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1973 Chevrolet Camaro Type LT, 350 V8, 4 bbl, PS, PDB, turbo 350 auto transmission, \$41,900.

1932 Ford Deluxe Model 18 Roadster Hot Rod, upgraded flathead V8, 3 sp manual transmission, VDO gauges, 12Volt system.

1970 Chevrolet El Camino SS 396, 350 HP, a/c, turbo 400 auto transmission, 12 bolt posi, \$69,900

1968 Dodge Dart 383 Drag Pack, H code, 727 3-sp auto trans, 8 1/4 posi, Pioneer stereo, \$44,900.

1974 deTomo Pantera Wide Body, 351 Cleveland bored & stroked to 408 with roller rockers, a/c, lots of great features, \$159,900.

1969 Chevrolet Chevelle Conv., Z24 350 eng., Holley 4 bbl, Turbo 350 auto trans, 10 bolt rear, \$69,900.

1963 Porsche 356B Super Coupe, 1600S 75 HP eng, Black leather int, Blaupunkt AM/FM radio, factory gauges, \$89,900.

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ASK DAVE



Q: Hi Dave, I just bought a 1948 Olds Series 78 Straight 8, 257 CI eng with a 4-speed Hydramatic. It's the Dynamic 2-door Club Sedan "Fastback." Could you give me some tune-up facts on my car? It has the OEM ignition system and is 6-volt negative ground. Thanks, Rick

A: Hi Rick, I also like the '48 Olds Dynamic Fastback, and almost bought one in 1970. It has the '40's look inside and out, with that unique multi-chrome-bar, down-turned "frowning" grill. The OEM Delco Remy ignition system has 14mm AC Delco (non-resistor) spark plugs. A modern cross over is Auto-Lite 295. They gap to .028-.033, points set at .015 and the firing order s 1-6-2-5-8-3-7-4 (distributor turns counter-clockwise). Condenser capacity is .18-.23 mfd, the timing is set at 2 degrees BTDC. There is a mark on the fly-wheel (left side) that should align with the pointer. Valves (engine warm) Intake: .008; Exhaust: .011. with octane selector set at normal.



Hudson presents a motor car triumph!

MOST PEOPLE are aware that a low-built motor car opens up opportunities for beautiful, long sweeping body lines. Most people are also aware of the fact that a truly low center of gravity provides an ability to "hug" the road under all conditions.

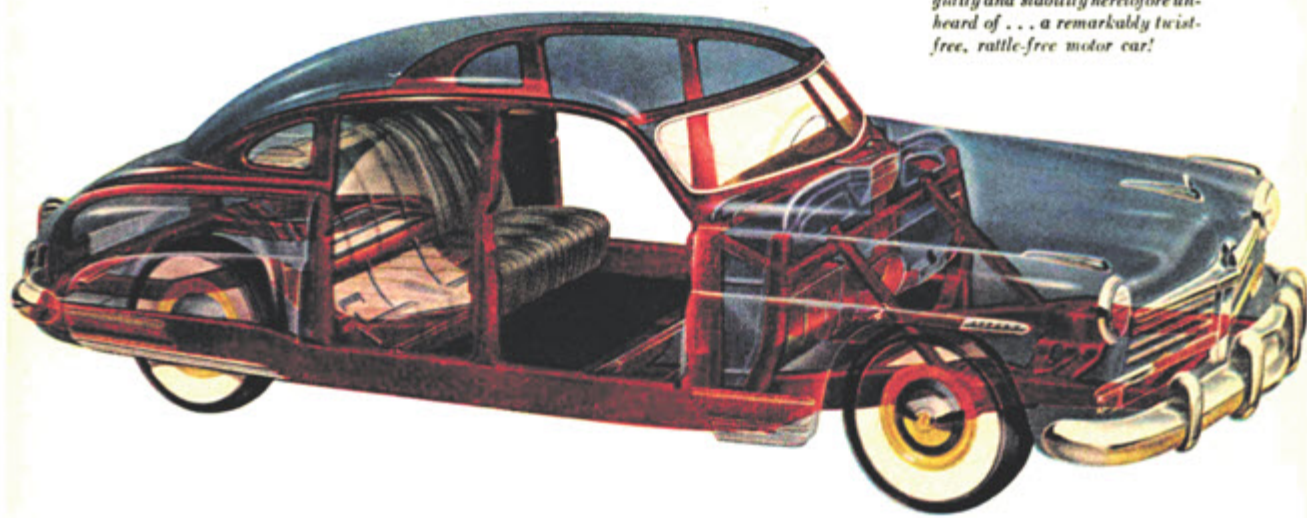
So you've seen cars with floors slanted, tops lowered until inside headroom and comfort threaten to become only fond memories . . . and with all this, a truly low center of gravity has seldom been achieved.

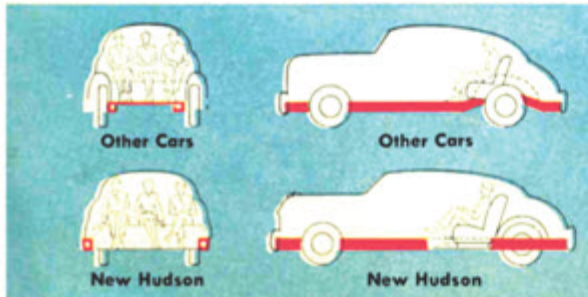
But now . . . Hudson designers and engineers, without compromise or face-lifting, meet the challenge of the low-built car with an entirely new kind of automobile! Here is a motor car that harmonizes low, sweeping exterior lines, with a roomy comfortable interior; a car with a new, lower center of gravity, a car only five feet from ground to top, yet a car with more than enough inside headroom for the tallest person, a car that maintains road clearance!

The new Hudson with its all-steel Monobilt body-and-frame is a car you step down into when entering, not up on. As shown in the cut-away view below, you ride not on top of a frame, but cradled inside of and completely encircled by heavy box-steel girders. And for even softer going, you also ride not only between axles, but completely ahead of the rear wheels!

