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

•PURCHASING
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2017 Tesla Model S 75 D AWD, Midnight Silver Metallic, Deluxe Black interior, Premium upgrades package, \$27,900

•RECONDITIONING
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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.

1963 Chevrolet Nova 2 Door Hardtop, 350 V8, Turbo 350 auto trans, \$27,900.

1974 deTomaso Pantera Wide Body, 351 Cleveland bored & stroked to 408 with roller rockers, a/c, lots of great features, \$169,900.

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

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

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ASK DAVE

Q: Hi Dave, I have a '51 Chevy 216 CID six and it always starts, that is, until today! It has its original 6 volt negative ground system and the negative side of the coil goes to the distributor. I've had the car a couple of years, but I'm just starting to drive it regularly. The coil has 6V to be used with an "external" ballast resistor. I changed the points and condenser when I got it, with correct ones. The trouble is, the points keep burning. They have a white/gray-ish look and no spark. Do you think the coil could be the problem?

A: Yes, the Chevy 216's did not have a ballast resistor in the system. That didn't come along until the 12V V-8's in '55. Change the coil to a standard 6V, change your points and condenser, check your wiring—track negative and positive wires (I would replace them) and you should be fine. It amazes me what people put on these old cars without even looking at a wiring diagram!

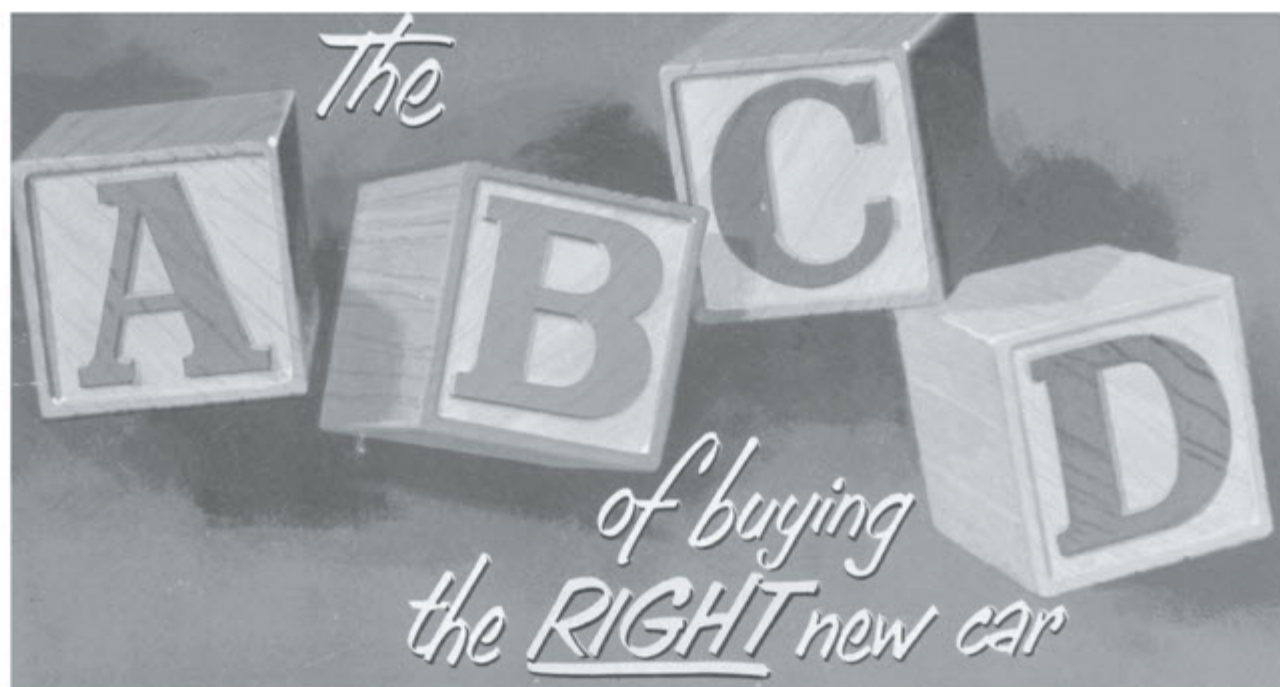
WHEREVER SMART PEOPLE GATHER...



As the crowds leave America's smartest sporting events, more people drive off in large Packards than in any other fine car. It is a dramatic confirmation of a significant statistic—that nearly half of all the large fine cars being sold in America today are Packards.

