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



1968 Oldsmobile 442 hardtop, 400 V8, Holley dual feed 4 BBL carb, Edelbrock aluminum intake, 3 sp turbo 400 auto, \$36,900.



1976 Pontiac Trans Am 455, garage kept past 28 yrs, Firethorn Red, matching int., A/C, Custom Auto-Sound bluetooth stereo, Tremec 5 sp manual trans, 400 HP, \$56,900.



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



1929 Essex by Hudson Motor Co., 160 Cu In flathead 6, 3 speed manual transmission, \$24,900.



1955 Pontiac Chieftain 2 dr h/t, Iris Mist Metallic w/ Lavender, matching cloth int, tilt st. column, Vintage A/C, GTO 400 V8, \$39,900



1966 Shelby GT Fastback, Carroll Shelby orig. sold it to Johnny Crawford, 289 hi perf eng, Top Loader 4 sp, \$229,000.

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**CAR QUIZ**

True or False....

1. In 1957, Ford out-produced Chevy for the first time in decades.
2. The standard 283-230 hp engine in '58 Vettes had hydraulic lifters.
3. Sabre wheels were standard on '53 Cadillac Eldorado convertibles.
4. All series Buicks had the "V" on the trunk badge in 1953.
5. Hudson introduced its new "Super Wasp" line in 1952.
6. The new bullet-nosed front end Studebakers featured vertical tail lights.
7. Pontiacs featured a new one-piece windshield in 1953.
8. Packard had a 374 CID V-8 in 1956, compared to Cadillac's 365 CID.
9. Oldsmobiles used Dynaflo automatics in 1952.
10. Nash used GM's Hydra Matic automatics in their 1950 models.

(Answers on Page 1)

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On old-style cartridge oil filters, gaskets can become twisted upon tightening when replacing the element. This can cause excessive oil loss and engine damage. This problem usually is caused by the filter can turning while being tightened. To prevent this, after the element is in, the gasket is correctly installed and the oil filter can bolt is started, the can should be held from turning while the bolt is tightened, so that the turning can won't cut the gasket. We stick the gasket in place with a touch of grease.

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Where can I find 1/2" (I.D.) fuel line hose? I need some for a gas tank vent.