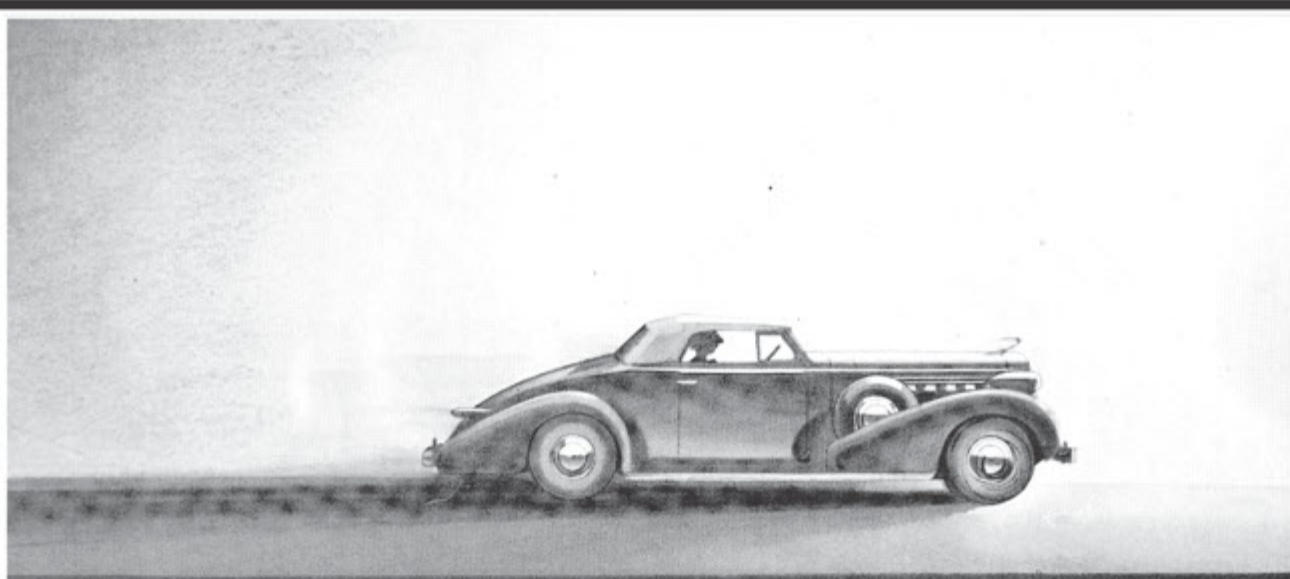
The new Hudson is truly tomorrow's motor car today!

Hudson's new all-steel Monobilt body-and-frame is a sturdy, all-welded unit that provides rigidity and stability heretofore unheard of . . . a remarkably twist-free, rattle-free motor car!





You ride within the new Hudson box-steel frame, as shown at the lower left, not on top of a frame, as shown at the upper left; and ahead of rear axles and wheels, as shown in the lower right, not up over an axle, as shown in the upper right.



La Salle

CADILLAC—BUILT THROUGH AND THROUGH

1936 — 1937 — 1938

BRILLIANT MEMBER OF THE ROYAL FAMILY OF MOTORDOM

Beginning with that memorable day in 1927 when La Salle swept into the limelight with an entirely new vogue in motor cars, no car has ever successfully challenged its style leadership. . . . Year after year, La Salle has widened its influence on motor car design until today it is looked upon as the unquestioned pace-setter in style and beauty. Where La Salle leads, others follow. . . . And, hand in hand with this style-setting tradition has gone a corresponding leadership in performance—for La Salle's spirited appearance has always been matched by dynamic action on the road. . . . In the new La Salle for 1936, both these phases of La Salle leadership find even greater expression. For not only is it the most beautiful and most smartly styled of all the La Sallés, but its performance transcends anything that has ever been known in the price field it

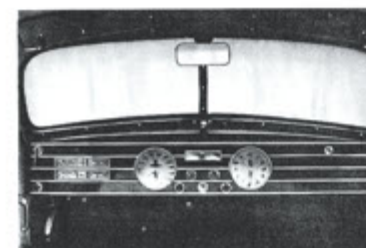
serves. . . . This advancement, of course, is only natural. For La Salle is a member of the most distinguished group of motor cars to be found anywhere in the world—Cadillac, La Salle and Cadillac-Fleetwood . . . the Royal Family of Motordom. . . . This blood brotherhood to Cadillac and Cadillac-Fleetwood gives La Salle a priceless advantage over all other cars in its field. For in no other way could a car of such reasonable cost have the advanced engineering and matchless quality that characterize a product by Cadillac. . . . The following pages picture the new La Salle. If you peruse them carefully, we feel certain they will give you a clear conception of the outstanding value La Salle represents. Yet, we ask you to remember that only a drive can completely picture what a truly great car is La Salle.



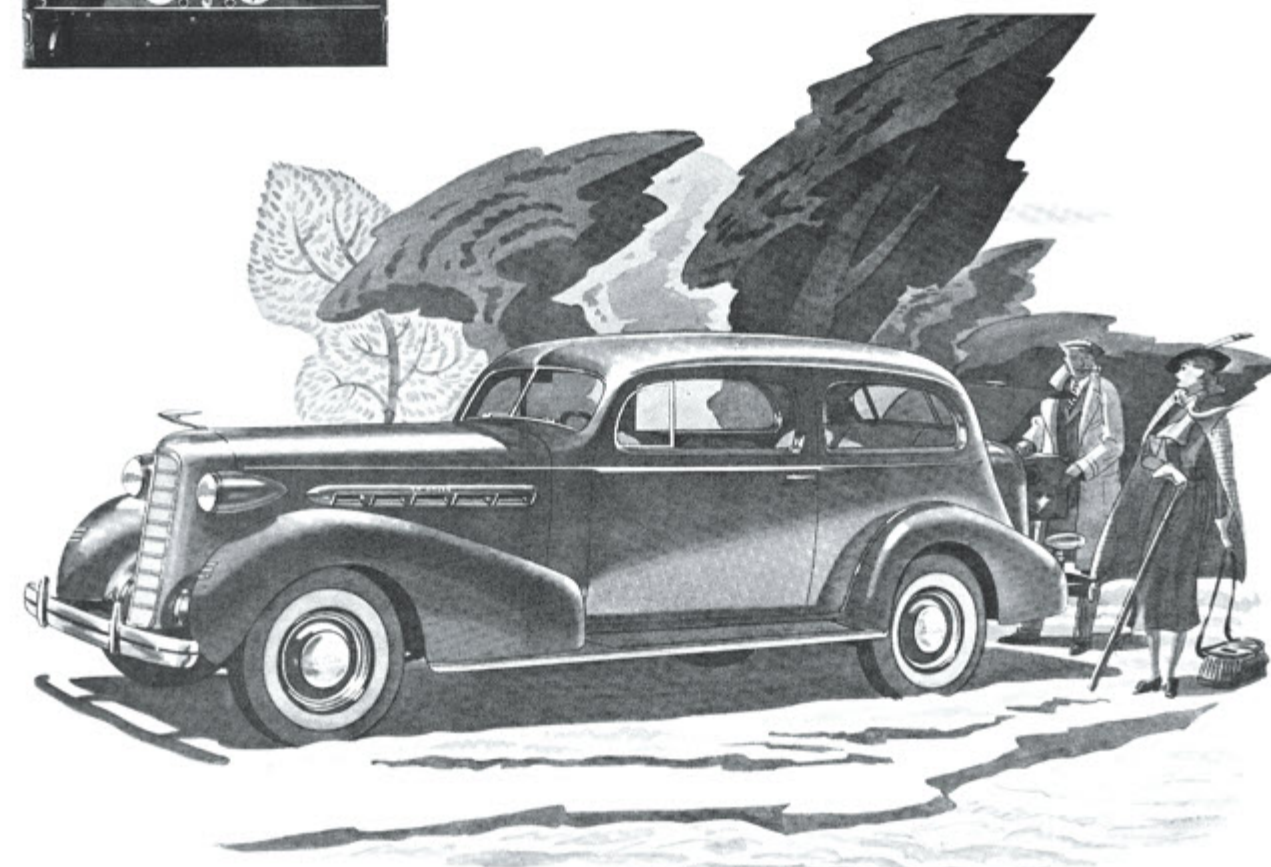
La Salle

TWO DOOR TOURING SEDAN

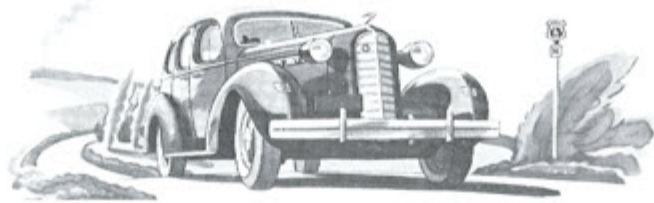
The new instrument board of the new La Salle has the dials grouped properly for instant reading. Its design adds immeasurably to the charm of the car's interior. Space is provided for radio installation without marring the attractiveness of the panel.



