

Kennedy American, Inc.
 7100 State Route 142 SE
 West Jefferson, Ohio 43162
 614-879-7283 (SAVE)
 info@kennedyamerican.com

Largest selection of new factory original, reproduction, replacement and select used parts at a better price

FOR A CUSTOM CATALOG OF PARTS JUST FOR YOUR AMC VISIT OUR WEBSITE:
www.kennedyamerican.com

AMC parts experience since 1974
 We ship anywhere!
 Visa/Mastercard/Discover/American Express

HARBOR AUTO RESTORATION

Impeccable craftsmanship performed on any and all levels of restoration in our state of the art facility

**Antique - Classic - Muscle
Exotic - Foreign**

AACA ISCA Award Winning
 References Available
 Transportation can be arranged
 2121 US Highway 1
 Rockledge, Florida 32955
 Phone: 321-633-3227
 Fax: 321-633-5612
 Web page address: www.harbor-auto.com
 E-Mail address: harbor@harbor-auto.com

  FL MV# 106285

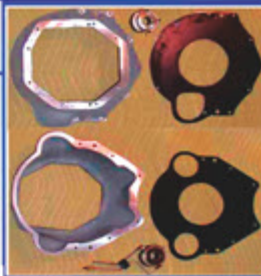
CHUCK'S
 USED
 AUTO PARTS
 Since 1988

Specializing in GM Cars/Trucks
www.chucksautoparts.com
 4745 Clifton Rd., Marlow Heights, MD 20748
 Phone: 301-423-0007

CHEVY & B.O.P. T-56 KITS!
www.weirhotrodproducts.net

Weir's Transmission Conversion Adapts Your T-56 6-Speed to Your Early-Model Small & Big Block Chevy, Buick, Olds or Pontiac V8, V6, I6, I4

- Allows Use of Low Ratio Rear Gears
- 356 Cast aluminum Bellhousing for easy installation
- Fits Gen I, LT1, LS1, LS6 Small Blocks & Big Block Chevys
- Fits most Street Rod chassis & early Camaro, Chevelle & Full Size Chevys
- Includes Self-adjusting hydraulic release bearing, block plate & bolts.
- Uses common 11-inch clutch & 168-tooth flywheel
- Better long-distance cruising and MPG
- Uses 1" Bore Master Cylinder (Available separately)
- Trans out of 92-03 Camaro & Firebird & Some Others



SIMPLE INSTALL
707-647-0513
MADE IN U.S.A.
WEIR HOTROD PRODUCTS
 4911 Paoli Loop Rd. • American Canyon, CA 94503



VFN
 FIBERGLASS
 (630) 543-0232
WWW.VFNFIBERGLASS.COM

THE RACERS CHOICE
 THE RIGHT CHOICE

Club Plaques

Cast Aluminum Car Club Plaques
 Kustom made to match Your Club or Association's logo.
 Over 180,000 satisfied customers!
 Also, Polished Finned Aluminum Engine Accessories
www.obrientruckers.com

O'Brien Truckers
 29 A. Young Rd • Charlton, MA 01507
 1-508-248-1555 • EMAIL: info@obrientruckers.com

Rosenberry's
 Classic Chevy Parts, LLC
55-56-57 CHEVY PARTS
 ALSO OFFERING
 Restoration Services & Mechanical Work
 "Your Northeastern Ohio Danchuk Dealer"
330-343-5755
 Web Site: www.rosenberrys.com
 Mineral City, OH 44656

Old Car Radio Service
 Repairs Restorations Conversions

Charles Forgey
 8927 Leamon Road
 Harrison, Tn 37341
 423-344-8357 - Office
 423-785-6333 - Cell
 Email: oldearradio1@bellsouth.net

Free Estimates



Over 30 years dealing with European and Domestic Classic Collectible Cars



818-591-1313
 2158 Union Pl Ste C
 Simi Valley, CA
www.californiacars.com

**•PURCHASING
•SALES**

**•RECONDITIONING
•CONSIGNMENT
•CONSULTING SVC.**

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

 1994 Pontiac Formula T-Top Coupe, LT1 V8, 275 HP, Black leather interior, a/c, \$7950.

 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 deTomaso 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.

WHERE

CAN I FIND IT?

If you are looking for OEM styled exhaust insulations kits, call McVey's at 913-722-0707

FLAT-O-PRODUCTS, INC.
 2195 Commercial St. NE
 Salem, OR 97303
503-364-6194
 Transmission Adapters for Early Ford Motors

OL'55

EAST COAST CHEVY



55-56-57
 Our Specialty for 30 Years

Knowledgeable, Personal Service
 Complete Inventory
 Stock or Modified parts from most manufacturers accurately described so you can make an informed choice.
 Full Service Shop / We Know How!
 See PDF catalog on our website:
www.eastcoastchevy.com

4154 Skyron Drive
 Doylestown, PA 18902
215-348-5568 fax 215-348-0560

T.O.T.A.L.L.Y. STAINLESS

TOTAL-LOCS LOCKING HEADER BOLTS!

- EASY TO USE
 - HEAT RESISTANT
 - VIBRATION PROOF

World's Best Selection of STAINLESS
 Bolts, Nuts, Screws, Washers, Clamps, & More!



Button Sheet Metal Screws
 - Available in #8, 10, & 14 sizes -

OVER 5000
 Kits for Bodies, Drivetrains & Suspensions!

- Stainless Components -
 - Also Available -
 Individually or in over 100 Assortments!



High Strength Stainless

FREE ONLINE CATALOG!
717-677-8811
1-800-767-4781
www.totallystainless.com
 1945 Heidlersburg Rd.
 Aspers, PA 17304

D & D ENGINES & INC.

Good Used Engines & Transmissions

14044 Hwy 231 N
Hazel Green, AL 35750

Toll Free: 888-782-4790
Phone: 256-828-6571

40th Anniversary 1985-2026

www.dndengines.com

8 am - 5 pm

TRANSMISSIONS

DYNO TESTED • GUARANTEED & DELIVERED

We Also Have Vintage Cores and Hot Rod Parts

SHOP MANUALS / PARTS BOOKS / DEALER ALBUMS
COLOR BOOKS / UPHOLSTERY BOOKS / OWNERS MANUALS
SALES BROCHURES / DATA BOOKS / SERVICE BULLETINS

Over 100,000 Unique Items Spanning 1900-2004

We Buy Books

Quick Reliable Service Since 1980

Same Day Shipping

PO Box 366
Tipp City, OH 45371

Classics - Musclecars - Domestic

LLOYD'S

AUTOMOBILE LITERATURE

1-800-292-2665

Visit Our Illustrated Website!

www.LloydsAutoLit.com

Over 25,000 Square Foot Warehouse!

Call Today Toll Free!

Hours of Operation
8AM - 7PM EST M-F
10AM - 2PM Sat/Sun

MasterCard VISA
AMERICAN EXPRESS DISCOVER

DeSoto Power Steering

Easy As
Dialing A Telephone

ASK DAVE

Q:

What is the difference in a speed nut and a push nut?

A:

Speed nut is a term generally used at hardware stores to cover push nuts, spring nuts, thread-cutting nuts, etc. All of these provide excellent holding power for anything from connecting bumper sections to putting on car badging. Pushnuts push on the stud, go on quickly and generally have to be broken to be removed. Spring nuts are self-locking and flatten when the screw is tightened into them. Thread-cutting nuts are ratcheted on and cut threads into the uncut stud. They can be removed by unscrewing them (these are commonly used on car badging that might need to be removed later on).

PUSH NUT SPRING NUT THREAD-CUTTING NUT

POP'S GARAGE

(Continued from Page 11)

bottom of the grill 'CHEVROLET' script on the top grill bar, new guards featuring a long, horizontal chrome connector bar in harmony with the horizontal grill bars. The hood ornament and badging were new with the base ornament a 16 1/2" jet-styled chrome airplane atop the hood and an accessory 'gold' Impala hood ornament could be ordered. This Impala would be seen again as a trim featured on the 1959 Impalas. Bumper tips were also an accessory for '51," Jack said, "and all Chevy's received a new hood emblem with a blue bowtie lower hood center at the grill and small dog dish styled hubcaps with a blue bowtie."

"Was it in 1950 that Chevy changed the red background circle around their blue bow tie on the hubcaps and steering wheel horn buttons to yellow-gold circle with blue bowtie?" Sandy asked.

"Yeah, it was '50 only. The public hated it! And they went back to the red/blue bowties for '51."

"Don't the new Chevy's have a yellow background on the bowties?" Phil asked.

"I don't know," Sandy answered. "I don't see new cars."

Jack opened the hood. His car had a 216 OHV six with 3-speed on the column manual transmission.

"There was a 235 OHV six offered in the Deluxe and Belair models that featured automatic choke, and Powerglide automatic transmission. Mine has a manual choke. The station wagon body is all steel. The real woodies at Chevy were phased out in mid-'49 in favor of these less labor-intensive steel bodies. To give the effect of real wood, Chevy put side and trunk inserts in Di-Noc, a film transfer 'soak-and-stick' unlike today's crack & peel, with ash framing and Burgundy Red Poly dark mahogany, then clear-coated. It looks very much like real wood. My car is in a factory color of (metallic) and is done in nitrocellulose lacquer as it was originally."

Jack pointed out the "DELUXE" block letters on the front fender stainless and opened the door to show the interior.

"Wow! I didn't expect that!" Woody exclaimed as he looked at the real wood door panels and door panel caps. The seats were heavy, creamy tan leather fabric with a super heavy duty ribbed front floor mat. The headliner was a medium cream leather fabric with a wood grain screened into it and had wide exposed brown-painted beams running crosswise to give the effect of the old '40's woody ceilings. The dash was new with two units in front of the driver. Left was the speedometer and right housed the fuel, oil, temp and amp gauges. The center of the dash had a "39-hour" clock and a vertical barred, chrome radio grill beneath it. The push button radio was optional. To the right was the glove box. The dash was two-tone gray; dark gray top and sides with a light gray center.

"This has the push-button start, doesn't it?" Sandy asked.

"Yeah, it's far left at the bottom of the dash, followed by the throttle, ignition with choke and lighter, the heater's (optional) three controls are located far left on the dash and push up and down to operate."

"Beautiful! Simple design and function," Pop said. "Let's see the tail gate."

Jack pointed out the fender skirts on the way around to the back. The tail gate was a two-piece lift gate that allowed the bottom to stay shut while the top glass could be latched in its opened position, with Chevrolet badging on the top wood grained panel, and a center round light on the next panel down above the license plate that automatically folded up so that when the lower tail gate was down, the light could be seen.

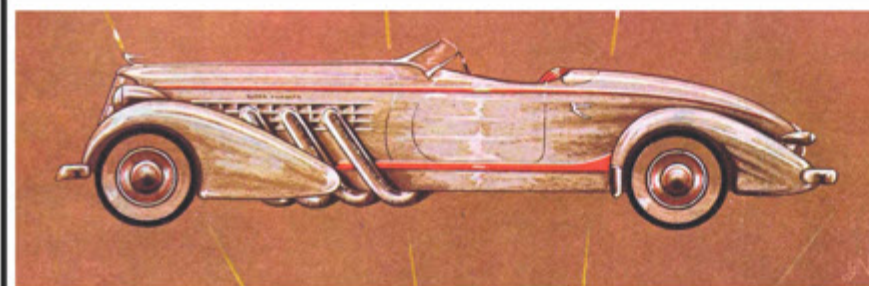
"Your car is an absolutely all-American beauty!" Pop said. "I know you are having a little trouble with it though. What's going on?"