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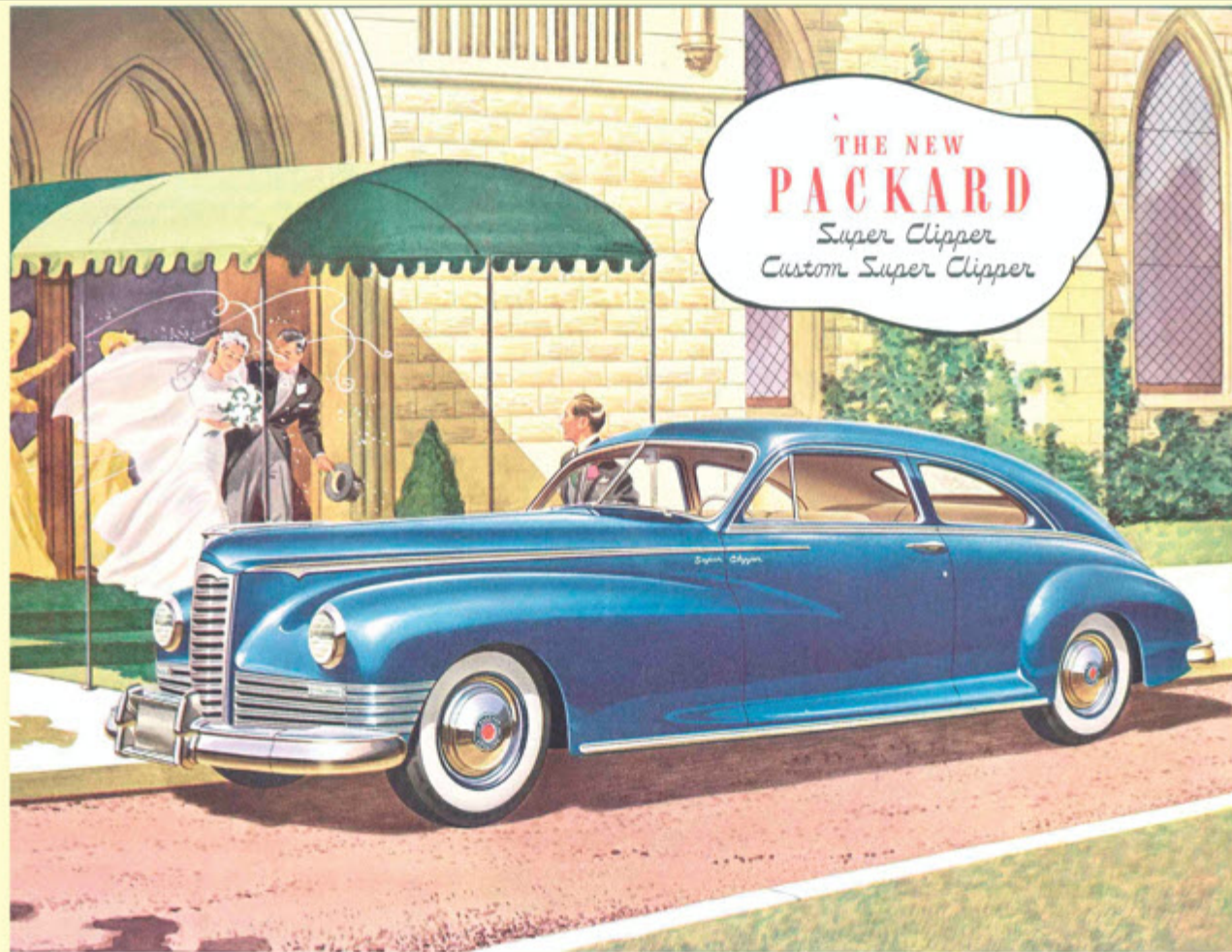
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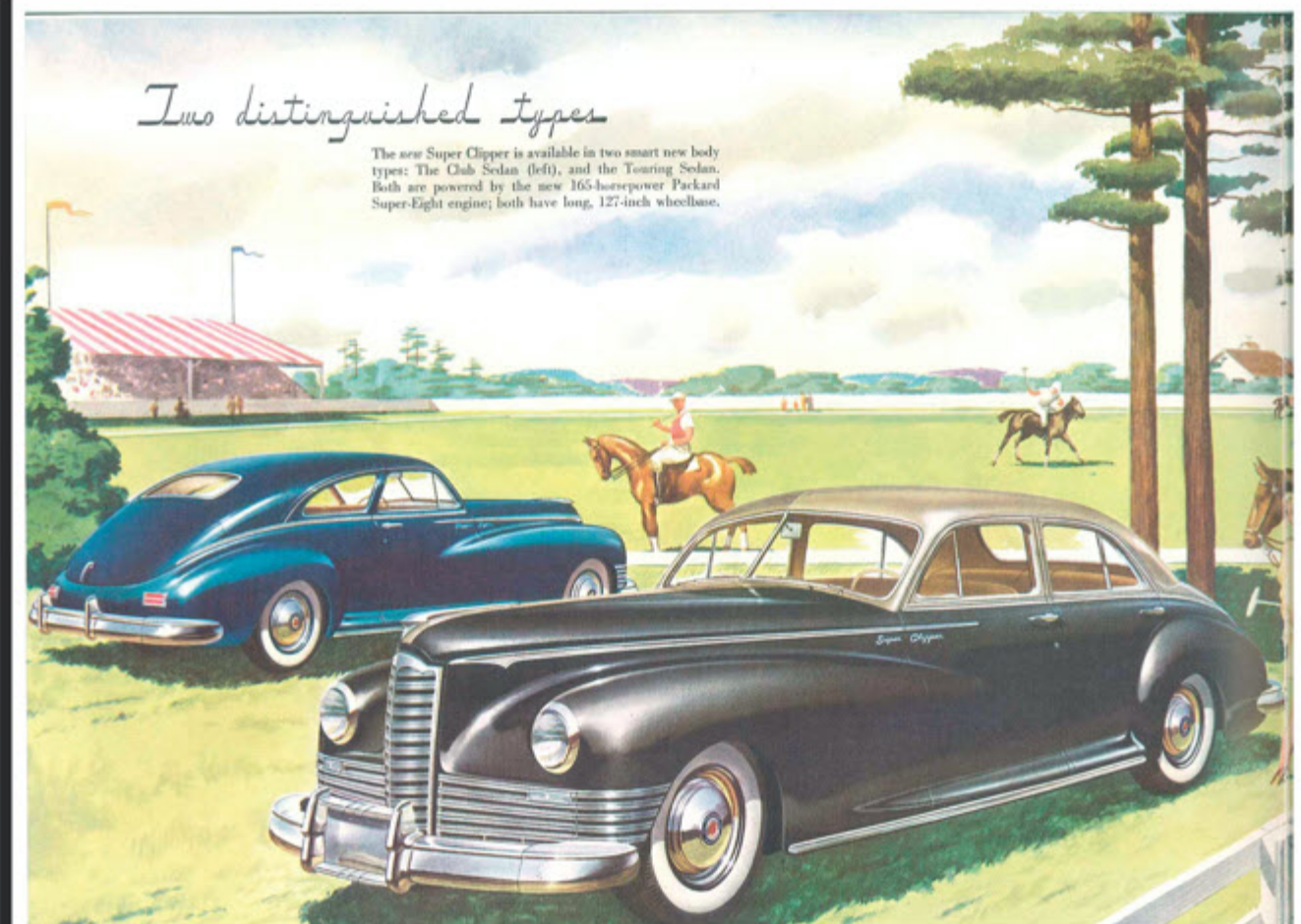
SOUTHERN WHEELS 23



*Introducing*

the new **PACKARD**

*Super Clipper*



*Two distinguished types*

The new Super Clipper is available in two smart new body types: The Club Sedan (left), and the Touring Sedan. Both are powered by the new 165-horsepower Packard Super-Eight engine; both have long, 127-inch wheelbase.

**performance car of the world**

**165 HORSEPOWER — PRECISION-BUILT BY AMERICA'S MASTER MOTOR BUILDERS**

Here's the one fine car of truly functional design.

