly into place, accents the long, low sweeping lines that are so typical of the Lincoln-Zephyr.

The Convertible Coupe has the compactness desirable in personal transportation with room for the added twosome which so often joins the party.



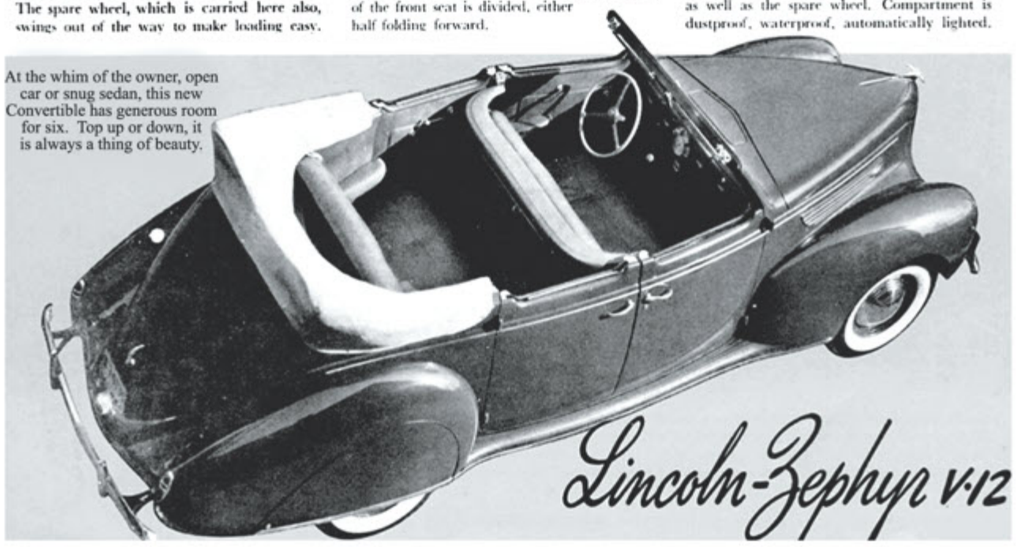


No need for luggage under foot in the Convertible Sedan. This compartment carries it. The spare wheel, which is carried here also, swings out of the way to make loading easy.

The rear seat of the Convertible Coupe is reached easily through the wide door. The back of the front seat is divided, either half folding forward.

In the rear deck of the Convertible Coupe there is ample room for luggage or sports equipment, as well as the spare wheel. Compartment is dustproof, waterproof, automatically lighted.

At the whim of the owner, open car or snug sedan, this new Convertible has generous room for six. Top up or down, it is always a thing of beauty.



*Lincoln-Zephyr V-12*



# FEATURES THAT MAKE THE LINCOLN-ZEPHYR V-12 OUTSTANDING IN THE MEDIUM-PRICE FIELD

★ V-type 12-cylinder 110-horsepower engine.

★ Body and frame in a single unit—light in weight, great in strength, for greater comfort, safety, quietness.

★ Low center of gravity.

★ Conventional running boards eliminated; body width increased.

★ A "front-seat" ride for everyone—all passengers sit toward the center.

★ 14 to 18 miles per gallon of gasoline—proved in the hands of thousands of owners.

★ Designed by Lincoln engineers—built in the Lincoln plant by Lincoln methods.

★ Authentically streamlined.

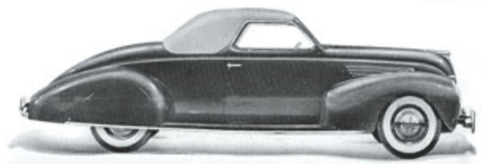
★ The "flowing" ride—a new rhythm of motoring.

★ Wheelbase 122 inches. Springbase 133 inches. Seats like divans. High power-to-weight ratio. Safety Glass throughout. Extremely responsive brakes with cable and conduit control as on the Lincoln. Generous luggage compartment. Exceptionally large windshield. High visibility all around. Engine readily accessible.