The modern trend in motor car design is admirably interpreted in the new La Salle Two Door Touring Sedan. Graceful, flowing lines not only personify the car's dynamic performance, but create that individuality of appearance which is so inseparable from La Salle. . . . The body is by Fisher, and incorporates the famed "Turret-Top." Generous seating and leg room dimensions provide ample accommodations for five persons. The deep, inviting cushions are upholstered in typically La Salle quality and taste. . . . Driving is made even more restful by the well-placed steering wheel, with pedals and controls easily accessible and easily operated. . . . The newly-designed luggage compartment is ample in size for all requirements and is equipped with sturdy locks.



LA SALLE TWO DOOR TOURING SEDAN



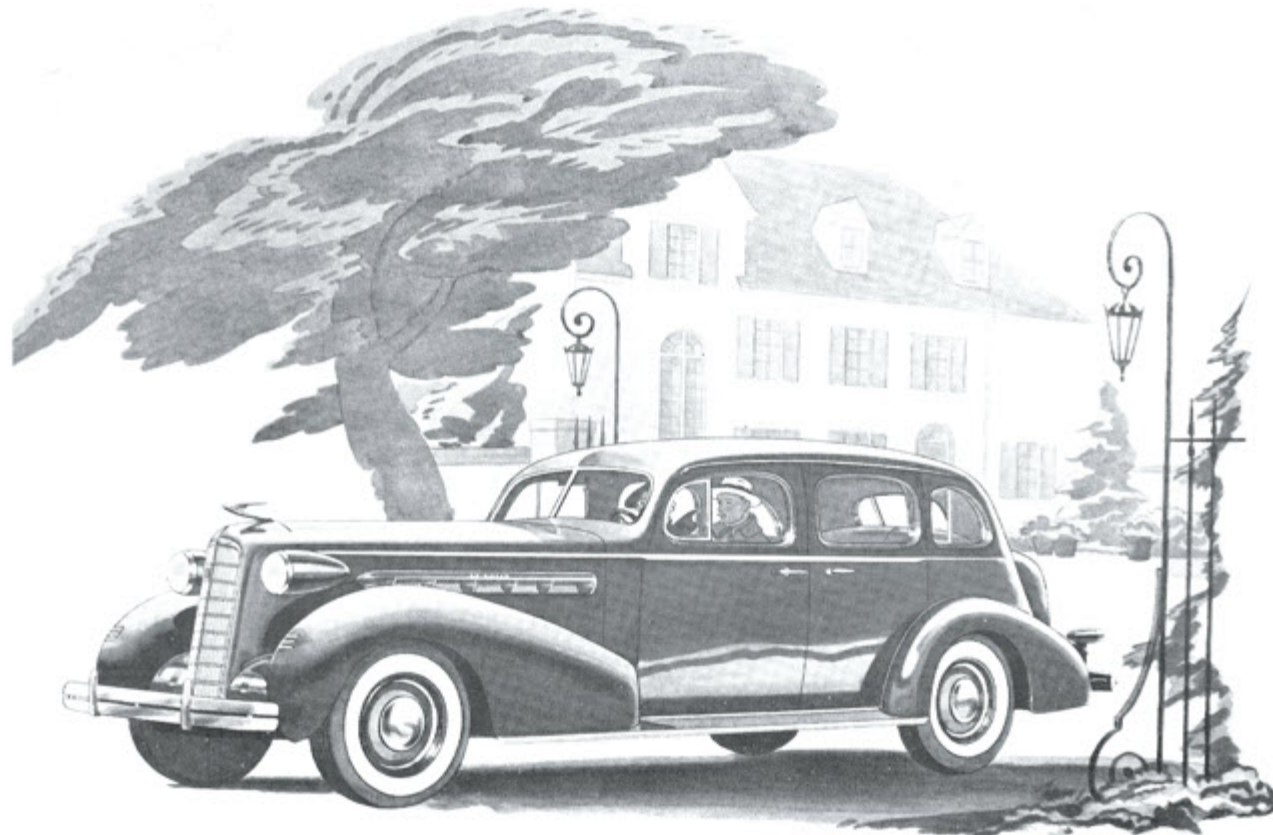
La Salle

FIVE PASSENGER TOURING SEDAN

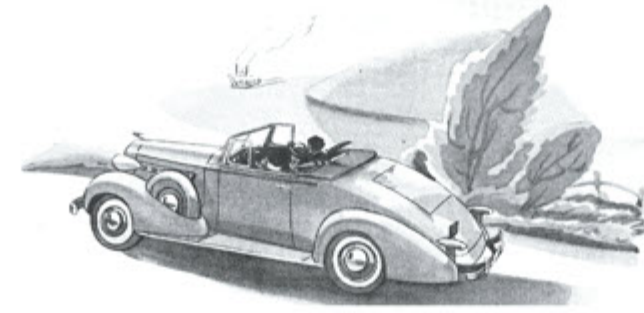
The luggage compartments provided in the La Salle Touring Sedan trunks provide unbelievably large carrying capacities. Furthermore, they are easily accessible and are dust and rain proof. Owners will never cease to appreciate these conveniences.



For those who want friendly intimacy and compactness without sacrifice of the roominess and comfort essential to five passengers, La Salle has designed the new Five Passenger Touring Sedan. . . . It is one of the most popular cars in the entire La Salle line. And like all La Salles, it reveals utterly fresh styling both inside and out. Interiors are finely-tailored, upholstery is the highest quality, and cushion springs have been selected to provide utmost riding ease over the longest journey. . . . The Fisher Body incorporates the safety "Turret-Top" and the invaluable No Draft Ventilation feature. The large, built-in trunk carries an unusual amount of luggage. . . . Color combinations are available to please the most exacting, and add still further to the distinction that accompanies La Salle ownership.