Its *real* fadeaway fenders, for example, are not just "padded" on to the exterior. They add extra inches of width *inside*, where width means comfort.

This car is low—it's actually wider than high. Yet, because of the common sense of its styling, headroom was actually increased.

Then, to realize the full potential of this performance design, Packard gave it the new 165-horsepower Super-Eight engine.

Out on the road, on routine travel or vacation tours, this distinguished motor car represents the shortest elapsed time between two given points. And it does all this with such restful going that it seems to have shortened the standard mile.

For in the swift Super Clipper there is deep, secure comfort and delightful handling ease to match its power. With its advanced steering, you forget wind wander and simply set a course. With its exclusive Safe-T-flex suspension, you enjoy an automatic full-cushioned ride on any road, with two passengers, four, or six. There's even a fifth shock absorber to damp out side-to-side tremors.

Yes, in beauty of looks and beauty of action, the new Super Clipper is a "performance" car—the performance car of the world.

**PACKARD** *Super Clipper*



To Packard went wartime America's most exacting assignments for precision-built power. Packard produced over 55,000 Rolls-Royce aircraft engines for Allied planes . . . over 12,000 Packard supermarine engines for the PT Boats.





### THE SUPER CLIPPER TOURING SEDAN

Destined to be an entire "Auto Show" wherever it appears, this new Super Clipper has breath-taking beauty to match its exciting performance. Stunning distinction combines with fastidious good taste in every curve and color. Overnight, this Touring Sedan has won the favor of America's most exacting motorists . . . and, as you study this illustration, you see the reasons why.



### THE SUPER CLIPPER CLUB SEDAN

Enviied indeed are the owners of this low and rakish motor car—for they enjoy roominess, convenience, and rich luxury as advanced as its Clipper styling. Notice, for example, how the swing-away seatback contributes to ease of entry. In every handsome appointment, the new Club Sedan reflects the painstaking excellence that is so characteristic of Packard fine car coachwork.



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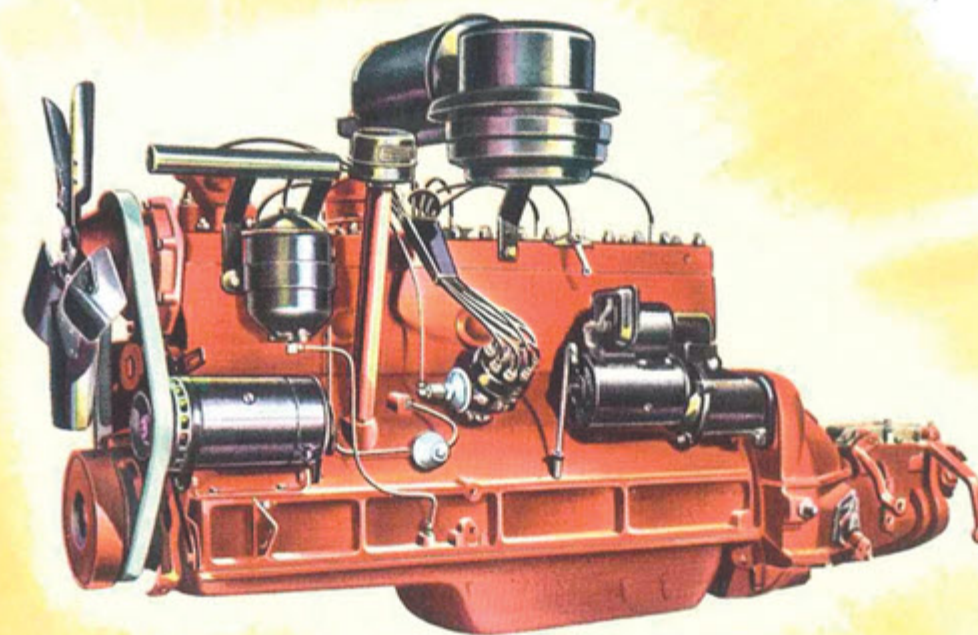
Powerful? It's the greatest performer on the road. Smooth? It's the silkiest of a famous line of superlative Packard engines. Enduring? It's precision-built by the same men who produced the PT engines, and the Packard-built Rolls-Royce aircraft engines.

But most important of all: it has all these qualities so wisely apportioned that it begins to work magic on you.

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 Custom Super Clipper

The new **CUSTOM SUPER CLIPPERS**



**The Club Sedan**

So delightfully convenient, yet with full sedan roominess. And as sleek as though it were molded in one piece, with seamless lines that reach into the body. Among America's finest motor cars, this is perhaps the most daintily styled. Power: 351-horsepower Super-Eight engine. Wheelbase: 127 inches.

**The Sedan for Seven Passengers**

Although somewhat less formal than the Limousine, the new Custom Sedan for seven passengers is its equal in size and richness of detail. New appointments in custom craftsmanship add luster to the prestige it enjoys the world over. Power: 351-horsepower Super-Eight engine. Wheelbase: 140 inches.