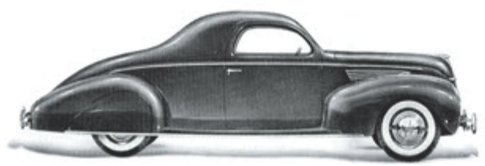
# SAFETY AND ECONOMY *EVERY SWIFT MILE OF THE WAY*

THE CONVERTIBLE SEDAN

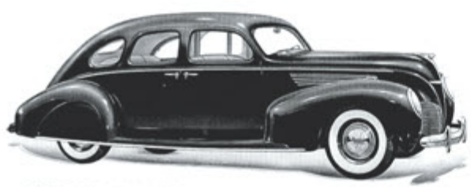
THE COUPE-SEDAN



THE CONVERTIBLE COUPE



THE COUPE



THE TOWN-LIMOUSINE

THE design of the new Lincoln-Zephyr seems a part of tomorrow, rather than of the moment, so graceful and smooth and sweeping is its every streamline. A head-on view presents a new conception of functional design, of beauty which grows out of utility. Thus, the low and horizontal radiator grille, aside from its beauty, increases cooling efficiency. . . . The wheelbase is lengthened, and the springbase is lengthened.

But beauty, style distinction, are not all. The Lincoln-Zephyr of 1938 is waiting to be your *new ride*. Even a short trip will convince you that here is a new rhythm of motoring. A trip of days or weeks would demonstrate that it is also a *tireless* rhythm! A rough road seems an optical illusion. And with reason! In closed models, body and frame are welded into a single, rigid framework—a steel unit to which are welded steel top, sides, and floor; a strong structure and a safe one. Within this house of steel, passengers ride "amidships." They view road and landscape through wide windshield and windows of safety glass. Flexible transverse springs, 136 inches apart, cradle their weight. Rough going becomes smooth as the car glides on an even keel.

Long roads seem, also, not to exist. The V-type 12-cylinder Lincoln-Zephyr engine, sweeps distance aside. It places at the driver's command flexible power that makes driving easier and quicker without the necessity of high top speed—though plenty of that is ready.

Designed by Lincoln, built to Lincoln standards of precision, this engine has proved its economy to more than 45,000 Lincoln-Zephyr owners. It gives 14 to 18 miles to the gallon. The 1938 engine is even smoother and more silent than before. It is eager for new conquests.

Two new and lively convertibles bring to six the number of Lincoln-Zephyr body types from which you may now choose. These, too, will put back the fun in driving. And they will demonstrate, as do all other types, that this modern "twelve" at medium price is *still* the only car of its kind at *any* price!

Lincoln Zephyr V-12

THE NEW LINCOLN-ZEPHYR V-12 FOR 1938



# "OIL TESTING"

## My Experience Is...

by Joe Rabelskie

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

Everyone knows that the oil and filter in their engines needs to be changed regularly, but how often and what kind of oil should be used? It just depends on what kinds of demands you put on your vehicle and its condition.

First, it is a good idea to know a little about oil. The Society of Automotive Engineers (SAE) grades oil according to its weight (thickness). Basically, it is measured by how fast it runs down an incline. The faster the oil runs, the thinner the oil, the smaller the number. The slower the oil runs, the thicker the oil, the larger the number. It is also important to know that oil thins out after it gets hot. This is why there are so many grades of oil from which to choose. There are also additives in oil to help with the many tasks it has to perform.

I feel the most important jobs oil has is to keep the engine cool by reducing friction. A high volume oil pump is nice for this because it pumps about 25% more oil through the engine and, along with an oil cooler, can help keep the temperature down. Next, it washes the dirt and impurities out of the engine, and, along with a filter, helps keep it clean. Detergents are added to oil for this reason. Certainly not least, is lubrication. There must be a film of oil between the moving parts to keep them from seizing.

So, which oil should I buy? It seems to me that 10W30 is probably the most common. This is actually surprising to me. The "W" in 10W30 stands for winter. Winter is considered a consistent 32 degrees. Since the majority of the country has mild temperatures for most of the year, why would they want to run a winter blend? I personally always liked straight 30 weight, but here are the facts: 10W30 is 10 weight mixed with 30 weight. Ten weight plus thirty weight do not equal twenty weight. The theory is, when your engine is cold, the ten weight is pulled into the engine easier and when it heats up, the thirty weight thins to the proper thickness. In the meantime, there are polymers added to the oil which expand as they heat up, so the oil keeps the consistency of the thicker weight. Or does it?