LA SALLE FIVE PASSENGER TOURING SEDAN

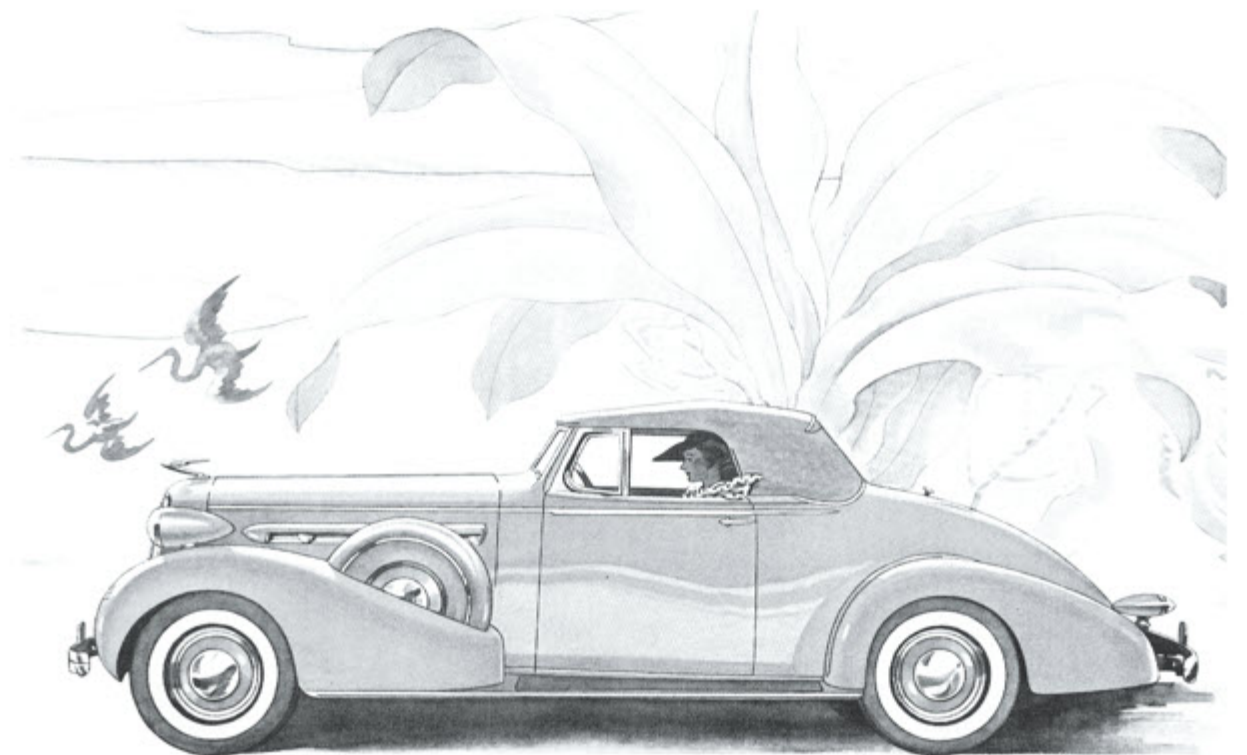


La Salle

CONVERTIBLE COUPE

The La Salle Convertible Coupe is a decided favorite among the young and the never-grow-old. . . . Its sleek, well-groomed appearance is a delight to the eye. Its speed is whatever you wish; its acceleration is extraordinary; and its riding ease makes the longest trip a pleasurable experience. . . . It is an ideal car for the owner's personal use. When you slip into the driver's seat, you find the wheel comfortably at hand—the control pedals conveniently placed—and all instruments well arranged and in full view. . . . Seats are wider, scientifically shaped, and fittingly upholstered—either in genuine leather or a variety of cloth. There is a commodious rumble seat, easily accessible. . . . The top drops back handily into a well that completely conceals it from view. It is raised for inclement weather easily and quickly.

rs of all the new La Salles are roomy and trimly l. Comparable to the finest furniture, La Salle's cushions attractive as they are restful and inviting. Extreme d attention to the smallest detail are used throughout.



LA SALLE CONVERTIBLE COUPE



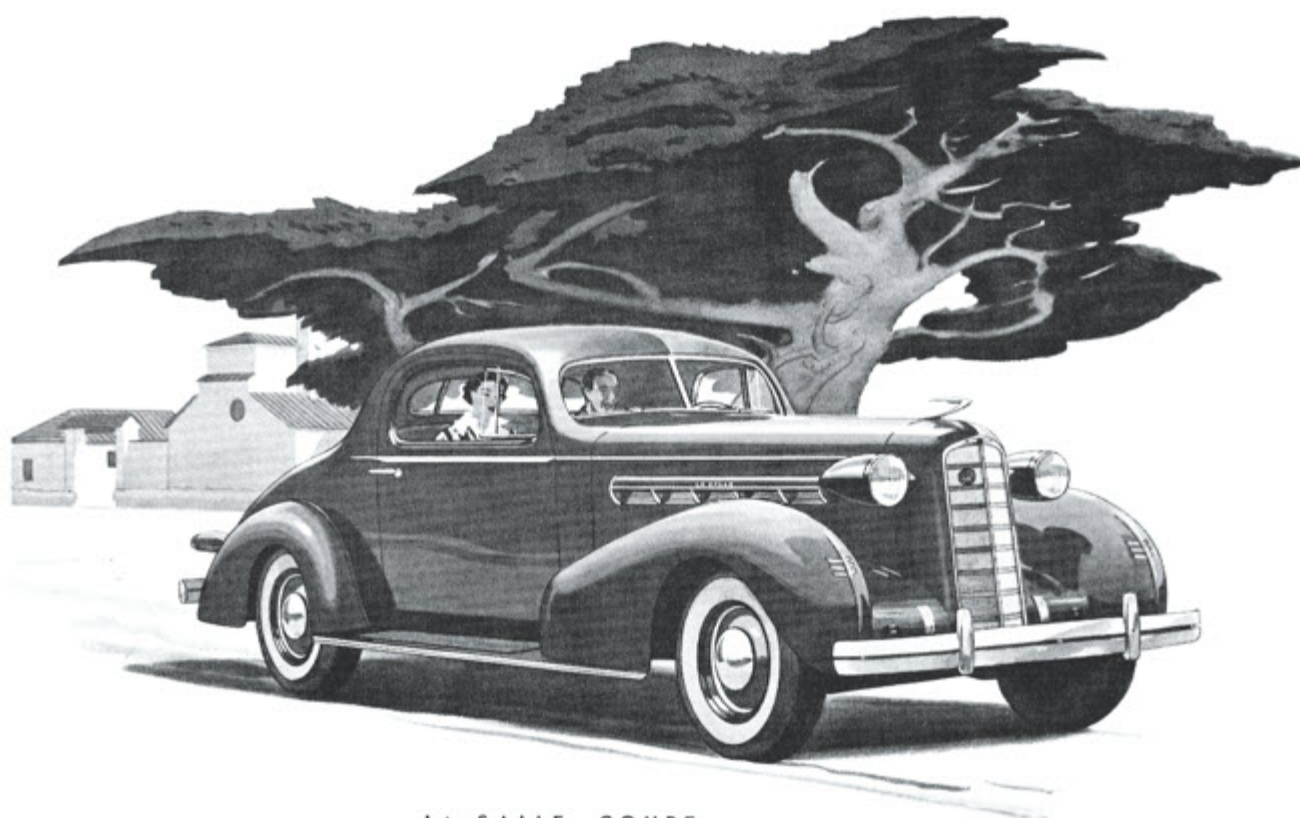
La Salle

TWO PASSENGER COUPE

The new La Salle, as did its predecessors, embodies the most advanced thinking in streamline design as applied to motor cars. The grace and modern beauty of the car is emphasized by the unique and appropriate design of the hood ports.