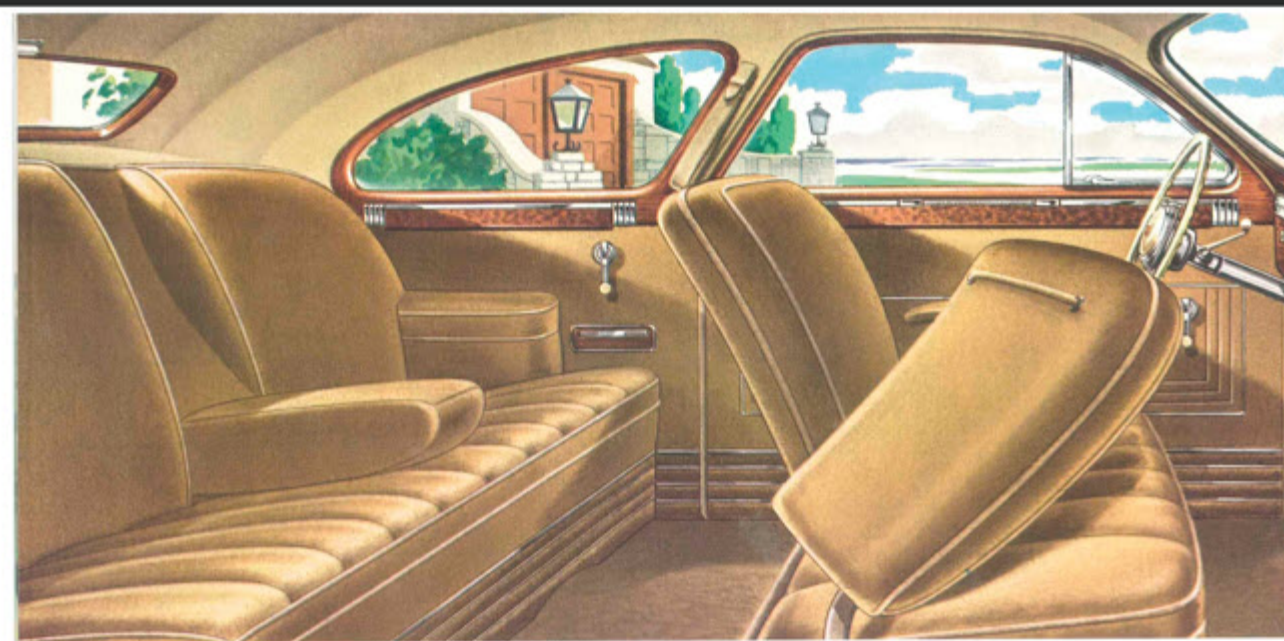
**The Limousine**

Designed for those state and social occasions when the finest of custom coachwork is an absolute essential, the new Limousine is produced in limited quantity. It has generous accommodations for the driver and five passengers. Power: 351-horsepower Super-Eight engine. Wheelbase: 140 inches.



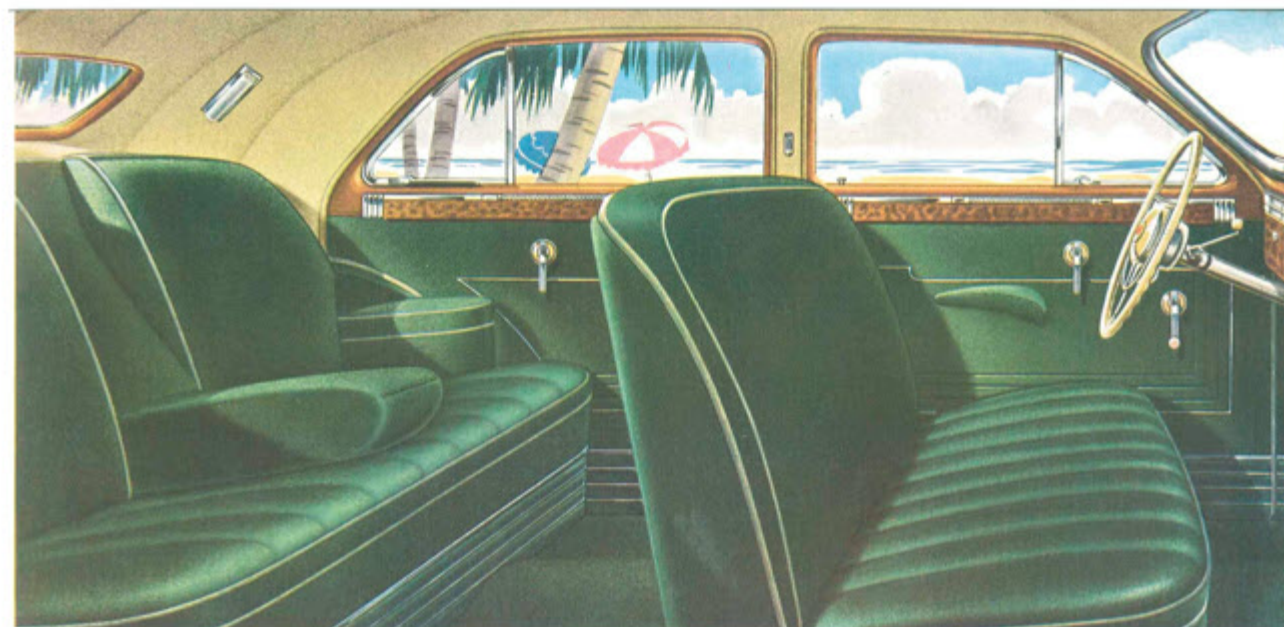
**The Touring Sedan**

Clean and trim and coachlike, this "wider than high" motor car is suitable for long-room spaciousness and deep-cushioned comfort. Behind its gleaming new grille-work is power so parallel to traditional Packard beauty and quality of finish. Power: 351-horsepower Super-Eight engine. Wheelbase: 127 inches.