After rebuilding a straight eight Packard engine, I installed 10W30 and started it up. The pressure was so low that we shut it down. Thinking that the pressure relief valve was defective, and since the pump was mounted outside the motor, I took it apart and added a shim to the spring. It brought the pressure up some, but as soon as it warmed up, it was too low again. Knowing all of the clearances were correct, the oil was drained and straight 30 weight was added and the shims removed. This time, the engine had almost 15 pounds more at an idle and almost 30 more at full rev.

When I checked to see what kind of tests have been done on the subject, all I could find were tests conducted with synthetic oil, which conclude that, for the price you pay, there were no major advantages unless one drives in extreme heat or severe duty. And there was a test that put a lot of mileage on a couple of hundred cars in a short period of time. I did not feel that was consistent with the way most people drive, so I did my own test. Here at Southern Wheels Magazine, I took readings of the oil pressure on nine of our vehicles ranging from a '36 to an '88. most of them were '40's and '50's vintage and mileage varied. The oil pressure was consistently higher with straight weight oil. In fact, we enjoyed an increase of 8-15 pounds at an idle, and 10-30 at full rev.

Of course, if you have a new car with tight clearances and a warranty to satisfy, a tightly built race engine that you do not want to add drag to, or you live in a consistently cold climate, you might want to go with the multi-grade oil. As for me, I think I'll stay with straight weight. My experience is, the higher oil pressure is what will help us achieve the best service and longevity from our engines.

# 1940 PACKARD WOOD GRAINING and USING a FLOCKING KIT

*by*
*Ron Carpenter*

I decided that I could not afford to send the interior pieces out to be wood grained like original. It is very expensive and there are a lot of pieces that have to be wood grained. I originally figured that I could just paint the panels and frames. Then I started looking into doing my own wood graining. One of the members in our Packard club region has a '37 120 convertible coupe and he did his own and it was beautiful. So I started looking in to the process and what it takes to do it. I figured that no matter how bad it looked it would be better than painting the dash and all the pieces. There is a company called Grain- It Technology Inc. and they sell kits and give you a CD that shows how to do it. These Do-It-Yourself wood graining kits have everything to wood grain: the paint, the ink, the toner and the rollers. They have wood graining plates with the wood grain patterns that you need for the car you're working on.

Grain-it Technology tutorials are available and they provide a CD so that you can watch it on your TV or computer. If you prefer, you may want to watch the process on YouTube and then get an idea of what it takes to wood grain your own pieces before you even start. Basically they explain that it is a PRINTING process that once it dries you put clear on it and you're done. RIGHT! It is a 5 minute job that takes all day for the first step. Then you have to "lock in the ink" and that takes another day and then you.., You can see that there are a a lot of steps and it takes at least a day between each step just to allow the materials to dry, so you need a lot of space to put the parts between steps. To get a much more detailed idea of all the steps they say it is best to just look at their tutorials as it is much easier to see them do it than my trying to describe in detail what was done and how.

I started out by bead blasting all the parts and priming everything. You then have to put down a base coat of paint before you start "inking" the parts. Different base coat colors will change the color of the wood graining. I actually did a separate dash panel in a close base color that I got from the hardware store so that I could practice before I used the paint products in the kit. I will show the difference. Grain-It has the colors for all (most) of the cars whether it is a '51 Ford or a Packard. But they can match anything you need to re-grain. Very helpful people to work with and I like the products. BUT it takes time and you need an area that you can store all the parts for the next step in the operation as everything takes at least one day if not more to dry and YOU CAN NOT GET IN A HURRY, SO TAKE YOUR TIME.