Combining remarkably beautiful appearance with the utmost practicality, the La Salle Coupe is an ever-popular choice with an exceptionally large group of buyers. . . . Its sleek, dashing lines give it the smart individuality so desirable in a car of this type, while its sturdy construction and dynamic performance make it a constant challenge to the open road. . . . The trim, tailored beauty of that famous Fisher innovation, the "Turret-Top," shows to finest advantage in this model. . . . Interiors are beautifully finished by Fisher Craftsmen, with an ample choice as to fabric and color scheme. A convenient and serviceable extra seat, door arm-rests and generous door pockets complete a remarkable array of convenience factors that add greatly to the satisfaction of the owner-driver.



LA SALLE COUPE

THE FINEST LA SALLE OF ALL TIME
completely Cadillac built!

The new V-8 La Salle is the lowest price -- and the finest -- La Salle ever built. It is now powered by a Cadillac-built V-8 engine. In fact, the new LaSalle is built completely by Cadillac. Its engine capacity has been stepped up to 125 horsepower. Wheelbase is longer, with bigger, safer hydraulic brakes. The bodies are by Fisher, with the new Unisteel Turret-Top construction. But -- best of all -- La Salle distinction, performance and comfort have been brought within reach of the average buyer.



FOR 1937



V-8



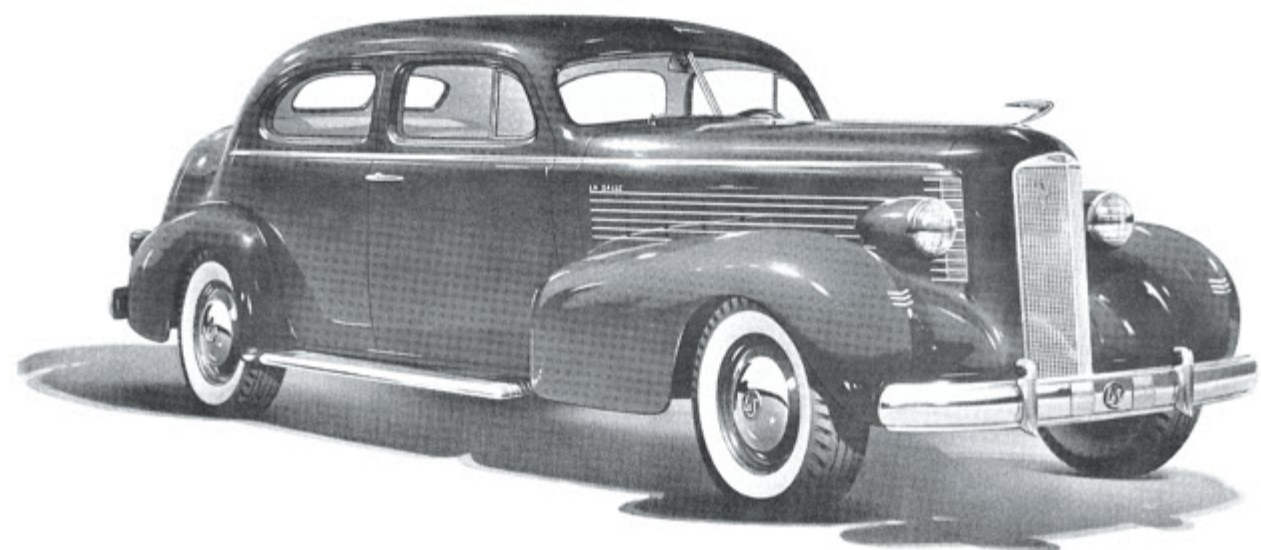
For 1937



Interiors of the new V-8 La Salle are trimmed with the same fine upholstery formerly offered on cars costing \$2,000 or more. Roominess has been substantially increased. Riding comfort also has been raised to a new high degree by improvements in the La Salle Knee-Action ride. Fisher No-Draft Ventilation is provided for health and comfort, free from disturbing drafts. Inside and out, Cadillac has not overlooked a single detail in creating La Salle to the quality tradition of the Royal Family of Motordom.



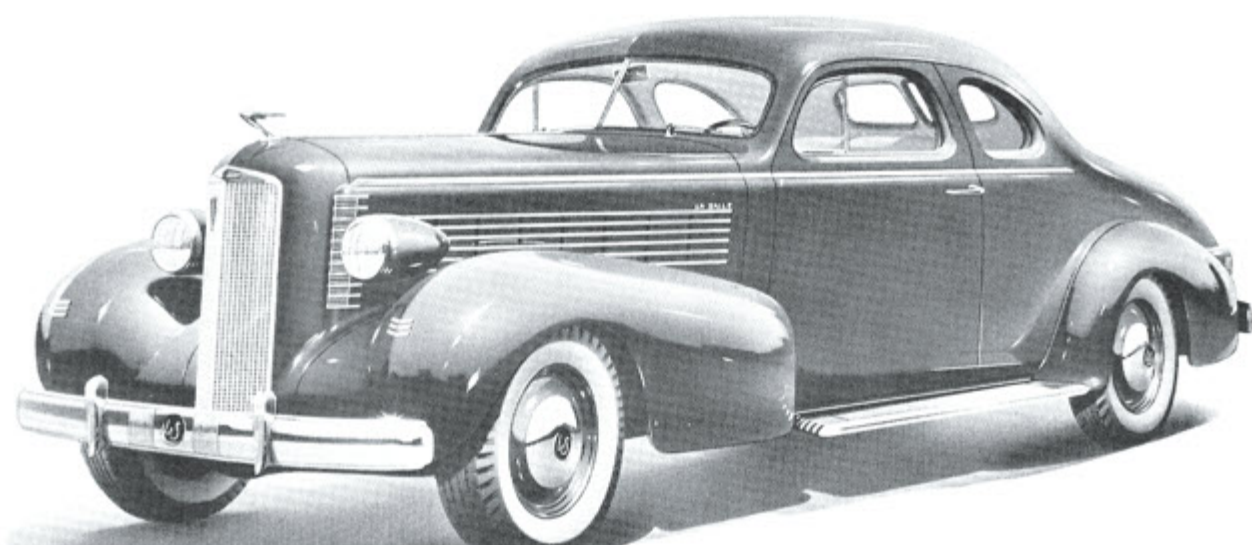
Exceptionally wide doors afford easy entrance to the La Salle two-door Touring Sedan. Three passengers may occupy the full-width front seat in perfect comfort. A spacious built-in trunk, where the spare tire is concealed, provides ample luggage room for long vacation tours.



NEW V-8 LA SALLE *Five-Passenger Two-Door Touring Sedan*



Two cushioned opera seats, located inside the body, make a four-passenger car of the La Salle Coupe. The rear compartment cover opens at its lower edge, permitting easy removal and replacement of the concealed spare tire. Ample luggage space is provided over the tire.