"Well, Pop, it keeps burning out lights. Not any specific one, just random lights. I put a new battery in the car, 6-volt negative ground, and that's when it started."

Pop said, "Start it," as he checked the voltage output from the voltage regulator. "About 7.2 volts," Pop said. "That's okay." Then he checked the battery and found the problem.

Do you know what it was?

(Answer on Page 1)

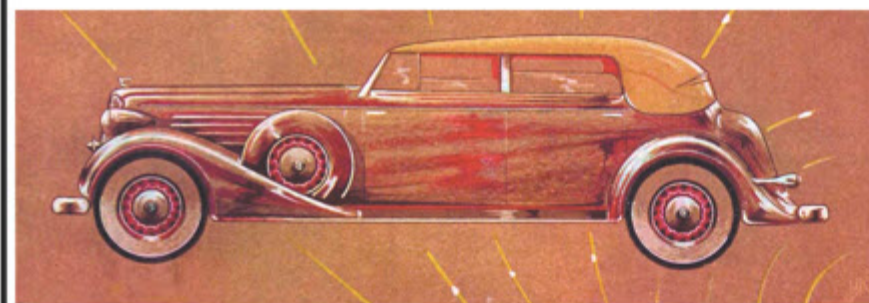


AUBURN

Those who have envied the racing gentry their exhaust pipes can appease that hunger with Auburn's Torpedo Type Speedster, whose stainless steel pipes rake the hood. The running-board-less

Speedster heads the new line of Super-Charged eights, each and every one of which is certified to go "one hundred miles an hour or more." A plate on the car says so. The four chromium bars that score the louvers re-appear on Auburn's

regular line of straight eights and sixes. The regulars stress improved springing, balance, insulation, claim a quieter and smoother ride-as-a-whole. All have Dual-Ratio control, a type of overdrive.

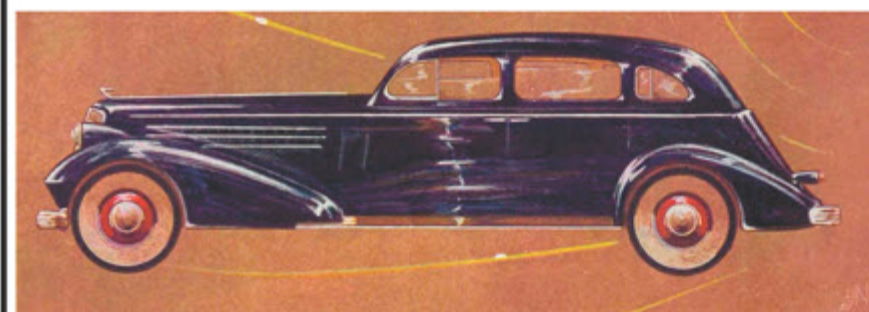


BUICK

Out to appeal to the moderately conservative tastes, "as well as to those which tend toward the youthfully modern," Buick refuses to embrace the radical tendencies in stream-line. However, square-

nosed effects and flat surfaces have been avoided. The appeal is to the solid citizen who keeps up with the times. Thus, a dignified exterior, and a highly practical engineering approach under the hood. Buick seems to have intri-

duced no new word combinations in the automotive field this year, but the makers will tell you that they have incorporated a lot of new ideas under the old words in their 1935 line.

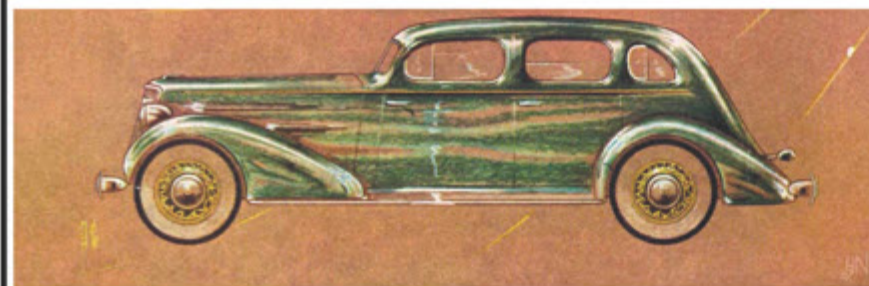


CADILLAC

The long, aristocratic mien of the Cadillac wears little transformation this season. The top may be somewhat more rounded, seeming to sit snugly a little closer to the frame. Reminds one a bit of

those elegant, low-crown derbies poised over a well-groomed face. Refined, and more refined is the theme of the makers of the V-16, V-12, V-8; and still more ways have been found to add to what the same makers call the tradi-

tional comfort of the Cadillac. Presumably, the owner of a Cadillac is never personally concerned with the mechanics of the article, so let us preserve an aloof attitude toward hood and chassis.



CHEVROLET

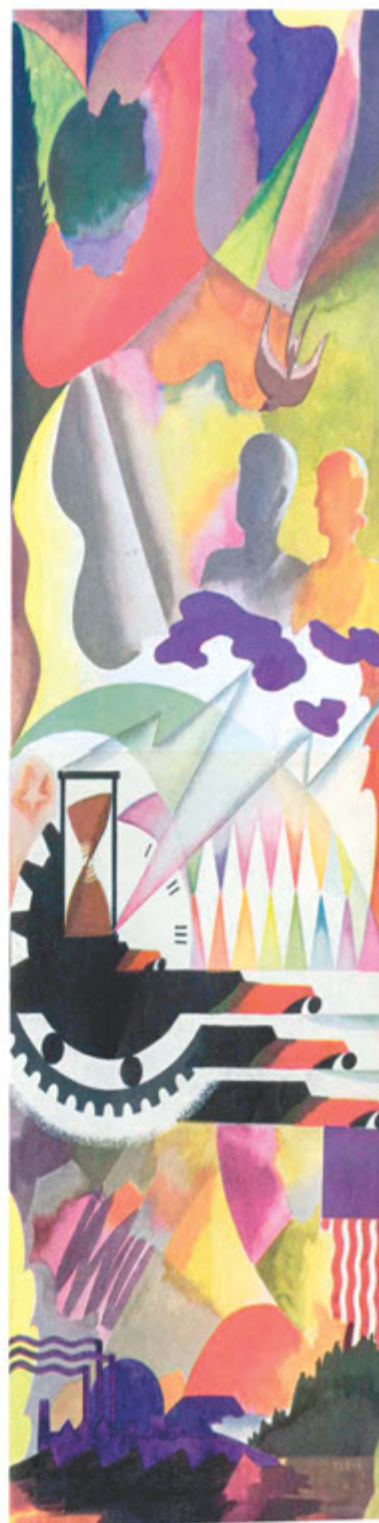
Once upon a time there was a burning curiosity as to who would write the great American novel, but today the question seems to be "who will make the great American family car?" Chevrolet is

anxious to be so identified, and offers the Special Six as the most familiar of its works. There are two sets by Chevrolet, and the creators call attention to their wide-selling powers by the fact that for six of the past eight

years Chevrolet was the world's largest maker of motor cars and trucks. The Chevrolet is one of the lowest price cars in the world. A comfortable but not fancy appearance marks the family car.

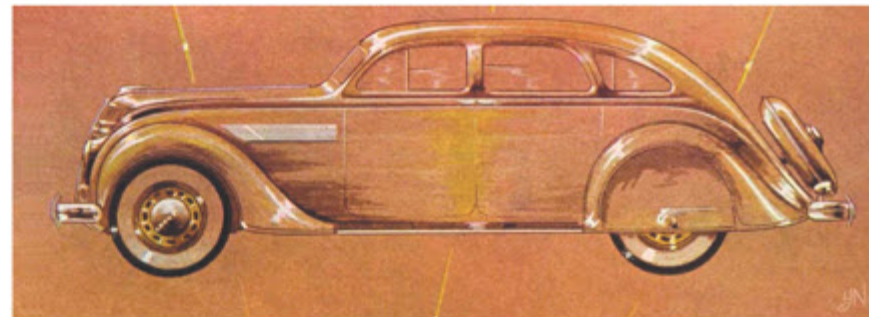
1935

AUTOMOBILE PARADE



1935

AUTOMOBILE PARADE

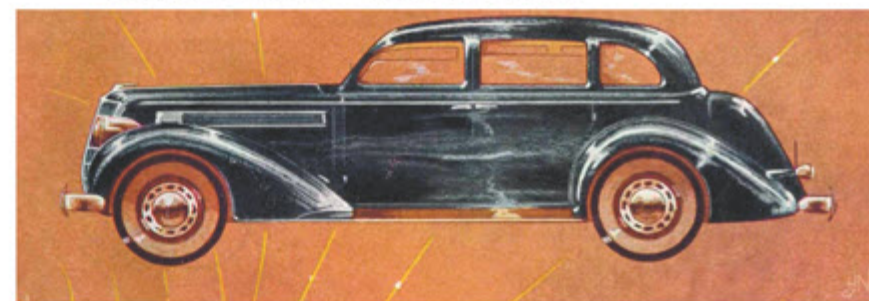


CHRYSLER AIRFLOW

The tear-drop emulators evidently have no tears to shed over the innovations of last year. Most evident change in the Airflow is the pointed radiator, which does away with the blunt-nosed effect.

Some folks find this more graceful. "Effortless steering" is claimed as the result of improvements in that department. More leaves have been put into the springs, which are tapered, and of a new type. The interior finishing has a

few agreeable surprises. Add Synchro-Silent transmission, a new device for quicker and easier shifting. Airflow retains the automatic overdrive feature, for gas and engine saving.

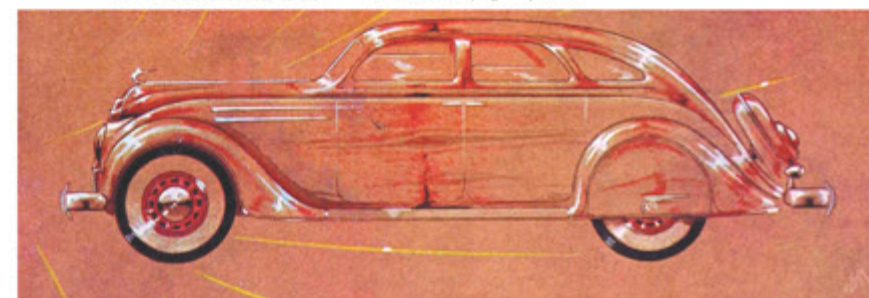


CHRYSLER AIRSTREAM

It may be because a stream flows or a flow streams, but it is becoming increasingly difficult to differentiate between the two Chrysler lines. The stream is still the conservative member of the

family, but is rapidly turning into a flow. Seats and engine have been moved forward in this model, as the innovation was tested and found workable in the Airflow last year. The Airstream has more headroom, legroom, elbow-

room by virtue of the new arrangements. Also wider doors. New tapered spring leaves and Synchro-Silent transmission, as in the brother model. And a revised interior, with improved finishing.