One more thing, I am going to do a test panel before I do the actual dash for the car, I messed up the first test panel so I actually did another test panel before I was ready to do the wood graining on the extra dash I had. I will also do the dash for the car and with all of the bits and pieces before I even attempt to do the the rest of the interior pieces. Mainly because I want some more experience and plus I have to make both the drivers and passenger door window frames. They were missing from the car when I bought it. You can't find them so I will have to make the window frames out of two sets from a couple parts cars. The door on the 2-door is one foot longer than the door on the sedan and 6 inches longer than a standard coupe or Convertible. I will have more on that later.

Number 1
One of the things that Grain-it discusses is the history of the wood graining process and the company that copyrighted the process. I did find a copy right seal on one part that was printed with their name. I only found it on a rear window door frame so not sure why it was not an all the other pieces.


Number 2A, 2B
I took many pictures of the dash panels and such as I was taking it apart. This is just one but it is important as it shows all the inner workings of the ash

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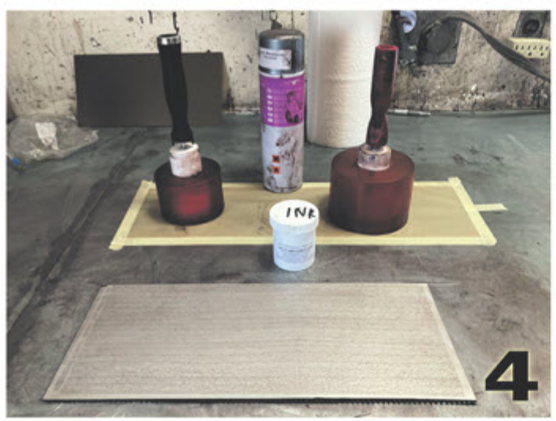
tray and the radio holes, etc. so that when I get it all together I have an idea of what went where. I have included a close up of the center panel that all of this is connected to. This is even clearer on what goes where and it also shows where rubber parts go. I assume that they are for vibration or some sort of noise silencing.

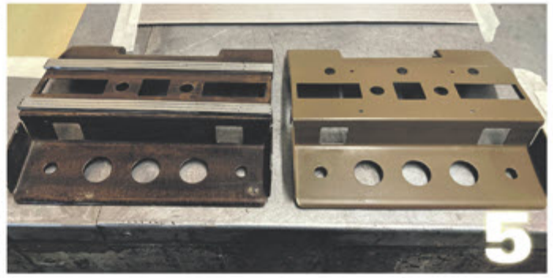

Number 3
I had a few small rust issues that I repaired and then I painted the dash. I have used red oxide paint to prime the dash, I still like that paint for the first coat.

number 4
I have set out the basic tools for putting the ink on the panels. The rollers you see are silicone and "VERY" soft and you should be careful not to leave them on their sides or you can put a mark or blemish on the face of the rollers. The kit comes with the large roller but I bought the second smaller roller so that it is easier to work with on the window and door escutcheons. The wood graining plate is lying there on top of a rubber mat to keep it from moving around. The ink is in the small



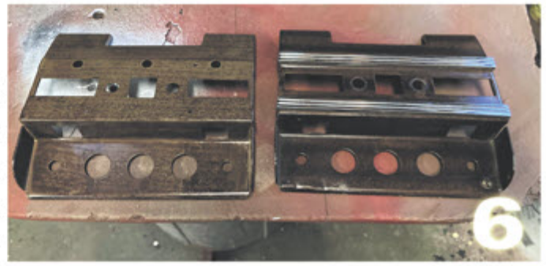



container and you use the small Palette Knife to put ink on the plate.....a little goes a long ways. The spray can is the cleaner for the rollers and it is special for them. The paper everything is sitting on is to wipe the roller every time you go to ink the roller, if you don't you can have some of the pattern left over from the previous "pass" on the panel. The paper towels are there because you need them. So what you do is clean your roller and then put a little ink on the plate and then you spread it out with the spreaders that they provide in the kit. You run the roller over the plate then run the roller on your metal that you want to wood grain. For further details on how to start and end a section it is best to watch the video as it gets too complicated for me to explain, but it works if you follow their directions.