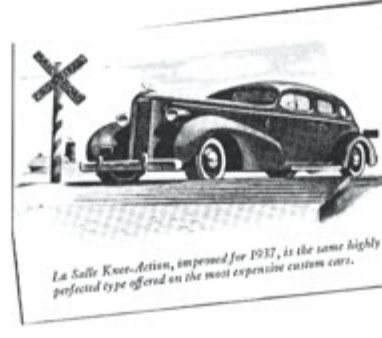
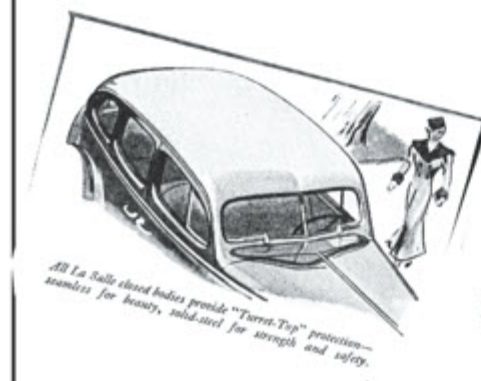
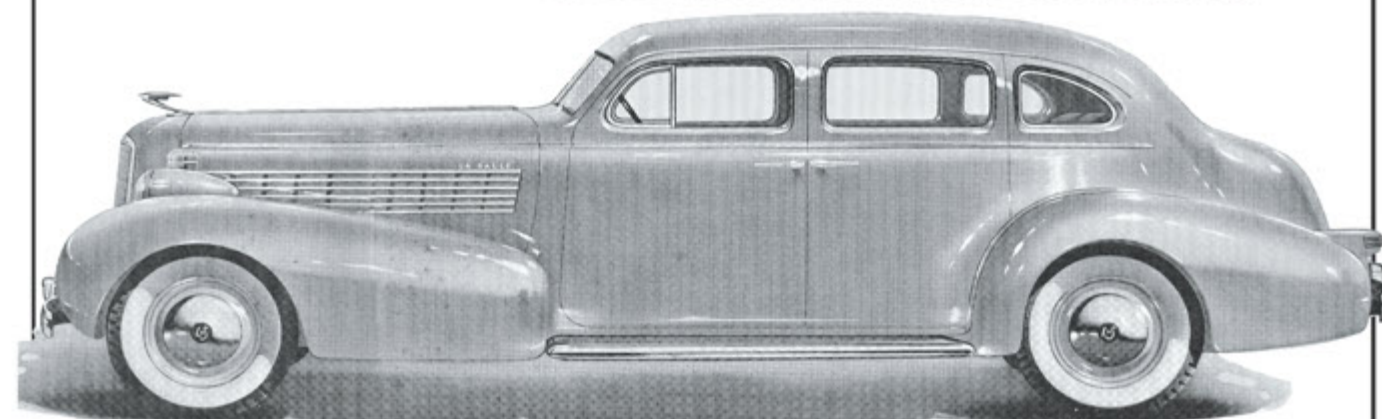
NEW V-8 LA SALLE *Two-Passenger Coupe*

THE NEW



LA SALLE 5-PASSENGER TOURING SEDAN

The substantially increased wheelbase is quickly evident in this profile view of the four-door Touring Sedan. Its new Fisher Body is also larger and roomier. From the new front-end contour to the spacious built-in trunk at the rear, La Salle beauty suggests the exhilarating 125 horsepower performance at the driver's command.



1937
SPECIFICATIONS

Engine—Cadillac precision built; 8 cylinders V-type; "L" head; bore 3 $\frac{3}{4}$ "; stroke 4 $\frac{1}{2}$ "; displacement 322 cu. in.; taxable horsepower 36.45; brake horsepower 125 at 3400 r.p.m.; engine mounted in rubber at three points.

Pistons—T-slot design aluminum alloy for uniform expansion; special anodizing process hardens surface to prevent scuffing and scoring; fitting with two compression rings and two oil rings.

Cooling System—Harrison Radiator, simplified water circulation system; automatically adjusted water pump packing, thermostatic radiator shutters.

Carburetion—Stromberg or Carter dual down-draft with equalized manifolding, fuel pump, air cleaner, intake silencer. Automatic choke, 22 gallon gas tank.

Generator—The Delco-Remy Peak Load generator maintains charging rate, even while headlamps, radio and heater are being used. It eliminates worry concerning battery condition.

Clutch—10 $\frac{1}{2}$ " x 6 $\frac{1}{2}$ " single plate dry disc type with 107 square inches of facing area; semi-centrifugal. Gives gradual and smooth application of power.

Transmission—Cadillac-built Syncro-Mesh with three forward speeds and reverse. Reverse gears as well as low and second speed gears are helical for extreme quietness. All gears fully carburized for hard use and long life. Pin type synchronizers assure easy shifting.

Lighting—Visible headlamp beam indicator in the speedometer shows which of three headlamp beams is being used. Controls rearranged to give added safety.

Front Wheels—Independent "Knee-Action" front wheels, strong and simple with large, resilient coil springs for smoother riding comfort and effortless driving control. Thoroughly proven by three years use and millions of miles of testing.

Brakes—Bendix Duo-Servo Super-Hydraulic brakes operate in centrifuse brake drums. Mechanical hand brake operates independently of the hydraulic system.

Drive Shaft—Hotchkiss drive. Two universal joints mounted on needle roller bearings permanently packed with lubricant requiring no service attention.

Rear Axle—Cadillac design and manufacture. Semi-floating type with hypoid gears, insuring quiet, dependable performance. Ratio 3.92 to 1.

Steering Gear—Sturdy worm and double roller type, with straddle mounted roller. The cross-mounted steering link operates a lever supported by the massive front cross member. Attached to it are two steering rods, each of which controls one front wheel. The steering ratio is 23.2 to 1. Can be turned or parked in much smaller space than many cars of the same wheelbase.

Frame—The chassis has a more rigid frame that improves stability and riding comfort. The frame is 8 $\frac{1}{4}$ " deep, $\frac{1}{8}$ " thick and has a flange width of 2 $\frac{3}{8}$ ".

Ride Stabilizer—Two stabilizers, one front and one rear for better roadability and to keep car on even keel.

Tires and Wheels—Low pressure, 4-ply tires, 7.00 x 16 carrying 26 lbs. air pressure. Five steel disc wheels with large chrome disc hub caps.

Fenders—Fenders, and other sheet metal parts are bonderized to prevent rust.

Turning Radius—Right 20 feet, Left 20 feet.

Body Types—Fisher all-steel bodies with No-Draft ventilation and Turret-Top roofs. Optional selection from Bedford Cord or Broadcloth upholstery and several body colors at no extra charge. Trunks standard equipment on 2- and 4-door touring sedans. Large trunk storage space.

The right is reserved to change specifications, colors, prices or equipment at any time without incurring any responsibility with regard to cars previously sold.