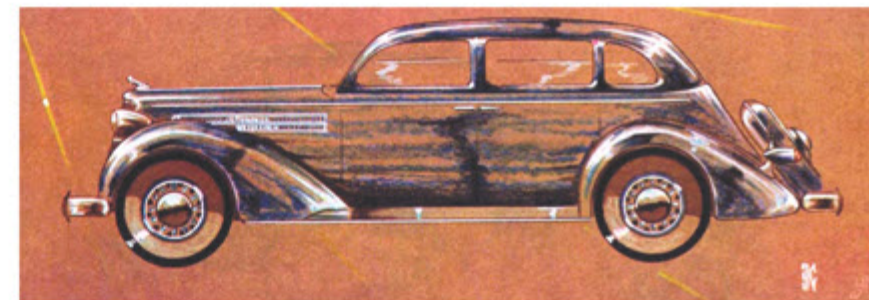


DE SOTO

The little brothers of the Chryslers go a parallel path, in flow and stream. The Airflow De Soto, too, has a re-styled front end, but is rounded instead of pointed. Tapered-leaf springs all

around. The Airstream De Soto is a new line, designed to put De Soto back into the popular price field. It has many of the innovations introduced by Airflow last year, but is more modestly made. While the Airflow motor works

itself up to 100 h.p., the Airstream makes 63. Both engines have high-compression ratios, if you know what that means. Airflow, 6.5 to 1, with 7.0 to 1 optional. Airstream, 6.0 to 1.

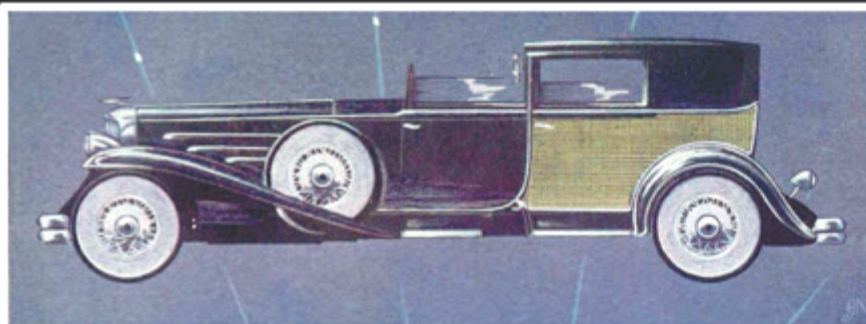


DODGE

Ninety-five advancements are listed by the Dodge engineers for their new model, but we won't pretend to enumerate them. Dodge puts all ninety-five together, calls it Airglide, and tells you the

new ensemble skins over the roughest roads without jolt or jar. They also call it synchromatic control, a mechanical improvement which makes for almost completely effortless steering, almost completely effortless shifting, and

ditto operation of clutch and brake pedals. The idea is to make driving almost completely effortless. Hydraulic brakes and all-steel bodies are the safety arguments which are thrown in for extra measure.

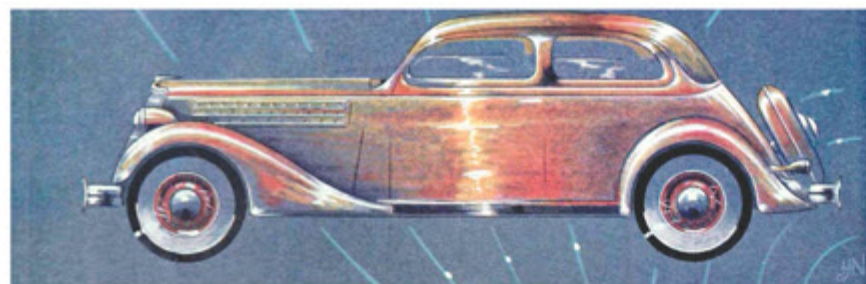


DUESENBERG

As formal as its name implies, the Opera Boulevard has the severe elegance of the ultra-smart. The strong curves of streamline fashion are scored for the sharp-edged, stiff-backed character of

the original horse-drawn Duesenbergs. The running-board is abolished; steps to the front and rear compartments take its place. Pillar lamps of the old-fashioned coach type give the finishing touch of "correctness" to the square-

cornered exterior. Only the sharp-cutting sweep of the elongated fenders concedes to the changes of the last few years. The driver's compartment has a collapsible roof curtain, glass windows,

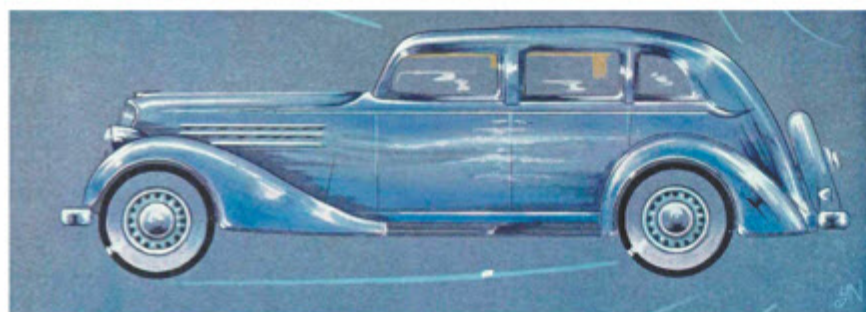


FORD

From the zippy cast of the radiator grille to the counter-tilt of the spare carrier, Ford goes streamline. The departure is not nearly so great as that which marked the end of Model T, but the 1935 Ford

is distinctly different from its predecessor. The low hood slopes all around, the windshield slants more sharply, and the rear does a flying skirt. The interior reveals innovations for the V-8. Mr. Ford, too, would have the distinction of being

the author of the Great American Family Car, and would remind you that his vehicle is in the low price field. He is out to sell a million copies of the latest edition. How's your sales resistance?

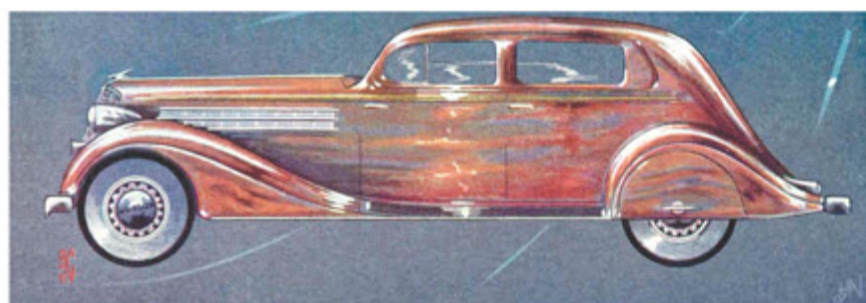


GRAHAM

That lowest price class is going to be as thick as Tourist Third this season; the newest entry is the Graham 80, which, at 2500 pounds, claims to be the light-weight of the division. This doesn't

mean it's a small car; in fact the makers claim that "a new principle of body construction" gives their model more inside room than any other car in its price field. So far as we know, there has been no trick name invented for this roomy

feature; we suggest Super-Space-Envelope. Graham also introduces water-jacketed cylinders through the full length of the piston stroke, and "Outboard Springs." Nothing like a springboard.



HUDSON

Restless automotive engineers have finally worked their way up to the roof. And now comes Hudson with an alloted one stretch body that includes the roof. So the body color can go right on over

the top without a break. Hudson started out to be exclusive in this feature, and the few other engineers that got to their roofs at about the same time thought they were exclusive, too; but not many cars have it. And Hudson has the Elec-

tric Hand. It is not the same as Rex's Self-Shifter, but is a sort of magical device that lets you pick out your gear-shifting in advance, and attends to the job for you when the moment arrives.

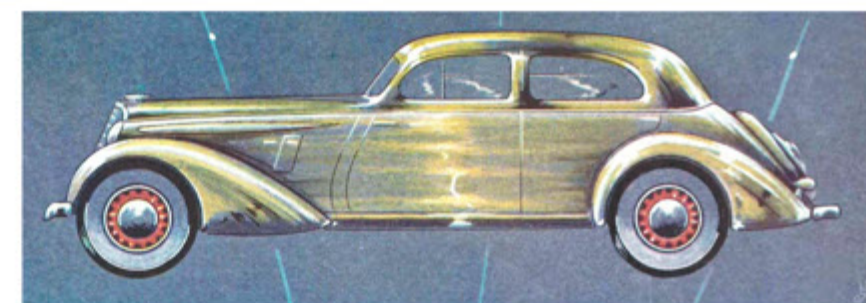
1935

AUTOMOBILE PARADE



1935

AUTOMOBILE PARADE

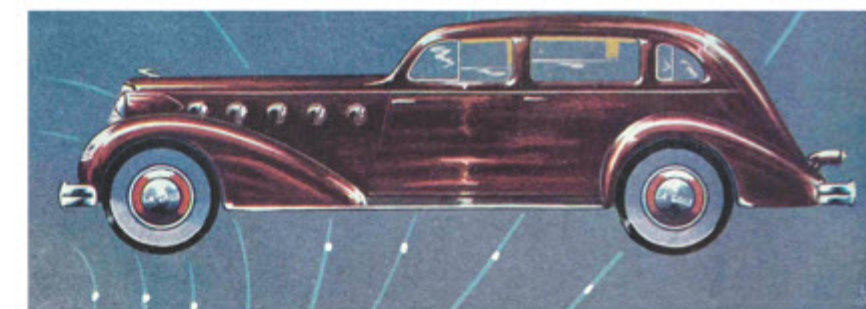


HUPMOBILE

Fifty-three-and-one-half inches for three front seat riders is Hupmobile's offering at the shrine of aerodynamic design. Instead of hiding everything under a sweeping over-all cover, the Hupmobile

has a sort of functional blending of the parts into the car-body; thus, the troublesome headlights are long-tailed into the profile, instead of being treated separately, or being sunk into the facade. The spare wheel is not hidden, but half-sub-

merged, so as not to interrupt the form-flow of the rear panel. A pilot-house windshield and extra-wide doors are featured. Stylish, but different enough to be recognizable—rare this year.

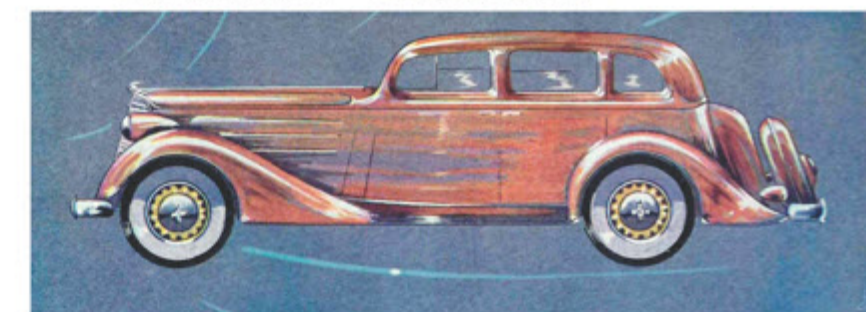


LA SALLE

Note the family resemblance to the Cadillac. The characteristically narrow radiator, the long horizontal treatment, the sleek pondorous dome. Individual features are the cup-like

knobs. La Salle is pretty well satisfied with the reception of last year's model, and continues "in the same line of streamline thought." This is the school that does most of its aerodynamic on the top and rear panel of the

car, and believes in absorbing wind-en protrusions into the body proper. The fender-skirts by their high, full arch give the car another touch of individuality. Note how they snub out, in front.