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 ASK THE MAN WHO OWNS ONE

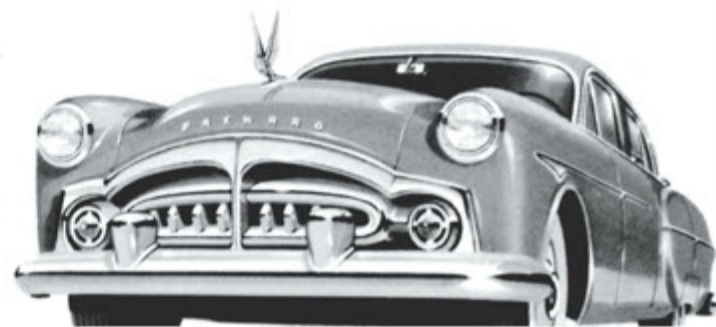


A is for Appearance

Important because a car's beauty is your first source of pride of ownership . . . and can also be important protection for your investment.

Moral: Look for distinctive styling that will stay in style!

Individuality is the first point-of-difference between Packard and today's "look-alikes." Packard identity—known throughout the world as the trademark of precision-built quality—is shared with no other car.

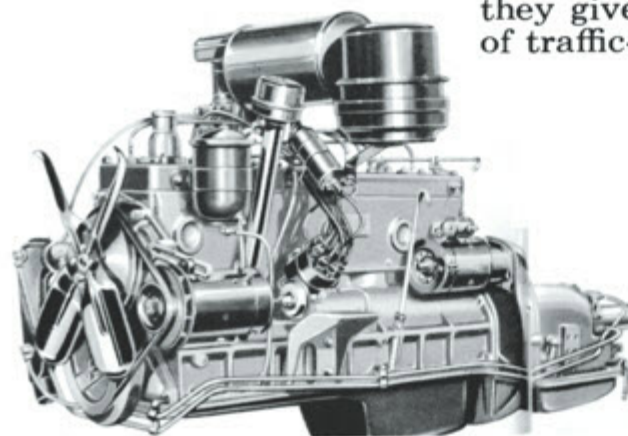


B is for Behavior

Important because performance, handling, and roadability are the sources of a motor car's personality. And personality makes the difference between a good companion and "just plain transportation."

Look for 4 important qualities in a power plant: (1) Silent *smoothness*, at all speeds, for restful riding. (2) Abundant *reserve* power, for safety. (3) Simplified design, for lastingly trouble-free performance. (4) Amazing gasoline economy.

On all these fundamental points, Packard Thunderbolt engines qualify as the greatest achievement of America's Master Motor Builders. Teamed with 1951 Packard Ultramatic Drive, they give you America's most advanced brand of traffic-and-highway performance.



The goal of all steering-gear designers is to combine finger-tip *lightness* (for city traffic) with waver-proof *sureness* (for the open road). Packard engineers have accomplished this in their new Load-ease steering design.



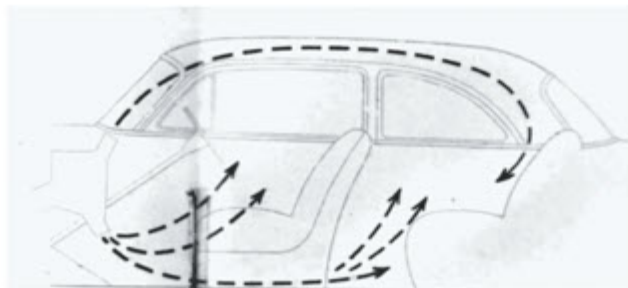
Advanced roadability, like advanced steering, calls for a *double* achievement: Gentle *smoothness* (for relaxing comfort) and husky *firmness* (for constant safety under all road conditions). Packard meets this double requirement with a suspension system all its own—a *self-controlling, Broad-beam* suspension system that compensates automatically for changes in load and road, and cushions the ride up and down, side to side, front to rear.

C is for Comfort

Important, not only because of your personal liking for luxury but, because the advanced comfort features of a car are usually clues to its safety.



The famed Packard "Limousine Ride" (with all its advancements in safer roadability) combines with new Hush-toned soundproofing to make traffic tension a thing of the past.



The Packard automatic, all-season heating and ventilating system treats you to automatically-controlled temperature—and keeps you alert, because you enjoy a silent change of clear, fresh air once every minute . . . even with the windows closed and the car standing still. What's more—the fresh-air heating, and new Clear-across defroster, are your assurance of perfect visibility in wet and wintry weather.

Controls were never more convenient—and never safer—then they are in a Packard. 1951 Packard Ultramatic Drive is the last word in safer, simplified, automatic motoring. Other typical conveniences: the new Tele-glance instrument panel . . . new Safeti-set hand brake.



D is for Durability

Important because longer total life also means longer new-car life . . . lower operating and upkeep expense . . . higher re-sale value.

Take this "long-range" view: While visiting a Packard showroom step into the service department and study the underside of a Packard. You'll get an idea of how thoroughly Packard carries out its ideals of husky construction and precision workmanship.