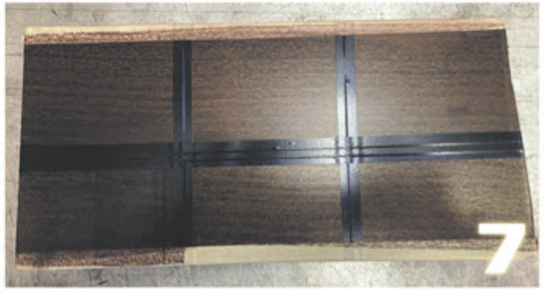



number 5
I am showing two center dash panels, one is original to show what I am shooting for and the other one is in the base color coat that I will be using for the wood graining. Different base colors give a different wood graining color when finished. This is the color that is used for 1940 dashes.

number 6
I have put the "Ink" on the panel and it does not look like it is going to be the right wood graining but I need to have the ink dry for a day before I will be putting toner on the panel. The toner gives the parts a "depth" to the wood graining. Once the toner is on the panel and has allowed a day to dry you can put the clear on it.




number 7
This is the test panel I made up to see what the wood graining looks like. I have not put the clear on it yet, but it does have the toner on it. This is

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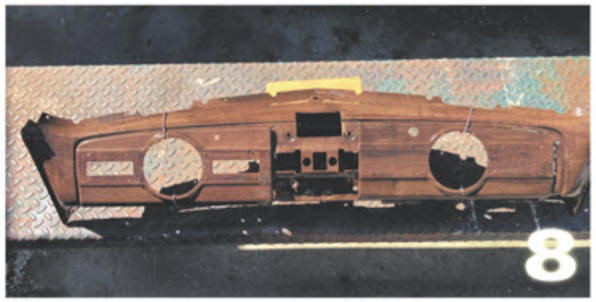
actually the second panel I made up as on the first one, I tried to put the toner on it too soon. As you can see I do have the appearance of my new dash and I like what I have.

Number 8




I decided that since I had an extra dash and instrument panels I would practice on them. This picture shows how just changing the base coat color it can change the final wood graining product. These panels were extra and I just wanted to see what I could do with them.
You can see on the instrument panels I have left the brackets that hold the chrome molding for the dash. When I did the panels for the dash that I installed on the car I took the brackets off before I took the chrome off. By leaving the brackets on you end up bending the chrome moldings. More on that later.

When I started working on the instrument panels I already knew that I wanted to take the brackets off. But once I got them off, how would I get the chrome off the brackets? To figure this out I took one to show my buddy Fred Hill and get his thoughts on this. He is a master machinist and I figure he can figure out anything. He came up with the idea of using expandable pliers. So I came home and gave it some more thought and I got to thinking I had some expandable circlip pliers and I gave that try.

Number 9


I using this picture to show that the chrome has been taken off this glove box and was bent trying to get it off.

Number 10


I have removed this bracket by drilling out the retainers that held it to the panel. This is just one of the 10 chrome moldings and brackets that have to come off. You can see that I have used



a black marker to make the bracket stand out. The chrome molding is "snapped" into place and has to come out.

Number 11


I have placed the expandable circlip pliers at the closed end of the chrome and I will be pushing the bracket out of the chrome molding. I just make up a couple 1/2 by 1/2 inch piece of metal and when I put that in I can keep pushing the metal bracket out.

I removed the brackets and then I wood grained the instrument panel, the glove box door and the center section for the dash. I was then able to get all three pieces wood grained and then I need to put the brackets back on the panels. I chose to use #6 by 32 screws to put the brackets back on the panels once I had them finished. That worked just fine until I went to put the gages in and found that the nuts created an obstruction so I had to use the rotary file to get some clearance. That being said maybe using pop rivets would be the best way to hold them on.


Number 12

I now have the glove box door wood grained and I have installed the metal retaining brackets with the screws to hold them. I have installed the clock surround chrome.

Number 13

I finally figured out how to get the chrome on the dash with out distorting or bending the chrome. I am using friction clamps to squeeze the chrome onto the retaining brackets. Then I just tap the chrome piece gently with a

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