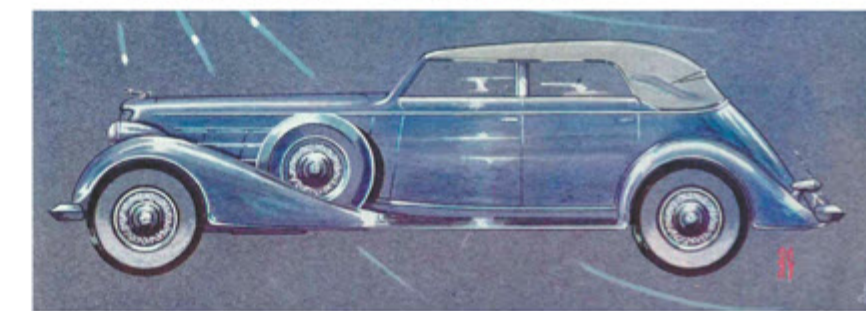


LA FAYETTE

Second season for Nash's entry in the lowest price field. La Fayette enriches the lexicon with "Synchronized Springing." That's the same for a new type of spring insert which, the makers claim, pro-

duces a constant, level ride in front and rear for the life of the car. Moreover, no lubrication is required for those parts. This innovation in spring leaf suspension is just supposed to make you forget about springs. Furthermore,

La Fayette has a feather-touch control which, we suspect, is another name for the new trend in effortless driving. Dual-contraction, sound-proofed bodies. Changes in design make the car look longer.

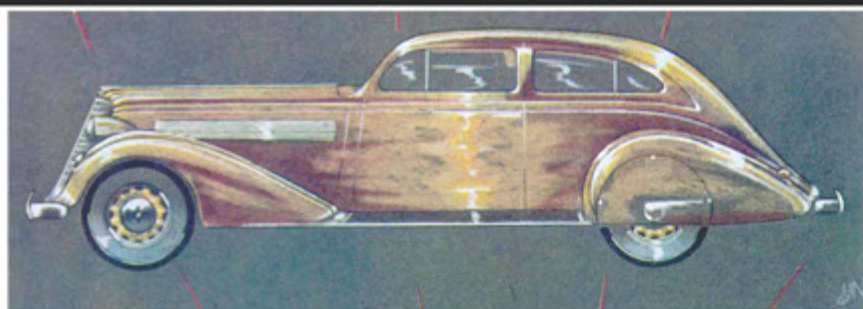


LINCOLN

You can have your Lincoln eighteen ways. All will contain the 120 h.p. V-12 engine, and will conform to the conservative-but-modern treatment of the model shown. The eighteen body types are built

long and low, with a full, instead of shallow, streamline effect in the rear panels. Like most of the higher-priced cars, Lincoln has the deep-crowned fenders, the rounded modelling that contains the influence of filled curves, rather than

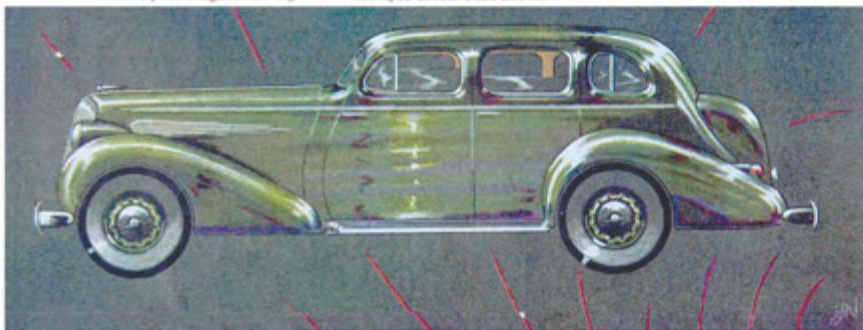
the nervous grave of the hollow forms. The front end of the car has been re-designed, with a new treatment for the radiator grille and headlights. But the angle is firm, rather than rakish.



NASH

This job, too, takes off with head flung back and hair flying. Nash has a one-piece body that, like a one-piece bathing suit, contains all the vitals. Six passengers fit easily; moreover, the design makes luggage, spare tire, and tools accessible without disturbing the riders. Shares the Synchronized Springing secret with La Fayette, calls attention to super-hydraulic brakes and ball-bearing steering. The feather-touch, no doubt. Nash also has a

"fourth speed" or automatic cruising gear to bother the gas and oil interests, and wishes you to remember the term airplane-type twin-ignition Flying Power. Put it down under efficiency.

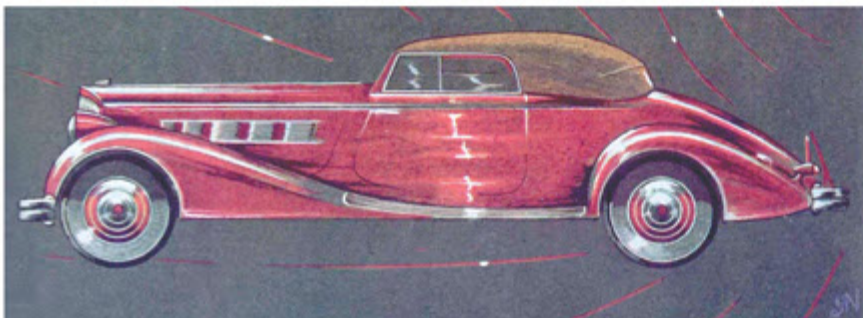


OLDSMOBILE

The secret of the all-steel top, which makes life so much safer and the view from the fourth-floor window so much more attractive, has been discovered by Oldsmobile, too, and the Fisher all-steel no-

draft bodies include that innovation. The new models, both sixes and eights, show an increase in size and in power, nevertheless, an improvement in operating economy is claimed. The six-fisted model now develops 90 h.p.; the straight

eight can churn up a hundred horses. Super-hydraulic brakes, center-control steering, and the ride-stabilizer. No upstart brand, the Olds manages to step right along with the fashions.

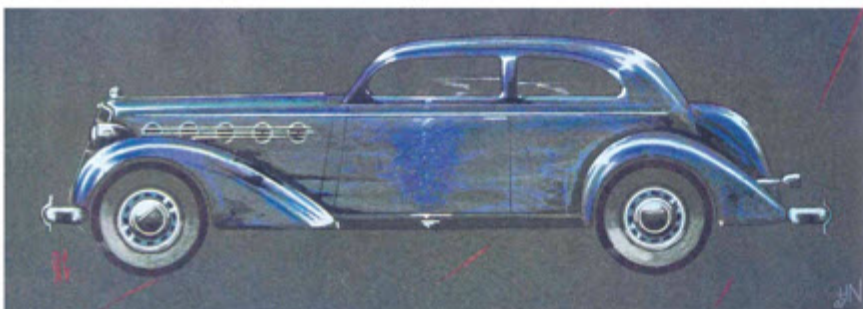


PACKARD

"In designing a new Packard model," says their catalogue, "the first line the engineer draws is the 'life line'—the Packard radiator line." So the car with flattened ends that has been on top of the radi-

tor for thirty years is still there, and a Packard remains a Packard. One more word, quoted in awe: "Just as only a few acres in the world produce the rare bouquet of old Burgundy, so too only a single county grows wool that is fine

enough to upholster the new Packard Twelve. The fleeces' pick of 40 sheep from three choice flocks, grazed in the lush pasturage of a tiny Texas area, are required for a single car."



PLYMOUTH

Much has been ado in the Plymouth factories. Father Chrysler has brought this model into the Airflow line. Floors go down four inches. Motor gets a high compression ratio (6.7 to 1),

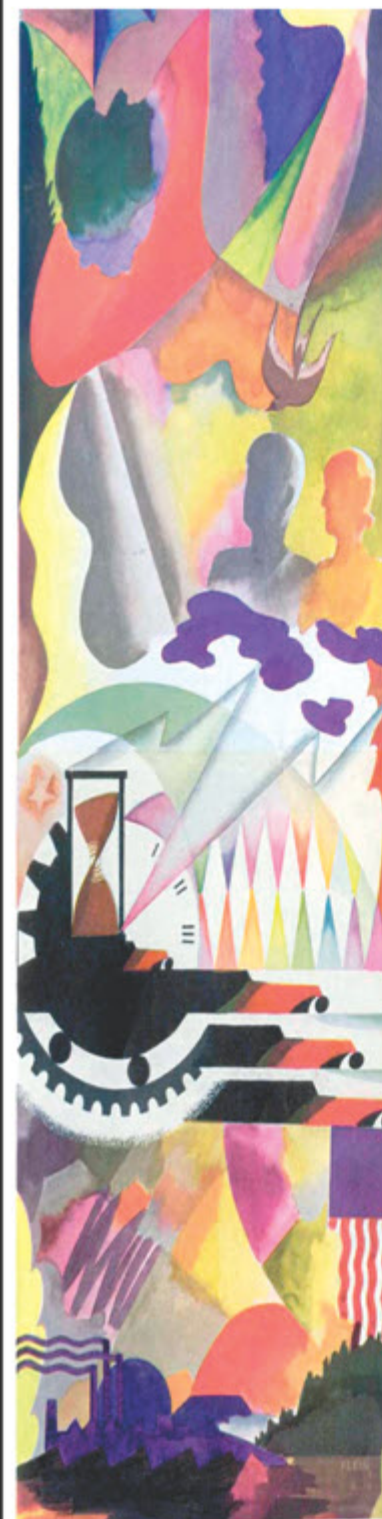
and gets moved forward over the front axle. Rear axle goes back. Hence, a roomier body, which is of all-steel construction, bolted side-wise through the frame as well as top-mounted. Back in the line somewhere was a six that floundered

its full-length water-jacketing. Plymouth has this too, plus "a new directional water circulation," and an air-cooled clutch, generator, and rear axle. Idea is to eliminate unwanted heat.