**THE CUSTOM SUPER CLIPPER CLUB SEDAN**

Custom coachwork is immediately apparent in this view of the Custom Club Sedan. Finest quality broadcloth, in your choice of four lovely shades, is protected at scuff points by genuine leather, trimmed with rich chrome. Cushions have smart piping of light toned broadcloth. Seat backs contain padding of finest down. Window reveals are in pearwood plain graining; wainscots are in Amboyna burl. Door pulls are of clear plastic over chrome.



**THE CUSTOM SUPER CLIPPER TOURING SEDAN**

Convenience is everywhere in the spacious new Custom Touring Sedan. Automatic courtesy lights illuminate both compartments, and special reading lights are provided in the rear. A cigarette lighter and ash receiver are thoughtfully placed in the smart panel across the front seatback—which is neatly recessed for additional leg room. Upholstery is in your choice of four stunning broadcloths, protected at the seat-base by genuine leather, trimmed with chrome.





### THE CUSTOM SUPER CLIPPER SEDAN FOR 7 PASSENGERS

Packard distinction is magnified in the Custom Super Clipper Sedan for seven passengers. Its completely new body combines lordly dimensions with superlatively fine custom treatment of detail. Cushions and pleats in the seat design, for example, are softly padded with foam rubber for extra coolness and comfort. Vanity mirror and reading lights typify its details of convenience. The handsomely upholstered auxiliary seats provide generous knee room.



### THE CUSTOM SUPER CLIPPER LIMOUSINE

Brand-new in styling, and clearly the finest expression of custom coachwork, the new Limousine has all the appointments of other custom Packards, and some additional touches of its own. Note, for example, the placement of heater grilles in the base of the seat. A partition, with adjustable glass window, provides complete privacy when desired by rear seat passengers. Driver's compartment is upholstered and trimmed in handsome black leather.



## Specifications FOR MOTORDOM'S FINEST

**Engine**—I-Head, eight cylinders in line. Specially treated aluminum alloy, steel strut pistons with new coil-spring-expanded oil control rings. Bore and stroke 3½ inches x 4½ inches respectively. Compression ratio 6.85 to 1. Brake horsepower 165 at 3600 r.p.m. Crankshaft weight 104 pounds. 9 main bearings. Removable precision type main and connecting rod bearings. Neutropoised, five point rubber engine mountings.

**Engine Lubrication**—Full pressure lubrication to all main, connecting rod, camshaft, and piston pin bearings, and to valve tappets. Floating oil screen.

**Fuel System**—Dual down-draft carburetor with two intake jets. Automatic choke, automatic heat control, special oil bath type air cleaner, silencer and flame arrester. Automatic idling control. Mechanical pump with filter. 20 gallon gasoline tank. Gas tank filling signal.

**Cooling System**—Thermostatic temperature control. Sealed cooling system—pressure sealed filler cap. Tubular radiator core. Five blade 18½ inch fan; water pump permanently sealed and greased. Cylinders completely surrounded by water. Cooling capacity 5 gallons.

**Clutch**—Semi-centrifugal. Single dry plate type. 11 inch diameter. Ball throw-out bearing, permanently lubricated.

**Transmission**—Synchronized, carburized, helically cut gears. 9 ball and roller bearings are used in the Packard Unimesh transmission.

**Overdrive**—Packard Econo-Drive available at moderate extra cost. Reduces engine speed 27.8% without changing car speed. This materially contributes to greater economy and smoothness.

**Frame**—Specially designed X-member type frame, box section side rails provide a wide rugged foundation.

**Front Suspension**—Packard independent front wheel suspension. Double acting shock absorbers. Roll control bar.

**Rear Suspension**—Semi-elliptic springs—54½ inches.

Rubber and composition inserts between the ends of the leaves. Rubber bearing spring brackets and shackles. Direct acting, airplane type shock absorbers. Fifth shock absorber and lateral stabilizer.

**Electrical System**—Large capacity, air cooled generator with automatic control. 17 plate battery, 120 amp. hour capacity. Sealed beam headlights. Automatic spark control.

**Drive**—Hotchkiss type, through rear springs. 3-inch propeller shaft with two roller bearing universal joints driving hypoid rear axle. The Seven Passenger Custom Super Sedan and Limousine have double drive shaft with ball bearing center mounting and three universal joints.

**Brakes**—Packard Servo-Hydraulic, self-energizing type service brakes. Mechanical hand-brake operating rear wheel brake shoes. Centrifuge brake drums provide 208.25 square inches braking area. The Seven Passenger Custom Super Sedan and Limousine have 200 square inches braking area.

**Steering System**—Worm and three tooth roller type gear mounted on double row needle bearings and two taper roller bearings. 22 foot turning radius for Super and Custom Super models. 26 foot turning radius for Seven Passenger Custom Super Sedan and Limousine.