Southern Wheels Shop Safety Tips ...with Wayne Smith

from Dependo Rent-all

BENCH TESTING A COIL (12 Volt Only)

...with your multi-meter

In past issues we talked about using a multi-meter to diagnose problems with our vehicles. Ignition coils can be tested with your meter on the ohm setting. Automotive coils have two coils of wire, called windings, one on top of the other. One winding is called the primary, the other, the secondary. The primary makes the spark and the secondary sends it to the distributor. One of these coils can go bad and cause your coil to fail. Sometimes a coil has no spark and is clearly bad, but if a coil is going bad it may make a weak spark and make your car run rough.

To test a coil, you will need the resistance specifications. (measured in ohms) for your coil. I have found that most automotive coils measure between 075 to 1.00 ohms for the primary windings and 10,000 to 11,000 ohms for the secondary windings. The primary windings are measured between the two small posts. The secondary is measured between the center post and one of the side posts. Remember, keep it safe, keep it fun!

TESTING THE PRIMARY WINDING...



TESTING THE SECONDARY WINDING...



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1964 Ford Galaxie 500 XL Conv, 390 V8, dual exh, 4 bbl carb, auto trans, PS, PB, PW factory a/c, bumper guards, fender skirts, bucket seats, runs excellent, \$39,500.



1962 Chevrolet Impala SS 2 dr h/t, 350 V8, 4 bbl carb, dual exh, 4 sp manual trans, PS, PB, Torque Thrust wheels, bucket seats, \$57,500.



1968 Ford Mustang GT fastback, orig 390 V8, 4 sp manual trans, Calif built, no rust ever, PS, PDB, all orig parts included, show quality paint job w/gold stripes, \$125,000.



1955 Chevrolet 210 2 dr h/t, orig 265 V8 rebuilt, dual exh, 3 sp manual trans on column, very orig, unmolested car, runs excellent, very reliable, \$43,500.



1960 Pontiac Bonneville Conv., very orig, unmolested, orig 389 V8, 4 bbl carb, auto trans, PS, PB, P top, rare 8 lug aluminum wheels, Calif car, extremely solid, runs out good, \$45,500.

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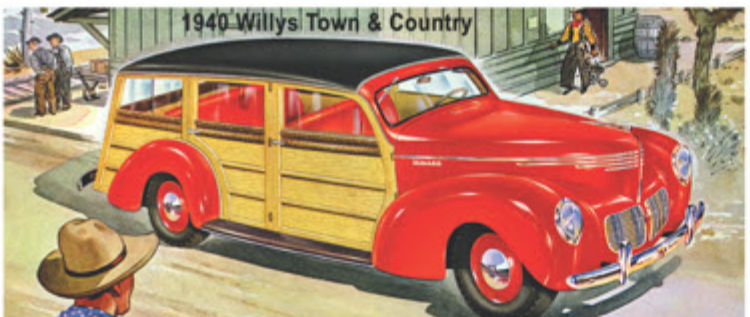
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Our Car Buddy Dale Beaman from Washington, UT was intrigued with the rarity of the 1940 Willys in the May 2026 issue, so he did some research to learn more about the production. Thanks, Dale, for sharing your findings with us!

USHCO/USB&F built a small run of station wagon bodies for Willys. Five examples were built on model 440 coupe chassis in 1940, and a second group of five in 1941 on model 441 coupe chassis. All wagons featured a single door on the driver's side and the belt line on the 1941 models differed from those built in 1940.



1940 Willys Town & Country

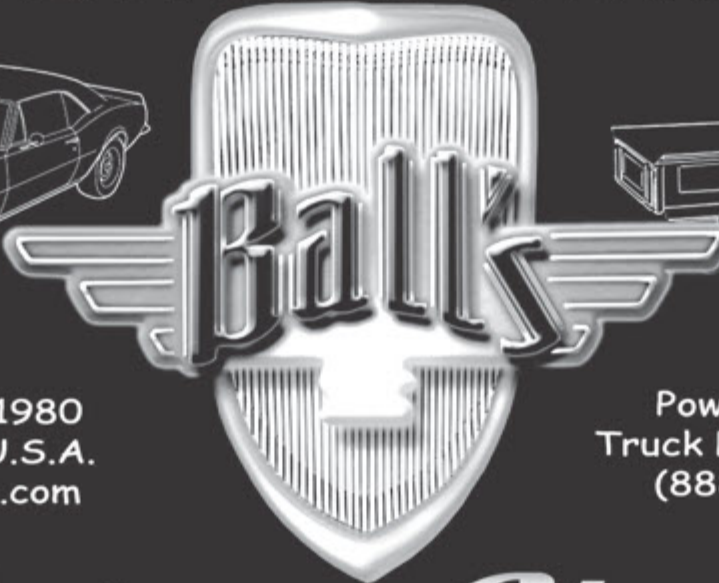
PRESS RELEASE



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DIAGNOSING A "SMOKER"

My Experience Is...
by Joe Rabelskie

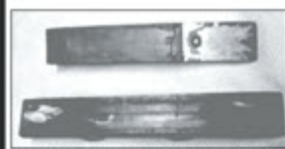
*From 2007, a tribute to our old friend and restorer, Joe Rabelskie.



Although we, at Southern Wheels Magazine, have a diversity of old automobiles, it is no secret to our readers that our preferences are Packards and Buicks; but, every once and a while a car comes along that one just cannot turn away. Such was the case with a '72 280 SE Mercedes Benz. This car was a striking dark green with a light brown interior. It was in really nice shape, the last of the classic body styles; but, it was a smoker!

When we pulled the car in, the smoke was so thick that we could not see the house 50 feet away. It was oil smoke; but, there were signs of excess fuel burning too. Being an overhead cam, we knew that the oil was being directed on the top of the camshaft, which in turn was being splashed right on top of the valves. It was possible that it only needed valve seals; although it was smoking so badly that we had our doubts. So, we headed right for the valve seals. This was going to be an easy fix, if it only was the seals. All we had to do was put air into the cylinder, to keep the valves up, and remove the springs. We used an overhead valve spring tool between the camshaft and spring. It worked as if it was made for it. When we got to the fourth valve, we saw that the valve guide was moving up and down with the valve. That was our problem. It is not uncommon for valve guides to fall out of a MB head like that. Fortunately, they make them in oversize. Our easy job just turned into a major project.

We put the spring back on and took a compression test. One cylinder was a little low (110 psi), but the rest were right up at 125 psi. We disconnected the accessories and got ready for surgery. After removing the injectors and the intake manifold, we brought the engine to TDC so we could check our timing marks. When we went to the book to see where the timing marks were, there seemed to be everything but that. After consulting several more manuals, we decided to call around. The consensus was that we needed to mark the chain and sprocket, and put it back the same way it came off. So, we marked it and did a little more searching. There was a washer behind each sprocket with a small notch in it. One of them lined up with an unlikely looking mark on the



DAMAGED CHAIN GUIDES

head. The other seemed to be off just a little. We snapped a couple of pictures for later reference and with all this in mind, we started disassembling.