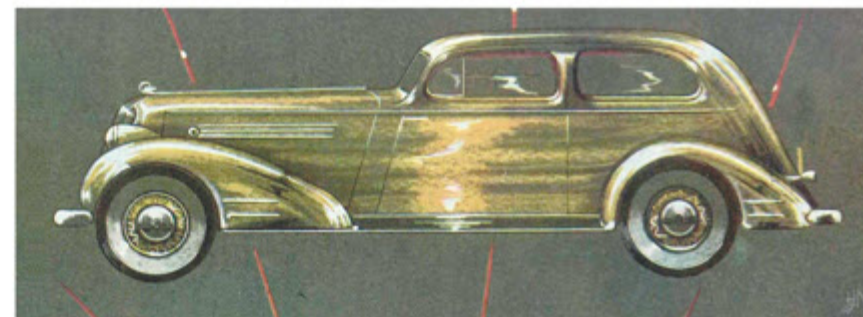
1935

AUTOMOBILE PARADE



1935

AUTOMOBILE PARADE

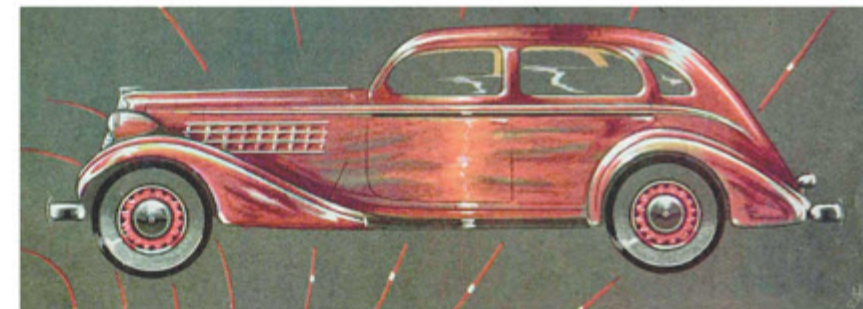


PONTIAC

Here, at last, is a name for the steel roof innovation that Fisher Bodies have given exclusively to three or four cars. Pontiac calls it Turret-Top. If you like, your all-steel car can just lie down and roll

over without injury to its crown. Pontiac sizes are now in the low-price division. Sixes and eights have spare tire buried in a "speed-lined" rear end, and a new modeling of the front end. Scaled chassis, triple-sealed hydraulic brakes.

Knee-Action improved by a new method of weight distribution. Engine improvements include silver-alloy bearings, crankcase ventilation, electro-plated pistons, and gusher valve-cooling.

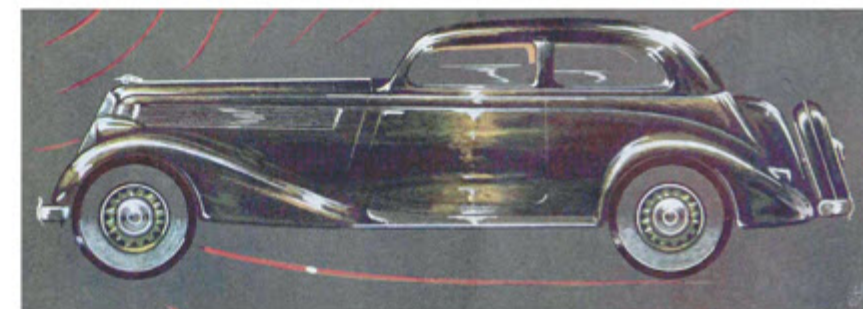


REO

Reo would have you remember that aerodynamic design is an evolutionary, rather than revolutionary development, and that the "free flowing lines" of the new Flying Cloud may be traced to the

pioneer streamline hints of Reo's 1930 model. The evolutionary department has also been busy on the Self-Shifter Transmission, which the pioneering department introduced last year. The automatic gear shifter seeks to emulate

the perfect butler for quietness and efficiency. The spare tire and luggage disappear under the sweeping skirts of the rear panel. This dark and shiny cloud has no silver lining, but rather smart upholstery.

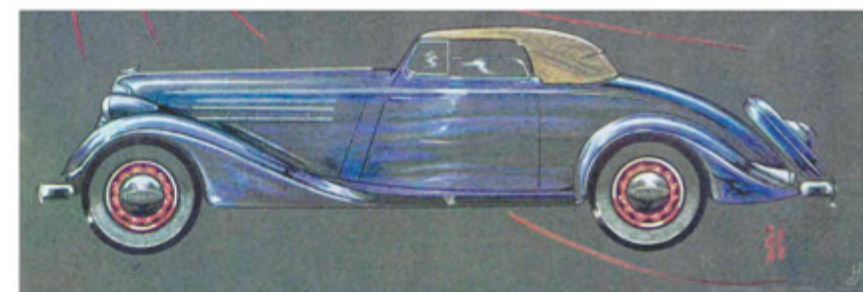


STUDEBAKER

"Skyway silhouette." No one else thought of that one. The Dictators, Commanders, and Presidents have bodies of steel reinforced by steel, these days. And that's no comment on the political

situation, but a simple engineering improvement. Presidents, by the way, come about twice as high as Dictators. "Slim silvery radiators, intriguing new hood louvers, and gull's wing fenders" are part of that skyway silhouette. Com-

ound hydraulic brakes especially designed for super-strength. And an "exclusive with Studebaker" new independent planar wheel suspension, said to add restfulness to the ride. Each wheel for itself.

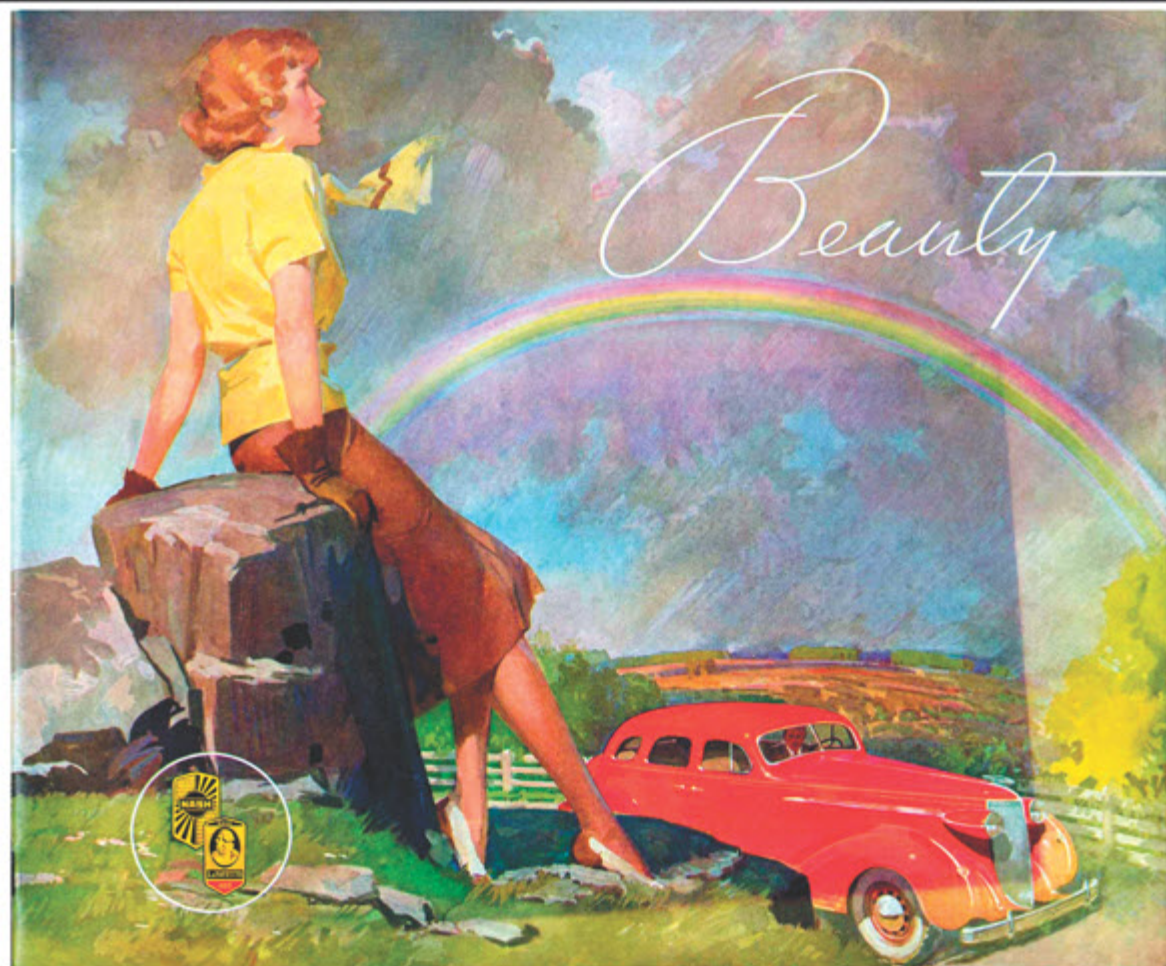


TERRAPLANE

Hudson's entry in the low-price class claims to have all the "class" of the parent motor. Narrow radiator, low sweeping lines to suggest length, spare wheel merged into the contour. Mark up another

discoverer for the steel-top innovation. Terraplane also shares Hudson's "Electric Hand," which enables you to pick your gear in advance and let it shift for itself. A no-swinging front seat, capable of housing three passengers. The do-

signers are determined to prove that three no longer is a crowd. There's no ordinary Terraplane: it comes in two lines, Special, and DeLuxe. Has 112 inch wheelbase and 88 h.p. with 100 h.p. optional.



NASH *Ambassador* *Eight*



Built for the nation's most discriminating car owners, the 125-inch wheelbase NASH Ambassador Eight for 1937 establishes a standard of value never before approached in the fine-car field. In the flawless beauty of its long, flowing lines; in the graceful sweep of its fenders; in its imposing size; in its striking radiator design; you will instantly recognize an aristocrat among today's fine motor-cars.

No car can give you an interior more luxuriously beautiful. No car can give you a power plant more capable than the Ambassador Eight's 105 Horsepower Twin-Ignition motor. In deep, spacious seats, custom-upholstered in the finest broadcloth, you ride amid an atmosphere of dignified elegance. Your instrument panel, richly embellished in oxidized silver, is a masterpiece of modern design. De Luxe fittings throughout complete the picture of beauty.



NASH AMBASSADOR EIGHT SEDAN



NASH AMBASSADOR EIGHT CABRIOLET



NASH AMBASSADOR EIGHT VICTORIA SEDAN



NASH AMBASSADOR EIGHT COUPE
(Three and Five Passenger Models)





BEAUTY UNSURPASSED IN THE MOST EXPENSIVE CARS

Have you ever seen an instrument panel more strikingly beautiful than the panel on the NASH Ambassador? Large speedometer dial has figures etched in glass and inlaid in gold. The two panels are of oxidized silver mounted on a background of rich, dark mahogany. An oxidized silver ash receiver is placed in the center near the top. Note signal light on speedometer which indicates that your long-range headlight beam is on.

You probably have never seen a glove compartment with as much room for parcels, road maps, etc. as the one on the Nash Ambassador! It's exceptionally large and extremely useful. The beautiful, de luxe steering wheel is standard on the NASH Ambassador Eight; available on all other models at very slight extra cost.