**Chassis Bearings**—Long life assured by 49 ball and roller bearings.

**Wheels and Tires**—Disc wheels and individual chain slots. The Super and Custom Super models use 7.00 x 15, 4 ply tires. The Seven Passenger Sedan and Limousine use 7.50 x 16, 6 ply tires.

**Wheelbase**—Super and Custom Super models—127 inches. The Seven Passenger Custom Super Sedan and Limousine—148 inches.

**Over-all Length**—The over-all length, bumper to bumper, of the Super and Custom Super models is 215½ inches. The over-all length of the Seven Passenger Custom Super Sedan and Limousine is 236½ inches.

**Body**—All steel body. Special comprehensive insulation against heat, cold and sound. Safety glass throughout. Front arm rests and folding center arm rest in rear seat back. Large trunk, 17.2 cubic feet. Ten color and combination paint schemes, and four upholstery selections are available for the Super and Custom Super models. The Seven Passenger Custom Super Sedan and Limousine offer broadcloth fabrics of the finest procurable quality in tan, blue, green, and maroon for selections to harmonize with various paint schemes. In the Seven Passenger models, the rugs are sponge rubber-backed mohair, a folding foot rest is included for the convenience of rear seat occupants.

**Partition**—Limousines are equipped with a drop-glass partition. Front compartments, including doors, are trimmed in black leather.

**Occasional Seats**—The forward-facing occasional seats come together in the center and are the full width of the body, comfortably seating three people.

**Instruments and Controls**—Instruments and controls such as the oil gauge, ammeter, gasoline gauge, engine temperature gauge, speedometer and tripometer are conveniently arranged in modern design on the oriental wood graining instrument panel. Indirect lighting is provided with a three-way control switch. Provision is made for mounting radio speaker and push-button control in the center of the dash. An electric winding clock, automatic cigar lighters, ash receiver, horn trim ring and map light are included.

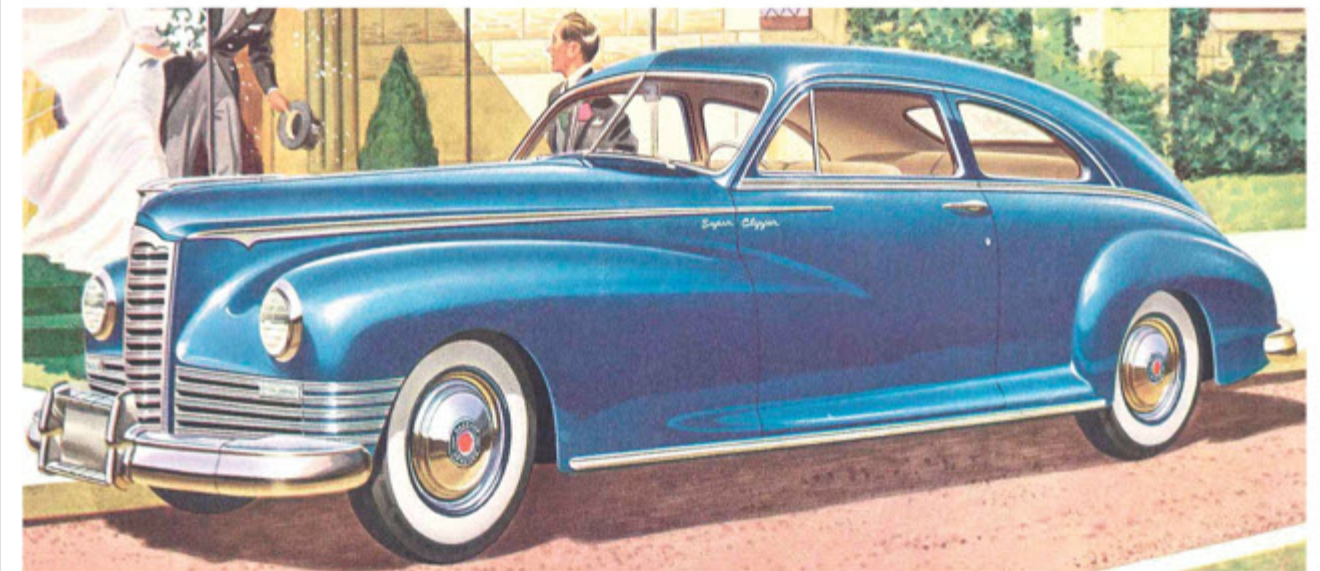
**Standard Equipment**—Bumper jack and tool equipment. Twin horns. Two sun visors. Double, two-speed electric windshield wipers. Rear view mirror. Automatic courtesy light in front compartment. Reading light in rear compartment. Turning indicators are built into the combination stop and tail lights. Bumpers and bumper guards front and rear.

**Weight**—Super Clipper Sedan—3990 pounds; Custom Super Clipper Sedan—4065 pounds; Seven Passenger Custom Super Sedan—4700 pounds, and Seven Passenger Custom Super Limousine—4675 pounds.