First, the timing chain tensioner had to be removed from the outside of the motor, to allow for play in the chain, and then the sprockets were removed and a wire wrapped through the links with the ink marks on them so they could be wired up and out of the way. Then, the sprockets were marked with a punch. The camshafts were secured with five cam tower bolts and five head bolts, so we loosened all of the head bolts reversing the torque pattern, removed them and the tower bolts, and then removed the cams and towers, rocker hold down clips, and rockers. Next, we disconnected the exhaust manifold from the passenger side of the motor and set it off to the side. The driver's side had bolts that were so hard to get to, that we decided to remove the manifold from the exhaust pipe and take the manifold off with the head.

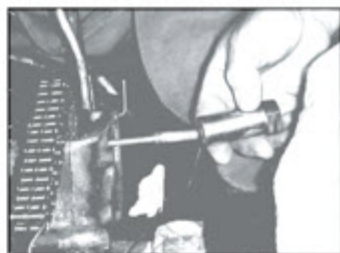
On an OHC Mercedes, the timing chain straddles the chain guides, so, the guides have to be removed. This entails removing two pressed in pins with a special puller. We simply made one by drilling and tapping a soft, fine threaded bolt to fit a 6 mm threaded rod. Then screwed the rod into the pin (which is already threaded), slid a socket and washer over it, and screwed a nut down on it, pulling on the pin, until the pin came out. Finally we were able to pull the heads right off.

Upon disassembly of the head, we found that the valves, springs, rockers, and camshaft were all in good shape. Even the guides that were still tight in the head were in good shape; however, we were not going to take any chances. All of them were going to be replaced with oversized guides. After cleaning the rest of the parts, the block looked good and the rings held vacuum (which was checked with our Sioux vacuum tester). The only parts in question were the chain guides which had slight wear and questionable cracks in them.

Installing oversized valve guides in a Mercedes involves special tooling. Since this was going to be a one time job, we opted to call on our good friends at Austral Engine Rebuilders in Davie, Florida to install them for us. So we sent out the heads and ordered our parts.

For now, we will be fine cleaning and detailing the engine and compartment and taking care of a few incidentals until we get the heads back and the parts in. Next month we will finish up the machine work, reassemble the engine, and see how it runs. We can hardly wait!

(Part II Next Month!)



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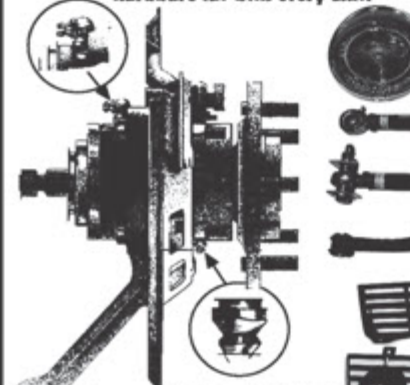
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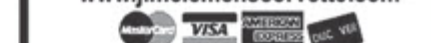
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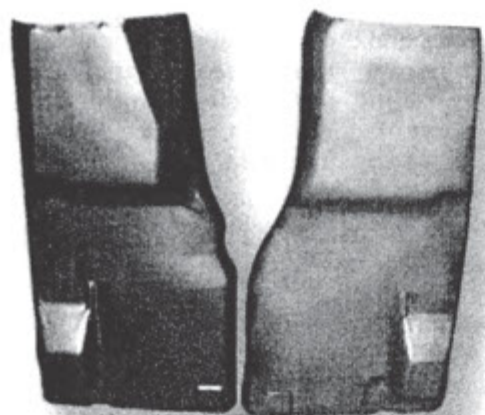
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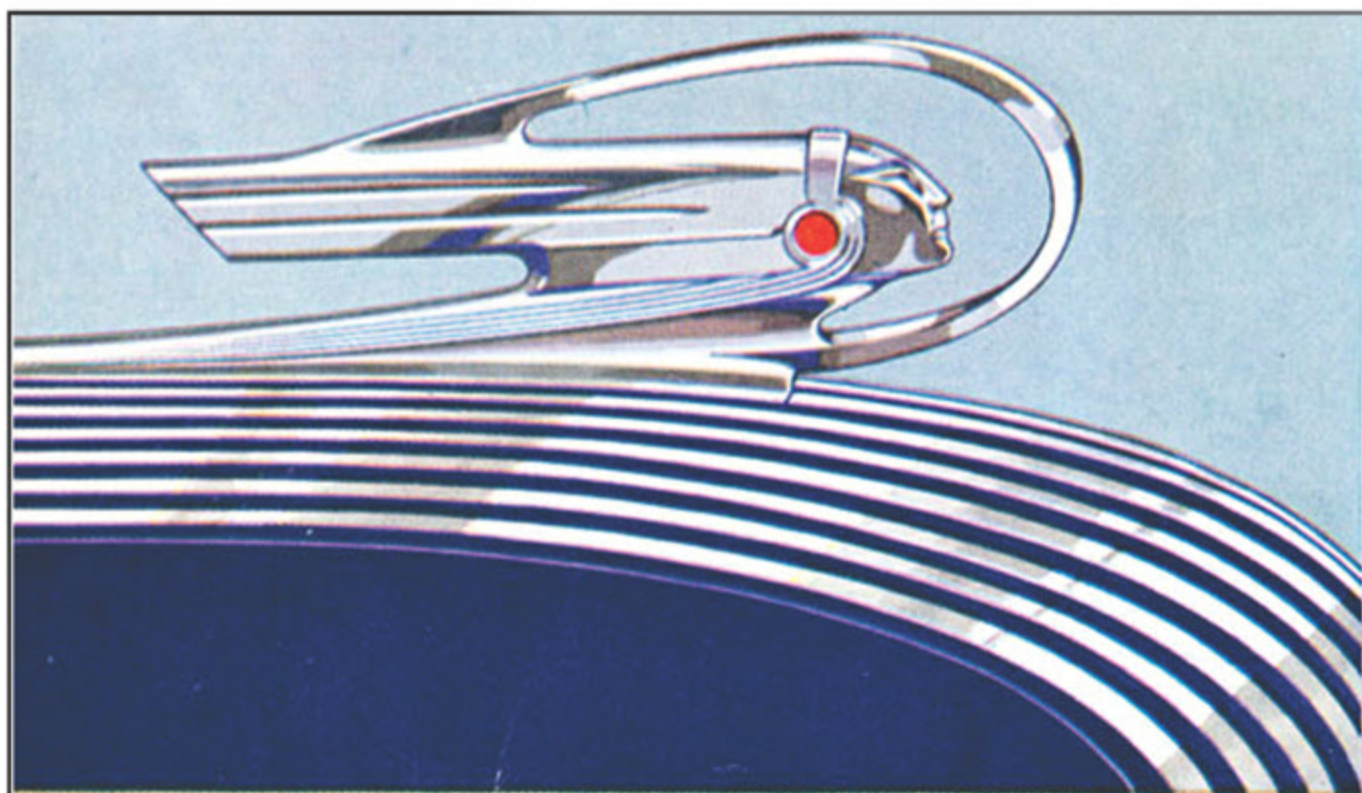
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