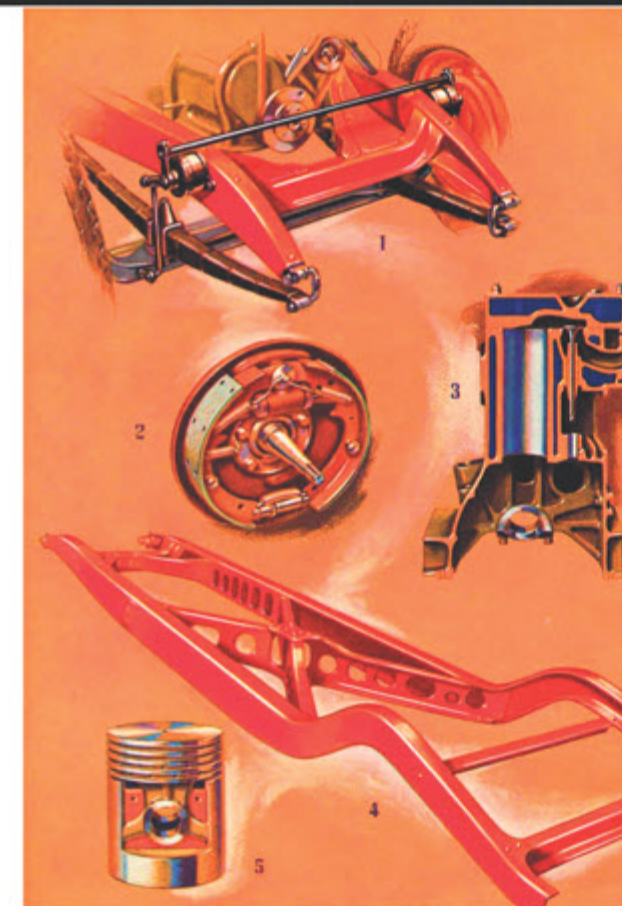
The long, "tear-drop" headlamps and beautiful Ambassador hood louvers of stainless steel conform perfectly to the grace and swiftness of the car itself.

On all series of Nash cars: Ambassador Eight, Ambassador Six, and Nash LaFayette "400", "no-draft" ventilation insures perfect temperature control without drafts in all kinds of weather.

In all Nash sedan models, the trunk is an integral part of the streamline design, completing the graceful sweep of the body lines. License plate light is placed in the center below the trunk opening. Thus, one light illuminates both the license and the trunk interior.



When you sink down in the deep-cushioned seat of a NASH-built sedan, you will instantly recognize the extraordinary value that Nash has built into these beautiful cars. In this four-door NASH Ambassador sedan the richness of the broadcloth fabric; the paneling and tufting, the braiding and edging of the custom-upholstered seats; the fittings; the placing of the ash receivers; the arm-rest in the rear seat recessed into the body . . . are typical of the luxurious beauty of all Nash-built sedans. There is plenty of extra legroom in front and back. In the front compartment the emergency brake is placed at the left side under the cowl, completely out of the way.



LONG LIFE AND SAFETY IS A TRADITION IN ALL NASH-BUILT CARS

1. Nash-built cars hug the road! When you're taking a sharp curve or passing another car on the highway this Ride Stabilizer eliminates swaying and stabilizes steering. These cars are also lower . . . and wider between the rear wheels . . . more difficult to tip over!
2. On all Nash-built cars you get big, double-acting hydraulic brakes on all four wheels. Extra wide linings assure longer life, reduce the expense of adjustment and relining to an absolute minimum.
3. This sectional view shows how Nash Full-Length Water Jackets cool the full length of the cylinders, materially lowering the temperature of the crankcase oil and prolonging its life.
4. Massive, X-Dual frame, a vital safety factor on Nash-built cars. X-members are doubly reinforced at the points where they become a part of the outer frame and extend clear to the front cross-member; thus carrying protection even beyond the limits of necessity!
5. Nash-built cars give you aluminum alloy pistons with Invar Struts for quicker acceleration and greater engine efficiency. Four piston rings insure perfect compression and oil economy!
6. The secret of the incomparable riding quality of Nash-built cars is synchronized springing! Spring leaves are pre-lubricated at the factory with a special, newly-discovered lubricant which maintains its full lubricating qualities unaffected by temperature changes. Sealed metal spring covers retain the lubricant in the springs and keep out dirt.
7. Even in the lowest-priced Nash-built car you get Full-Pressure Lubrication. Rifle-bored connecting rods lubricate each piston pin separately with every stroke of the piston. A vital, long-life feature.

The NASH Automatic Cruising Gear*

If you've never driven a Nash-built car with the Gas-Saving Automatic Cruising Gear, you've missed the newest thrill in motoring!

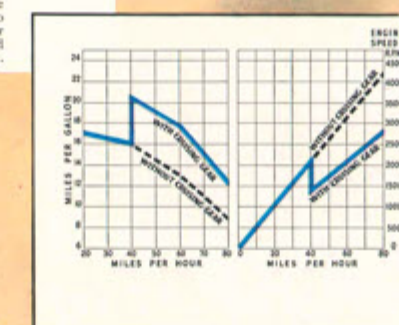
Engine revolutions at these higher cruising speeds are reduced about 30%. In other words, when you're sailing along at "60", your engine is turning only as fast as it would at "42" in a car without the Cruising Gear!

Thus, wear on moving parts is reduced to a minimum. And the savings in gasoline and oil are remarkable.

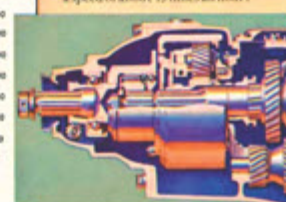
Even in these inherently economical cars, you save 15% to 25% in gasoline; up to 50% in oil! Drop in the nearest Nash-LaFayette showroom and drive one of these new cars equipped with the Cruising Gear.

*Cruising Gear available on all Nash-built cars at slight extra cost.

The engine of a car without Automatic Cruising Gear may be compared to a short-legged pony which must take 4-4 steps to travel a given distance. In contrast, the engine of a Nash car with automatic Cruising Gear may be likened to a long-legged riding horse which covers the same distance in 3 easy strides.



Cross-section view of the Automatic Cruising Gear. The Cruising Gear acts as a "fourth gear". It comes into operation automatically when your car reaches a speed of about 45 miles an hour!





New 1951 Packard '200' Deluxe Club Sedan—one of nine exciting new models

All it needs is YOU!

YOU, behind the wheel . . . finding out, first-hand, how Packard has changed the motoring picture!

That's the only intelligent way to decide on your next motor car—and it's Packard's only adequate way of describing to you the jet-smooth responsiveness of Packard

Thunderbolt power . . . the effortless ease of Packard's exclusive and still unequalled Ultramatic Drive . . . the hushed, relaxing comfort of Packard's famed Limousine Ride.

So, read no more! Visit your nearby Packard dealer and drive the newest new car in the world!

It's more than a car...it's a **PACKARD**

ASK THE MAN WHO OWNS ONE



Southern Wheels Shop Safety Tips ...with Wayne Smith

from Dependo Rent-all

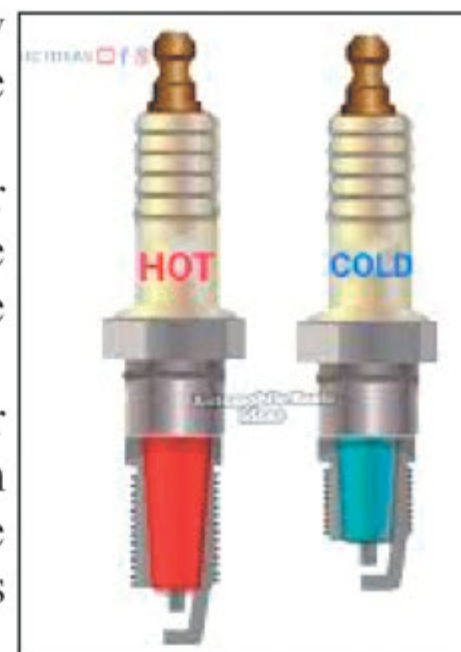


Spark Plug Heat Ranges Hot vs Cold & What Does it Mean

The Heat range is generally determined by the surface area of the ceramic insulator.

Colder spark plugs have a shorter insulator nose. Heat has a shorter distance to travel and is quickly dissipated into the engine, keeping the engine cooler.

Hot spark plugs have a longer insulator nose. The heat has a longer path to travel before it is absorbed by the cylinder head. This means the plug retains more heat.



So what is the "Sweet spot"?

Spark plugs operate best between 962 Deg. F to 1472 Deg. F. If it gets too hot, the glowing tip can ignite the air/fuel mixture and get pre-ignition, damaging your engine.

If it gets too cold, the plug can not reach its self- cleaning temperature required to burn off fuel and carbon deposits.

"Remember Keep it Safe , Keep it Fun"

CHAMPION PRE-OWNED CLASSICS
SPECIALIZING IN TRUCKS AND COLLECTOR CARS

www.championclassics.com



1950 Chevrolet 3100 SB P/U, 235 6 cyl eng, 3 sp manual trans, thorough resto, dual exh & a/c added, refinished wood bed, \$39,500.



1972 Chevrolet Cheyenne Super Longhorn ¾ ton C-20 P/U, opt. 400 V8, 4 bbl cab, dual exh, PS, PDB, auto trans, factory a/c, opt. wood bed, exc resto, no rust, runs excellent, \$43,500.



1957 Ford Fairlane 500 2 dr h/t, orig 292 V8 eng, auto trans, new WSW tires, fender skirts, solid, runs good, just had seats recovered, \$32,500.



1972 Ford Mustang Conv., 351 V8 (Cleveland), auto trans, PS, PB, P top, factory a/c, buckets, console, super nice unmolested orig., runs exc., nice undercarriage, \$32,500.



1972 Chevrolet El Camino, fresh 350 crate eng., 4 bbl carb, dual exh, auto trans, PS, PDB, factory a/c, AM/FM radio, 15" SS wheels, solid orig CA car, no rust ever, fresh exc interior, \$33,500.



1962 Pontiac Grand Prix h/t coupe, fully restored & updated, 6.0 LS eng swap, 4 sp auto trans, digital inst cluster replacement, Vintage Air, PS, PB, PW, PDL, spectacular interior, \$57,500.

CHAMPION PRE-OWNED CLASSICS
118 Amanda Court • Harpers Ferry WV 25425
703-727-4935




1949 Buick Roadmaster Sedan
Orig. 320 St 8, professionally rebuilt along with the Dynaflo automatic transmission.

I have worked on this car for 20 years. Most everything has been rebuilt. We put the outside trim on with just a few fasteners so you can see it's all there and in great shape. So much more!

Phone 706-375-7711

CELEBRATING **30** Years 1988-2018

ASK US ABOUT OUR **CUSTOM SWITCHES**

Watson's Street Works
INNOVATIVE PRODUCTS FOR TODAY'S CUSTOM BUILDER

watsons-streetworks.com **1-866-859-0513**

CHECK OUT SOME OF OUR OTHER GREAT PRODUCTS




NEW 300 AMP BATTERY DISCONNECT

Contact Us For A Free Catalog

100 miles per hour (or more) CERTIFIED



New 1935 **AUBURN** SUPER-CHARGED Speedster

CRACKS: TOSS OR FIX?

My Experience Is...

by Joe Rabelskie

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



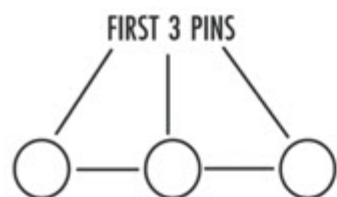
"Well, she's not running too bad. Maybe just a little rough. Probably just needs a little head work or something." This is a common thought for many mechanics, until they send their parts off to the machine shop and hear those dreadful words, "I found a crack." Well, once their stomachs settle down they will have to decide whether to have the parts fixed or just toss them and get others.