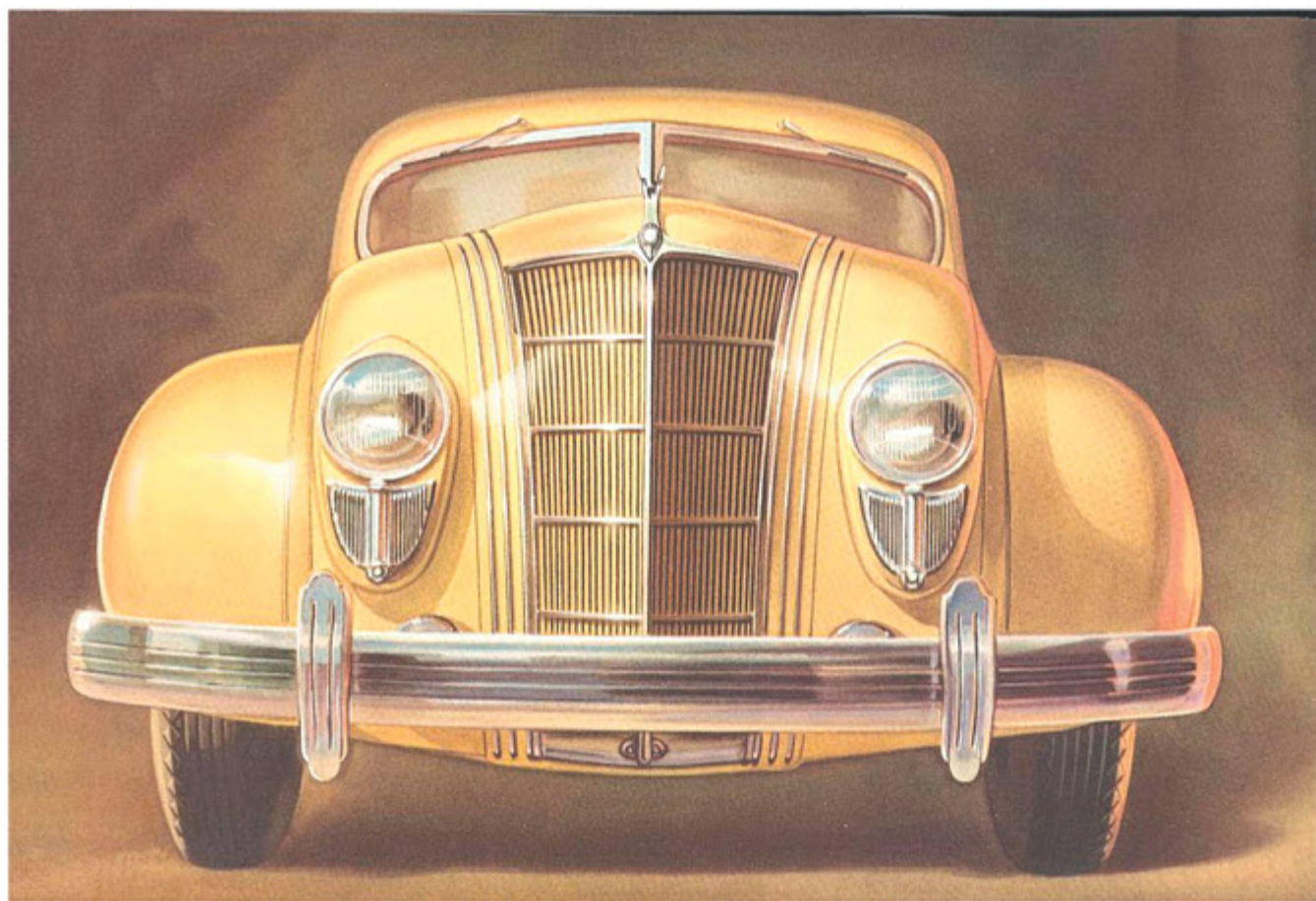


Special alloys and advanced metallurgical methods, play a big part in Packard's amazing durability. Take the engine, for example. In high speed, 25,000-mile durability runs, cylinder wear is less than the thickness of this sheet of paper. Countless Packards have rolled up individual records of over 400,000 miles of faithful service.

Armor-rib body construction is a worthy match for Packard's husky chassis construction. The solid thud you hear, when you close a Packard door, is quick evidence of this body's immunity to twists, rattles, and outside noise.



10 minutes at the wheel
will tell you:
PACKARD'S
the one for '51!



CAR QUIZ

GENERATOR CHARGING SYSTEMS (True or False)

1. A regulator can not increase the generator's output beyond the generator's designed maximum.
2. The voltage regulator limits the voltage of the circuit, protecting the battery and distributor points, lights and other accessories from high voltage.
3. A low charge rate with a high battery is a normal condition.
4. All regulators are designed to be used with negative or positive grounded systems.
5. About 75% of all electrical troubles are caused by poor electrical connections in the charging circuit.
6. Always replace the rubber gasket when putting the cover on the regulator. It prevents dust and oil vapors from oxidizing the points.
7. If the voltage regulator is removed, always polarize it when reinstalled.
8. Never use emery cloth to clean contact points; use a riffler file.
9. Frequent necessity of adding water to the battery indicates excessive charge rate.
10. Always have regulator at operating temperature and cover plate on when checking voltage.