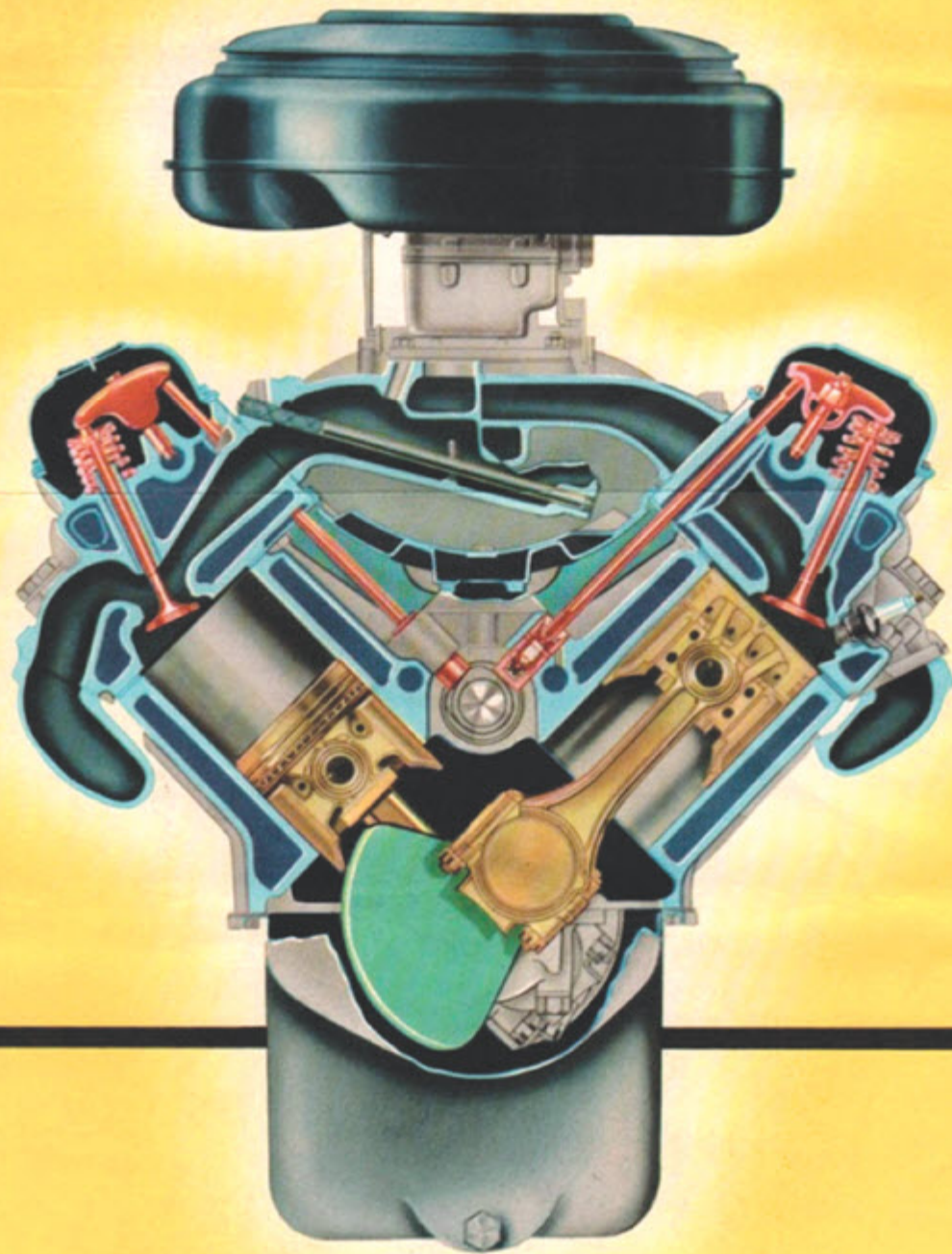
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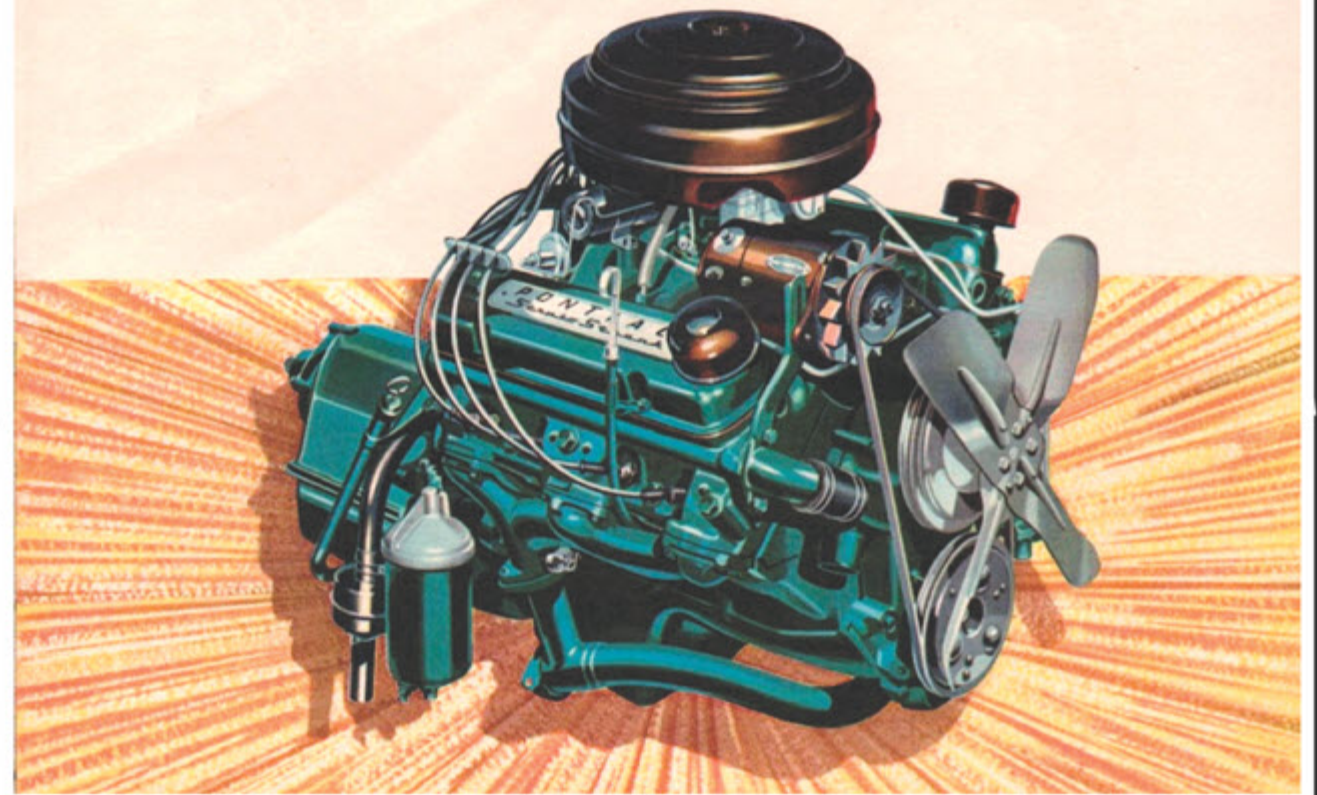
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Strato-Streak V-8 masterpiece into production. More than 3,000,000 test and development miles substantiated their decision.