Crack repair can be a time consuming, thus expensive, job (depending on the part), especially if the part is cast iron. Most of the time, if it is a manifold or a bracket, most will opt for a quick weld; however, if it is a head or a block, the fix might have to seal oil or water (usually under pressure). If this is the case, electric welding might not be the best choice. Electric welding is not hydrostatically proof. All this means is where the weld meets the iron, it can seep.

There are, however, other alternatives. The best weld starts by grinding a "V" where the crack is, with a carbide rotary file. Next, build a brick oven around the part, setting it up securely to prevent warping, preheating it, and welding it with a torch using a cast rod and flux. Then after the weld is complete, the part must be insulated and allowed to cool slowly (cooling too quickly causes the cast to crack again). Finally, the weld and the part can be machined back to specifications. This can take several days, is a lot of work, and very costly.

If working with aluminum, a good welder needs only to "V" out and heli-arc weld the crack (this is a wire feed welder submerged in helium gas) with no need for preheating or cooling, machine work can start almost immediately after welding. Of course, on old cars, there are not many aluminum parts.

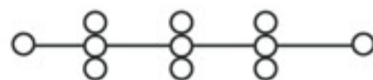
Pinning has probably become the most common way of fixing cast iron heads and blocks. Pinning is simply drilling a small hole, reaming it with a tapered reamer, tapping the hole and screwing a tapered bolt (pin) into the hole.



When the pin feels like it is going to twist off, a small coping saw is used to cut the pin, so it twists off above the surface. This allows one to grind the pin down flush with the surface (making a professional-looking job). Without cutting the pin, there is a tendency to twist off below the surface, leaving an obvious and amateur repair. With small cracks, the first two pins are inserted, one at each end of the crack. This prevents the crack from spreading. Then a pin is inserted in the middle of the crack. Finally, pins are inserted, one overlapping the next until the entire crack is pinned. On larger cracks, there are special pins (three pins connected and tapered in such a way that they pull the crack together) that are used to make one long crack into several small ones, and then they are fixed just like small cracks. Without these special pins, a long crack would have a tendency to spread and force itself to grow or leak.



FINISHED REPAIR WITH PINS OVERLAPPED



SPECIAL PINS FOR HOLDING CRACKS TOGETHER

Once repaired, there are also internal repair (helper chemicals) that can be used. I like porcelain. It comes in a liquid that can be poured into the water passages after the ports are covered. Just let it set for a few minutes and pour the excess back into the bottle to save for another job. It leaves a ceramic film on the wall of the water passages. Then after heating to about 300 degrees Fahrenheit for a few minutes, the ceramic liquid hardens, leaving a film to seal the passages from the inside. Some machinists use this as a fix without fixing the crack; but I prefer to fix the crack and use a ceramic film as security.

Then, of course, there is the good old external chemical fix. The two part epoxy can be used for cracked manifolds (until another one can be found) or some housings, but it is not a permanent fix. My experience is, these might work for a while, but are temporary at best and should not be used on internal cracks.

If you have parts that are cracked, ask your machinist what kind of repairs he does and check for replacement parts. Choose the best fix you can afford, but don't get discouraged. No matter what you do, get that car back on the road and enjoy it!



AUTOMOTIVE RESTORATION PRODUCTS



www.hirschauto.com

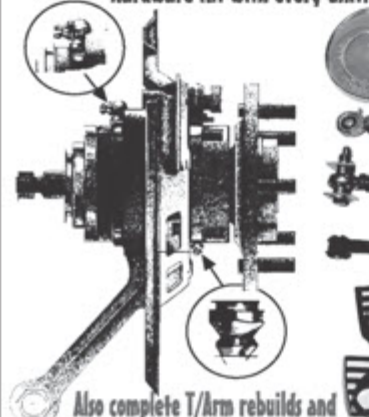
800 828 2061 or 973 642 2404

the **SPINDLE** people

CALL or WRITE FOR FREE CATALOG!
4865 WARWICK S DEPT. T - CANFIELD, OH 44406
PHONE/FAX: 330-793-3579
E-MAIL: thespindlepeople@yahoo.com
Web Catalog: www.thespindlepeople.com



FREE! - Stainless Steel Parking Brake Hardware Kit with every unit!



Also complete T/Arm rebuilds and a full line of Corvette parts & accessories

The *Only* Industry Leader To Have 2 Patented Grease Fittings

- NEW Forged Spindle
- NEW Dust Shield
- NEW Mounting Bolts
- NEW Parking Brake Plate
- NEW Inner & Outer Seals
- NEW Spindle Nut & Cotter Pin
- NEW Pre-set Bearings & Races

COMPLETE ASSEMBLY \$325.00

***REFUNDABLE Core Deposit \$200.00**
(when we receive your rebuildable core)

TOTAL PER SIDE \$525.00

Bolt-on installation makes renewal of worn out rear wheel bearings easy!

U.S. PATENT # 4,632,202 • CANADIAN PATENT #1,253,441

JIM CLEMENS CORVETTE

Since 1988
Quality Corvette & Chevrolet Literature & Documents
1953-2025

PROTECT-O-PLATES
Glove Box Items, Owners Manuals
Dealer items, Showroom Posters
Dealer Brochures & Catalogs
Chevrolet/Corvette Window Stickers
Chevrolet Collectibles & More!

832 Saint Michel Dr
Rockledge, FL 32955
Phone: 321-639-8431
Fax: 321-305-4744
Email: jimclemens@aol.com
www.jimclemenscorvette.com



DCH

DOVER CYLINDER HEADS

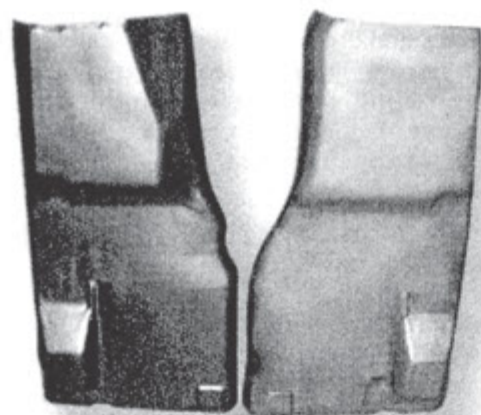
2929 Calhoun Ave.
Chattanooga, TN 37407
Tel. 423-624-5161
Toll Free 1-800-782-0541



SHOP WHERE THE PEOPLE
WHO HAVE GOTTEN THE
GOLD SHOP!

Caledonia manufactures exact reproduction
1963 through 1982 Corvette parts including:

- Frames
- Rocker Channels
- Nut Plates
- Reinforcements
- Splash Shields
- Vacuum Components



NEW & IMPROVED
1976 - 1982
CORVETTE METAL
FLOOR PANS

AS ALWAYS...
BORN, BUILT AND
MADE IN THE U.S.A!

We're the "Metal Guys" for your Corvette
CALEDONIA CLASSIC CARS
6331 ASHLEY AVENUE • P.O. BOX 176 • BELDING, MI 48809
616-794-5026 FAX: 616-794-5028



MADE IN
MICHIGAN

**Trust your American
Sportscar to the
Experts!**

- Over 40 years of experience
- Highest quality, American-made weatherstrips available.
- Buy from the source!
- Complete line of C1-C5 weatherstrips.



www.corvette-rubber.com
231-779-2888



We are the hard part guys
MUSKEGON BRAKE Corvette Parts

NEW Wilwood Performance D8-4 Calipers

- Fits 1965-82 Corvettes
- Forged Aluminum
- Stainless Pistons
- Direct Bolt-On
- Fits Under Stock Wheels
- Takes Stock Pads & Rotor
- Includes Pads & Hoses



\$577.49 Anodized
\$734.99 Black/Red

Front End Super Kit

Same heavy duty parts as our standard kit above, plus two inner tie rod ends and our performance idler arm. The idler arm holds the steering with spring-loaded bearings.

- 2 Upper Ball Joints
- 2 Lower Ball Joints
- 4 Upper 'A' Arm Bushings
- 4 Lower 'A' Arm Bushings
- 2 Outer Tie Rod Ends
- 2 Inner Tie Rod Ends
- 2 Stabilizer Links
- Idler Arm



PBR-Kit 4
only **\$249⁹⁵**

Above kit with optional urethane bushings
Only \$289.95 PBR Kit-3

1967-82 Stainless Steel Super Kit Our complete "Bolt on Brake Job"

Restore your brakes to better than new condition! The Super Kit contains all the components listed below plus much more! Every caliper is high-pressure nitrogen tested on our special flaw detection equipment.

- New Master Cylinder
- 4 Stainless Steel Sleeved Lip Seal Calipers w/limited lifetime warranty
- 2 Quarts Dot 3 Synthetic Brake Fluid
- 4 New Rubber Brake Hoses
- New Copper Inlet Washers
- 2 Rear Stainless Steel Caliper Lines
- Brake Line Clips
- Brake Pads



only
\$699⁹⁵

Exchange,
with Rebuildable Cores

1963-82 Corvette Composite Springs

- Stress Type Design with Tapered Width Thickness
- Registered and Serial #'s
- Includes All Mounting Hardware
- TRW Design
- Better Performance

Only **\$379⁹⁵**



1965-82 Four Piston Calipers

Fully assembled and every caliper is high-pressure nitrogen tested on our special flaw detection equipment.

- Stainless Steel Sleeved with 304 Stainless with Micron Finish
- Space-Age Teflon Bleeder Screws
- Exclusive Sleeve-Lok Process
- New OE Pad Pins
- New OE Pistons
- New OE Seals and Dust Boots
- New Brass Inlet Seats
- Limited Lifetime Warranty



Free pads with two or more calipers
only **\$109⁹⁵** Lip Seals
Per Wheel Exchange with Rebuildable Core
\$124⁹⁵ O-Ring

1965-79 Side Yokes

- Stops rear tire wear
- Lifetime warranty
- Heat treated, resists wear

\$124⁹⁵ each

Exchange,
with Rebuildable Cores



1963-82 Urethane Bushings

Replace your worn, stock rubber bushings with new tough urethane. Improves handling and response, tightens suspension, and graphite coated to stop squeaks!

- 7-1606 Urethane differential mount \$11.95
- 7-1019 Urethane rear spr. cushion(4) \$14.95
- 7-210 Urethane control arm bushing w/steel sleeves upper & lower(8) \$74.95
- 7-303 Urethane trailing arm bushing (re-use outer sleeve) \$17.95
- 7-128 Urethane body mount (63-69 Vet)...\$61.95
- 7-133 Urethane body mount (73-82 Vet)...\$61.95
- 7-1202 Urethane strut rod bushing (set) (63-74 Vet) 27.95
- 7-1203 Urethane strut rod bushing (set) (72-82 Vet) 29.95
- 19-405 Urethane sway bar end link bushing (8) \$20.00
- Urethane sway bar frame bushings with brackets (specify dia. 1/2", 5/8", 3/4", 7/8", 1" or 1 1/16") \$18.95 pr.