(Answers on Page 1)

Catalogue N will be sent on request All That The Name Implies
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Quick Facts

About 1952 Mercury
features...



"PREVIEW-OF-TOMORROW" STYLING

- New, centralized "Interceptor" instrument panel
- Welded all-steel body with integral rear fenders
- Combination double-bar bumper-grille
- Curved "Mono-pane" windshield; "wrap-around" rear window
- Wide selection of color and upholstery combinations
- One-piece "finger-lift" counterbalanced engine hood
- Simulated airscoop trim on hood and rear fenders

POWERED FOR PEAK PERFORMANCE

- Full 125-horsepower, V-8 engine
- Greater power and higher power-to-weight ratio
- Scientific weight distribution and precision balance
- Coordinated front and rear spring action
- Choice of three great Mercury transmissions
- Smooth, efficient Hotchkiss drive propulsion
- High torque output at low engine speed

ALL-SEASON COMFORT

- Bigger, wider easy-in-and-out double-panel doors
- Deep, wide cushions with new zig-zag springs
- "Space-planned" for increased leg room, head room, hip room
- Dual-duct fresh air ventilation with separate controls
- Large capacity custom heater (extra cost)
- Electric push-button window controls available at extra cost

ECONOMY EVERY MILE

- High gas mileage with thrifty V-8 engine
- Precision-built parts, designed to last longer
- Major parts easily accessible for inspection, adjustment, or repair
- Mercury engine gets peak performance on regular (non-premium) gas. You save the difference on every gallon!
- With unnecessary weight eliminated, tires have longer life
- 51-plate battery designed to give longer service

EXTRA DRIVING SAFETY

- Large, 1-piece "Mono-pane" curved windshield
- Better driving vision with slender windshield posts
- All doors front-hinged to open against windstream
- Better, more effective braking, with 11-inch composite drums
- Abundant power reserve when you need it in Mercury's dependable, responsive 125-horsepower, V-8 engine
- 17% greater safety vision—total area 3210 sq in. (4-door sedan)

LONG-LASTING VALUE

- Precision manufacture assures long dependable service life
- "Preview-of-Tomorrow" style designed to stay new longer
- Mercury's popularity lasts—official records show 90% of all Mercurys sold for use in this country are still in service
- Wide selection of colors and interiors help individualize Mercury
- Mercury's great V-8 engine is precision-built for long, economical service, dependable performance

Quick Facts

about 1952 MERCURY
MODELS



MONTEREY SPECIAL CUSTOM 4-DOOR SEDAN



CUSTOM 4-DOOR SEDAN



8-PASSENGER STATION WAGON
(6-Pass. Model also available)



MONTEREY SPECIAL CUSTOM COUPE

Here are six of the eight new 1952 Mercury body styles featuring Mercury's "Preview-of-Tomorrow" design. It's the biggest selection ever of Mercury models, available in more than a score of fashionable solid and two-tone color combinations.

In any Mercury you select, you have flashing high-compression performance with the powerful new 125-horsepower V-8 Mercury engine. On the inside, Mercury's "space-planned" interiors give you more room, more comfort and the smartest style.



CUSTOM 2-DOOR SEDAN
(Custom Sport Coupe also available)

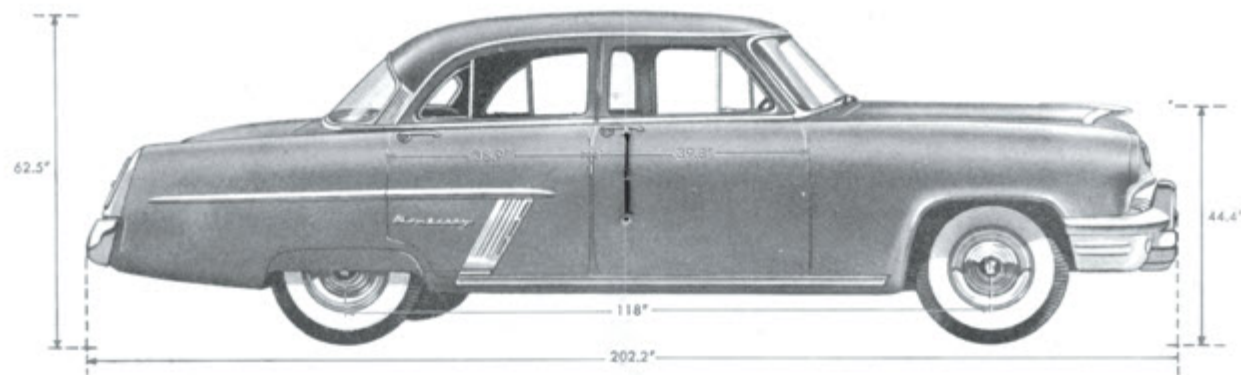


MONTEREY SPECIAL CUSTOM CONVERTIBLE

Quick Facts

About
1952 MERCURY

BODY FEATURES



OTHER SEDAN SPECIFICATIONS:

Over-all width	73.5 in.	Front hip room	58.9 in.	Rear hip room	58.9 in.	Tire size (closed cars)	7.10 x 15
Wheel tread	58 in. (F) 56 in. (R)	Front seat depth	18.2 in.	Rear seat depth	19.0 in.	Fuel tank capacity	19 gal.
Windshield area	940 sq. in.	Front seat height	13.0 in.	Rear seat height	13.5 in.	Leg room—front	42.8 in.
Total glass area	3210 sq. in.	Head room—front	35.4 in.	Head room—rear	34.2 in.	Leg room—rear	41.5 in.



INTERIOR MONTEREY SPECIAL CUSTOM 4-DOOR SEDAN

BODY CONSTRUCTION

- Welded and reinforced all-steel construction
- Tightly sealed body with "studio-quiet" insulation
- One-piece counterbalanced hood; combination bumper-grille
- Feather-lift trunk lid with scissor-type hinges
- Simulated airscoop trim on hood and rear fenders
- Long, graceful rear fenders integral with body

"SPACE-PLANNED" INTERIORS

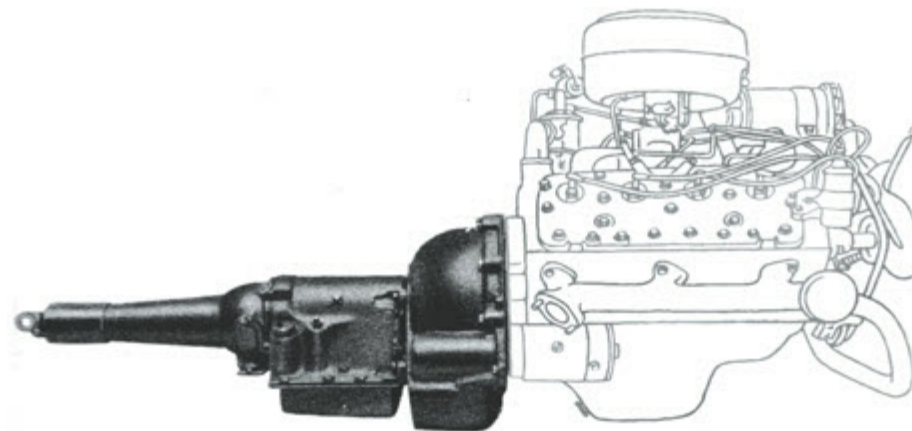
- "Interceptor" instrument cluster directly in front of driver
- Big selection of broadcloth, vinyl, and nylon upholstery
- Ample leg room, head room, wider seats, larger windows
- Deep, wide seats and cushions with zig-zag springs
- Dual-duct fresh air ventilation system
- Custom fresh air heater and de-icer (optional at extra cost)
- All-clear "foot-free" front compartment floor

Quick Facts

About 1952 MERCURY

ENGINE

Every MERCURY built is powered by the owner-proven 8-cylinder, V-type, Made-Only-For-Mercury engine ... a product of the world's leading manufacturer of V-type engines.



RATING AND TYPE

- 8-cylinder, V-type, L-head high-compression engine
- Mercury engine develops full 125-horsepower at 3700 rpm
- Maximum torque: 211 foot-pounds at 1900 to 2200 rpm
- Bore $3\frac{3}{16}$, stroke 4 in. Displacement, 255.4 cu in.
- Compression ratio 7.2 to 1. Taxable horsepower 32.5

FUEL SYSTEM

- New gas-saving "Centri-Flo" dual-downdraft carburetor
- Double-acting fuel pump, 19 gallon fuel tank
- Dual throat carburetor; short equal-length intake passages
- Automatic choke with manifold-mounted control unit
- New oil-bath carburetor air cleaner and silencer (optional)
- Greater power, performance—all from regular (non-premium) gas

CONSTRUCTION

- One-piece block with cylinders in two banks 90 degrees apart
- Counterbalanced cast alloy steel crankshaft
- Aluminum 4-ring pistons, with steel thermal expansion struts
- Rotating-type one-piece precision ground valves
- 3-point rubber-insulated engine mounting
- High-quality drop-forged steel connecting rods
- Three extra-wide steel-backed replaceable main bearings
- Combustion chambers shaped to complete fuel-air mixing