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**About Air Hoses**

Air hoses are like extension cords. We take them for granted and sometimes don't consider their size. Using too small air hose is like using a two barrel carb on a big block Chevy. All air tools are rated to perform at a specific cubic foot per minute (cfm) and specific pounds per square inch (psi). Saying just PSI is just one half of the equation. You have to consider volume (CFM) also.

Consider this, a small air gun compressor is rated @ 100 psi and a construction compressor that runs a jackhammer is rated at 100 psi. The difference is the nail gun compressor is 2 cfm and the jack hammer compressor is 185 cfm.


The inside diameter of the air hose needs to be considered when calculating the cfm that you need to run your tool. You could use a 1/4" air hose on a 12 cfm shop compressor but you are restricting the air volume getting to a tool like an impact wrench.

Most impact tools and air grinders use a lot of volume (cfm). You should use a 3/8" or 1/2 inch air hose on these tools.

Just when you think you got a handle on what you need, you need to look at restrictions, like fittings, filters and water separators. You are hurting the air flow if you have a 1/4 inch air fitting on a 3/8 inch line.

Now air hose is just like extension cord when it comes to length. The longer you run the air line the larger hose you need. You lose pressure thru resistance. No need to use a 100 foot air hose when you only need 25 feet.

*"Remember, Keep it Safe Keep it Fun"*



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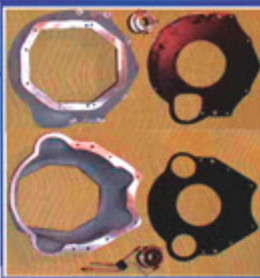
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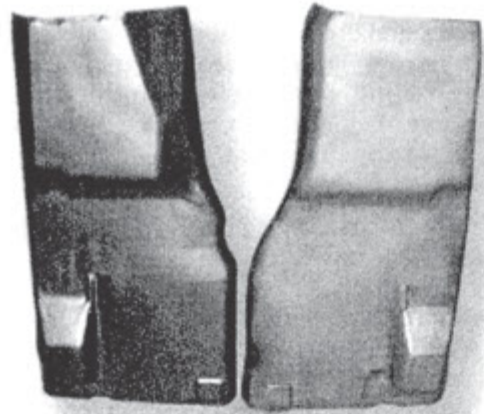
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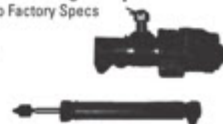
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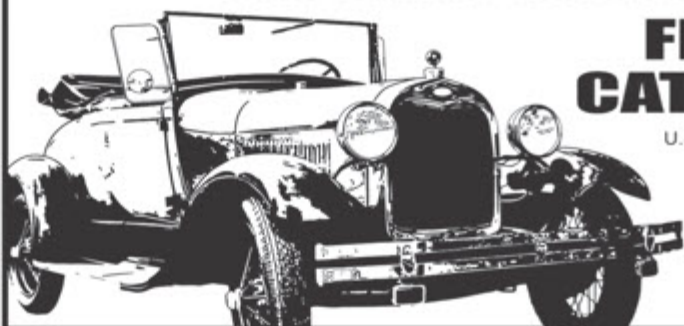
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