1963-82 Adjustable Strut Rod Kits with Urethane Bushings

- Allows "Locking in" camber setting
- Fine tune rear suspension
- Includes hardware

Only **\$119⁹⁵** pair

1965-82 Disc Brake Rotors

- Rotors Furnished without Hubs
- OEM Specs
- Balanced
- Front and Rear Rotors

\$49⁹⁵ ea or 4 for **\$187**



KYB Gas-a-just

1953-65 Monotube Gas Shocks

- Monotube Design
- Hi-Pressure N2 Gas
- Award Winning World Class Shock Absorbers
- Stops Aeration and Foaming

Only **\$199** for 4

1963-82 Delco Gas Charged Shocks

- Nitrogen Charge Increases Roll Stability
- State-of-the-Art 10 Stage Valving
- Improved Response, Cushions Ride, Stops Fluid Aeration
- Custom Engineered For Vette Suspensions

Only **\$80** pair

1963-82 Timken Rear Wheel Bearing Kit

Complete Rear Wheel Bearing Kit. Avoid expensive repairs. Does both rear wheels.

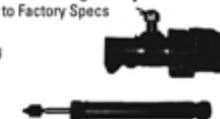
- 2 Inner Bearings
- 2 Outer Bearings
- 2 Inner Seals
- 2 Outer Seals
- 2 Inner Races
- 2 Outer Races

Kit **\$79⁹⁵**



1963-82 Power Steering Components

- Remanufactured to Factory Specs
- Stop Leaks
- Improve Steering
- 5 Yr. Warranty



Control Valve Factory Rebuilt **\$129⁹⁵** Exch
Slave Cylinder Factory Rebuilt **\$129⁹⁵** Exch

1963-78 Heavy Duty Rear End Cover

- Lifetime Warranty
- Heavy Duty Design
- SAE G3000 Alloy

Only **\$179⁹⁵**



www.muskegonbrake.com
All major credit cards accepted. UPS COD

(231) 733-0874 Tech Line | Toll Free 800-442-0335
848 E. Broadway, Muskegon | Mon.-Fri. 8am-5pm (EST)

Dependable Transport

Our Name Says It All

Nationwide Auto Transport Service Buy & Trade Special Interest Cars



1933 FORD
Steel body, 429 Boss
Hemi, 5 window, auto
1071 Blower, Must See!
TRADES/OFFERS
\$64,975



1971 CHEVELLE SS
454, 4 sp, Posi, Black
with Silver stripes
Florida title,
TRADES/OFFERS
\$64,975



1966 CORONET 500
426 Hemi, 4-Speed
Dana, Full Docs
TRADES/OFFERS
\$129,975



1969 PLYMOUTH GTX
Conv., 440 V8, 375 HP, air
grabber hood, rally dash,
bucket seats, auto, console,
white top, PS, PB, PT,
TRADES/OFFERS
\$54,975



1970 Dodge Coronet RT
426 Hemi, Pistol Grip,
Dana 3-54, RAM Charger
Bucket Seats
TRADES/OFFERS
\$89,975



2015 CORVETTE CONV.
Heads Up Dash,
6.2L, auto, Black w/Red
TRADES/OFFERS
\$41,975



1966 Ford Galaxie 500
59,000 mi., auto, posi,
5.0, GA title, Black int.,
TRADES/OFFERS
\$21,975



1970 Nova SS 454
Auto, 12 Bolt, Cowl
Induction, Bucket Seats,
VERY NICE! TRADES / OFFERS
\$34,975



1980 CHEVY C-10
350 V8, lowered, auto,
82k miles, Red paint, AZ
title,
TRADES/OFFERS
\$11,975



1979 VW Beetle Conv
4 cyl, 4 sp, yellow,
tan int, am/fm, cust. wheels
last yr for conv,
TRADES/OFFERS
\$14,975



1985 CHEVY Silverado
LS3 Conv, lowered, AZ
title, patina, 2-tone,
TRADES/OFFERS
\$17,975



1971 TORINO COBRA
429 CJ, Auto, Shaker hood,
1 Owner, Posi, Louvers
TRADES / OFFERS
\$39,975

Call 716-397-7102

E-mail: dependable@windstream.net

Shipping available upon request.

CORVETTE CORRECTION MAKES CORVETTE PERFECTION

BENEFITS:

Keep or sell
the original
frame

Powder Coated
Box Tube Frame

No Frame
"X" Member

No Coil-Overs
We Use GM
Springs

FRAMES
'47-'72
Trucks



BENEFITS:

Lowered
Engine &
Transmission
Center of
Gravity

More Tunnel
Clearance
Means Cooler
Cockpit Area

Removable
Cross Member



DOING BUSINESS ONE ON ONE
Cell (830)305-7496 Fax (830)401-4625
4570 Barbarossa Rd, Seguin, Texas 78155

MANUFACTURERS OF RESTORATION PARTS

R.E.M.

ANNVILLE, PA

717-838-4242 ORDER LINE
FAX: 717-838-5091 1-800-736-2891
www.remautoinc.com sales@remautoinc.com

ROUND TUBE FRAMES for 53-82 Corvettes



- Excellent ride and handling
- Hi-tech triangulated design
- Uses stock body mount locations

New design accepts C7 susp

SR III Motorsports Inc.

815-462-4138

www.SRlll Motorsports.com

Viking Performance coil-overs
Flaming River Road Race racks

Shoobox Central

49-53 FORD & MERCURY PARTS

405-259-9222
FULL LINE OF NEW REPRODUCTION PARTS

Large stock of hard to find Original Parts, NOS, Used
Bumpers, Glass, Moldings, Rubber, Wiring, Chassis
Fast, Knowledgeable Service We ship internationally
Shooboxcentral4953@gmail.com

www.shoobox-central.com

SPEND MORE ON YOUR RIDE AND LESS ON INSURANCE.



- ▷ Classic Car Insurance
- ▷ Competitive Rates
- ▷ Agreed Value
- ▷ Free Roadside Assistance**
- ▷ 20% Collection Discount
- ▷ Over 20 Years in Business

1-800-303-3518

Call Now!

** Free Roadside Assistance
not available in NC and VA.

LaRue Classic Insurance ▷ Official Sponsor of the Somernites Cruise

LaRueClassics.com

POWERED BY
**Classic
Collectors**
INSURANCE BY INDIVIDUALS

BIRD NEST

Specializing in 1958-66 Thunderbirds

Looking for parts for your 1958-66 Thunderbird?

Look no further than the Bird Nest. With over
30,000 sq. ft. of space and parts from over 500 donor
T-birds, we should have what you are looking for.
Order securely on-line at www.tbirdparts.com or call
us at 971-233-9000 Monday-Friday, 8am-5pm,
Pacific Standard Time.

- New Parts
- Used Parts
- NOS Parts
- Rebuilt Parts
- Re-chromed Parts

- Rust Free
Sheet Metal
- Reproduction Parts
- Weatherstripping
- Body & Trim Parts

NEW! Free, 116-paged, Full Color,
Expanded Parts Catalog



Order on-line at
www.tbirdparts.com or
call 971-233-9000 for
your free parts catalog

1091 Willamette Falls Drive • West Linn OR 97068 • International: 971-233-9000
US & Canada: 1-800-232-6378 • Fax: 971-233-9004 • www.tbirdparts.com

Custom Suspension Springs

- American Motors
- Buick
- Cadillac
- Chevy
- Corvette
- Corvair
- Ford
- GMC
- Lincoln
- Mercury
- Oldsmobile
- Packard
- Pontiac
- T-Bird

Manufacturers of Custom Coil Springs

VALLEY SPRING WORKS

340 Industrial • Bldg. B • Unit G • Dixon, CA 95620

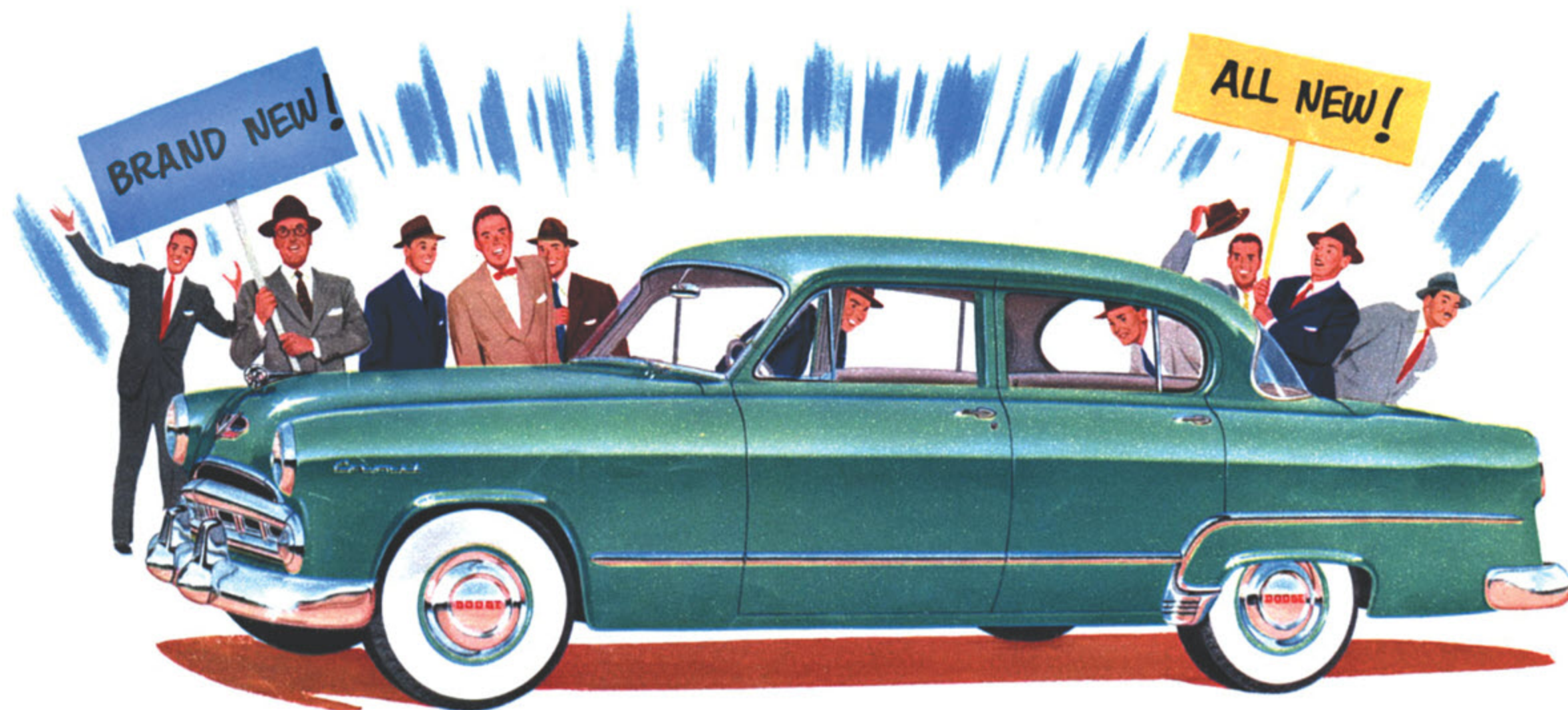
1934

707-580-5344

Email: vsw340@gmail.com

2023

Meet the loveliest, liveliest, goingest
Action Car of America . . .



'53 DODGE POWER
PACKED
BEAUTY!