ELECTRICAL SYSTEM

- 51-plate, 100-ampere-hour battery mounted under hood
- Weatherproofed ignition. Single breaker distributor
- High-capacity 35-ampere generator, with 3-unit regulator
- Efficient vacuum-operated automatic spark control
- Ratchet-type starter for cars with optional Merc-O-Matic Drive

COOLING SYSTEM

- Full-flow system circulates coolant through block, cylinder heads
- Pressure cooling system; coolant capacity 22 qt (without heater)
- Full-length water jackets; pressure radiator cap
- Dual high-capacity centrifugal water pumps
- Large, 4-bladed fan with irregularly spaced, curved tip blades
- Dual thermostats—one in each cylinder head outlet

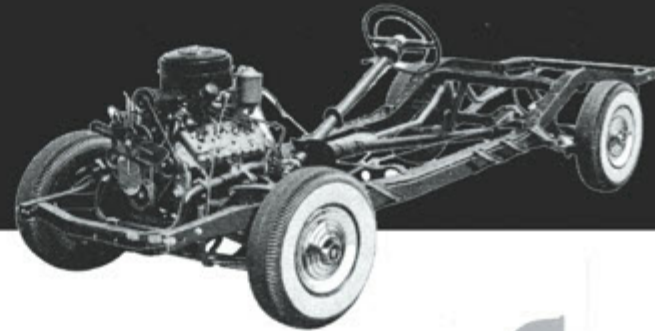
LUBRICATION

- Force-feed pressure lubrication to all moving parts
- Gear-type oil pump with floating filter screen intake
- Oil capacity 5 quarts (refill); deep sump-type oil pan
- External oil filter installed as optional extra cost equipment
- Positive crankcase ventilation and screened breather cap

Quick Facts

About

1952 MERCURY CHASSIS



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SILENT-EASE STANDARD TRANSMISSION

Has three forward speeds, synchronized shifting, matched helical-cut gear sets. Manual control in three forward speeds and reverse.

STRONG, RIGID FRAME

- Double-drop frame with box-section side-rails, rigidly reinforced
- Special X-member reinforcement for convertible frame
- Five cross-members, welded and riveted to sturdy side rails
- 18-point body mounting. Live-rubber body mounts
- Wheelbase 118 in. Over-all length 202.2 in. (Sedan)
- Frame fabricated of heavy-gauge cold-rolled steel

FRONT SUSPENSION

- Independent "Cushion-Coil" suspension with helical coil springs
- Extra-large shock absorbers mounted inside springs
- Torsional stabilizer bar to control sidesway, roll tendencies
- Rubber pad insulators installed above and below coil springs

"STEDI-LINE" STEERING

- Symmetrical geometry with equal length tie-rods
- 26.4 to 1 steering ratio (over-all mechanical advantage)
- Slender, full-length concentric steering column
- 18-inch diameter, 2-spoke steering wheel

"AUTO-ACTION" BRAKES

- Internal expanding type hydraulic brakes with 11" drums
- Pendant brake pedal suspension from instrument panel bracket
- Independent mechanical hand brake operating rear wheel brakes
- Long-lasting molded asbestos brake linings

REAR SUSPENSION

- 53-inch-long semi-elliptic leaf-type rear springs
- Rubber-cored bushings installed in spring shackles
- "Sea-leg" mounted direct-acting hydraulic shock absorbers
- Silent-glide wax-impregnated liners separate longer spring leaves

DRIVE SYSTEM

- Hotchkiss drive, with thrust transmitted through rear springs
- Tubular propeller shaft dynamically balanced
- Two long-life universal joints with needle bearings

REAR AXLE

- Quiet-running hypoid-type ring gear and pinion
- Carrier-type differential with malleable iron housing
- Semi-floating tapered forged steel axle shafts

WHEELS AND TIRES

- New 15-inch steel disc wheels with wide safety rims
- Extra-low pressure tires, 4-ply, 7.10 x 15 (closed cars)
- Large, 4-ply, 7.60 x 15 tires for convertible, station wagon



Southern Wheels Shop Safety Tips ...with Wayne Smith

from Dependo Rent-all



BENCH GRINDER WISDON

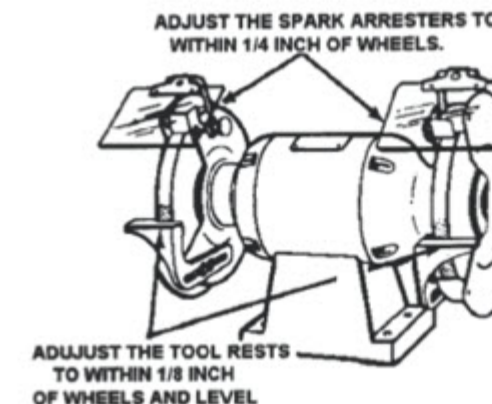
This is probably the least-maintained tool in your shop. We don't need it often and we usually don't use it long. A bench grinder can be a dangerous tool. Now, I'm not going to go thru all the "how to" use, but sometimes we forget a few basic safety rules.

Remember to keep the spark guard adjusted to within 1/4" of the stone and the work rest within 1/8" of the stone. If the gap is too much it can pull your finger in. When starting the grinder, we should stand off to the side until it is up to speed. That stone is going 6000 rpm and if it comes apart it could hurt. Yes, leather apron, leather gloves and eye protection is what is needed, but you know that. Sometimes we are tempted to use the side of the wheel, but you know that is a no-no don't you?

Every so often we should dress the wheel with a dressing tool.

I hired a mechanic long ago and he had two short fingers. I asked him what happened and he said he got the first one caught in a bench grinder. He said his supervisor asked how he did it and he showed him how he did it and ground off the second finger. Every time I saw his hand I was reminded to be careful around a bench grinder and yes, I have lost some skin to a bench grinder as I'm sure all of us have.

"Remember Keep it Safe Keep it Fun"



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 <p>1950 Chevrolet 3100 short bed pickup, orig 216 6 cyl, opt. 4 sp manual trans w/granny gear, super nice wood bed, high quality resto, runs & drives good, new WWW tires, \$36,500.</p>	 <p>1962 Pontiac Catalina 2 dr h/t, real SD 421 eng parts installed on 1970 4-bolt main 455 block (Custom Pistons), runs fine on pump gas, 4 sp auto w/2800 stall, 342 posi rear, \$42,500.</p>	 <p>1956 Chevrolet 1/2 ton short bed pickup, 350 V8, turbo 350 auto trans, PS, front disc brakes, 4 BBL carb, dual exh, super rare big back window option, Dakota gauge pkg, runs good, \$42,500.</p>
 <p>1957 Ford Fairlane 500 2 dr h/t, orig 292 V8, auto trans, new WW tires, fender skirts, solid, good running orig. seats just re-covered, nice body and paint, \$32,500.</p>	 <p>1964 Ford Galaxie 500 XL 2 dr h/t, orig Z code, 390 V8, 4 BBL carb, dual exh, auto trans, PS, PB, PW, fact. A/C, bumper guards, fender skirts, bucket seats w/console, exc top, \$39,500.</p>	 <p>1966 Chevrolet 2 dr h/t, 60,000 orig mi, original 283 V8, auto, PS, 2 owner car, always garage kept, all orig super nice interior, runs & drives excellent, nice, unmolested original, \$29,500.</p>

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ENGINE NOISES

My Experience Is...
by Joe Rabelskie



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

It is only when realizing how many moving parts it takes to make a car, that someone can grasp how hard it is to pinpoint a noise. There are many ways to diagnose noises in a vehicle, but pinpointing the exact noise usually boils down to disassembly and checking.

Whenever a part moves, it needs to be lubricated. It is from this approach that diagnoses are usually made; however, several other factors need to be kept in mind. In an engine, most moving parts are so close that they can almost touch, and sometimes they do. In addition, some of the parts ride on others, causing sounds to travel. Sometimes components of parts can become weak from heat and allow those parts to create noises that sound like other parts.

Rod knocks are usually straightforward. A bearing wears out, creating excess clearance. When the crankshaft spins upward, the rod goes up. When the crankshaft starts spinning downward, the excess clearance allows the rod to continue upward until it hits the downward spinning crankshaft, creating the knock. Then it repeats when the crankshaft starts spinning up again. Nevertheless, other conditions can cause the same sound.

When a flex plate (a flywheel used in an automatic transmission) flexes, it can come close to the back of the block. Sometimes they crack (usually around the crankshaft bolts), which allows them to flex even more. This can allow them to hit the back of the block, creating a noise like a valve tick. In addition, there is a thrust bearing adjusting the end play of the crankshaft. If the flex plate is cracked, and the thrust bearing is also worn out, the plate can hit the block even harder, sounding like a rod knock.

There are also several other conditions that can make a sound like a rod knock. Occasionally, a thrust bearing will wear out (without a cracked flex plate) allowing the crankshaft to move forward just far enough for one of the counterweights to hit the block at the main saddle, making the same noise (most common on small block Chevrolet). I have seen rod nuts hit oil pumps and windage trays (trays that are bolted to the main caps to keep the crank from stirring up the oil) make the same noise. Once after a vacuum leak melted a piston, part

of the piston gauded itself to the cylinder and the piston tapped it each revolution (same noise). Finally, if the spring is weak on a fuel pump, it can cause the fuel pump pushrod to bounce on the cam and sound the same.

"It's a lifter!" Top end noises are among the hardest to pinpoint. If a lifter goes bad, it makes a ticking sound; however, many things make that same sound. It could be lifters, weak springs, loose rockers, rockers that cut a groove in the rocker stud (causing the rocker to ride off-center of the valve), bent pushrods or valves, or loose valve guides. I have even seen the crankshaft hitting the dipstick (I don't think I would have ever found that one if I hadn't pulled the dipstick with the engine running to see if it had oil).

A bad main bearing has a rattle to it when the engine is revved a little. Similarly, a cracked or collapsed piston could make the same kind of rattle, as might a sloppy timing chain, slapping on a front cover.

Gears, as a rule, make a roaring sound caused by two or more sets of damaged teeth meshing with each other. Once diagnosed as gear noise, it is relatively easy to determine which gears they are, because the rear end, transmission and timing gears are so far apart. Still, if they are timing gears, they could sound like some water pump, generator, or air conditioning compressor sounds, and, needless to say, all of the accessories on the front of the motor (generator or alternator, power steering units, water pumps and belt tensioners) can make the same kind of whining noises.

It is rare that a rear end bearing goes bad, but when they do, the rear wheel bearings are usually changed first. Of course, noise travels through the axle shafts easily, making it a bit tricky.

Then there are miscellaneous parts, that all make several different noises, like U-joints, brakes, center support bearings, or even debris picked up on the road, rubbing on the drive shaft.

It is pretty clear that with all of the moving parts on a car, there are so many noises that sound alike, that it would be next to impossible to pinpoint an exact noise every time. Not to mention parts that are not supposed to move, but do anyway, causing rattle (like in the dashboard, but we won't even go there). My experience is that although a noise can be narrowed down pretty well, surgery is usually the only way to know for sure.



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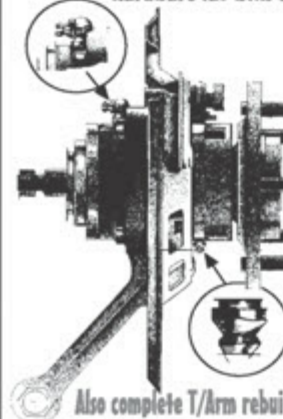
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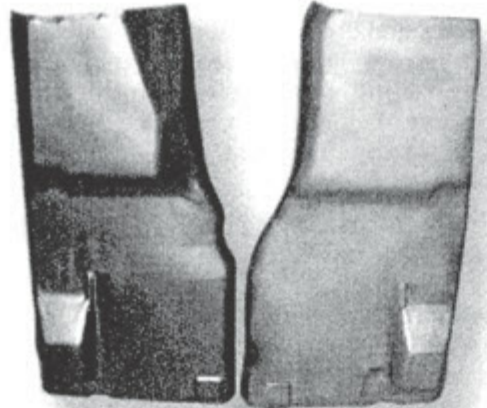
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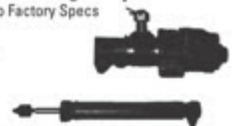
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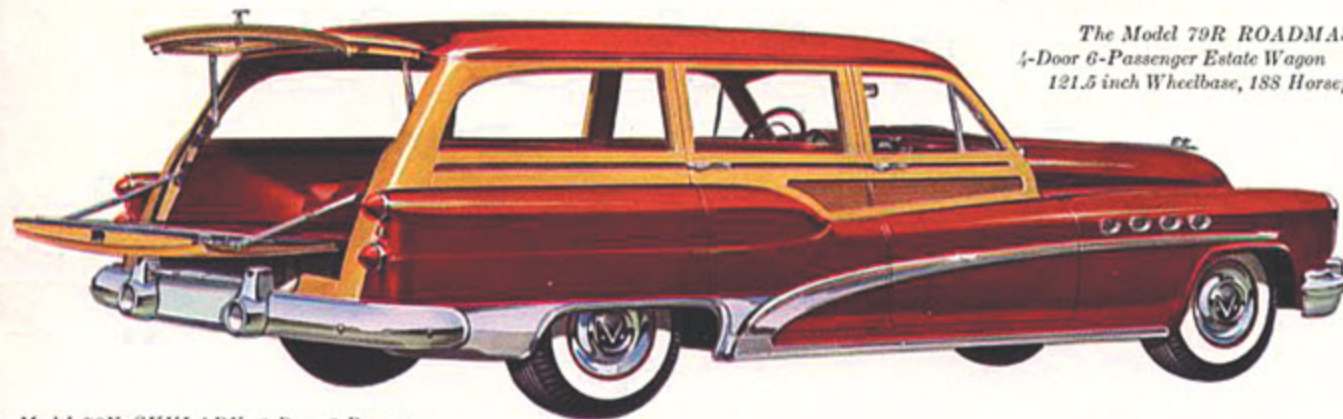
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