

Car Buddies

Dave Jones
D & D Engines



1929 Model A Engine.
Made Jan 1929, one of the first million made! Still has compression and spins freely to this day! Not for sale, but Dave thought we would like to see it!

1964 Thunderbird. Runs and takes gear, sounds good, Needs brakes and some normal metal restoration. Floor board is rusted on the driver seat and in the trunk & quarters. \$3500.00, Dave, D&D Engines, Hazel Green, AL. 256-828-6571, 10-5, M-F CST.





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

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

•PURCHASING
•SALES



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.

•RECONDITIONING
•CONSIGNMENT
•CONSULTING SVC.



1951 Ford Country Squire Woody Wagon, Ram Jet 350 crate motor, 345 HP, 350 turbo auto trans, \$62,900.



1950 Ford Club Coupe, solid Ivory paint w/hand-painted pin striping, Ride Tech air susp., BFG Silvertown WWW, 350 V8, 350 auto, \$44,900.



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 1958, T-Birds were unibodies.
 2. For 1958, Chevy's One-Fifty became the DelRay and the Two-Ten became the Biscayne.
 3. Buick introduced its nail head 401 CID V-8 with 325 BHP in 1958
 4. Pontiac built its Nomad-like "Safari" wagon from 1955-1957.
 5. Packard introduced "Torsion-Level Suspension" in its new V-8 cars for 1955.
 6. In 1954, Ford and Mercury introduced five new Y-block V-8's.
 7. Ford debuted its infamous "Edsel" in 1959.
 8. Chrysler's industry-leading 3-speed Torque-Flite automatics were introduced in 1955.
 9. 1957 was the first year Corvette offered a 4-speed manual transmission.
- In 1957, Olds introduced its "Fiesta" wagon as a close cousin to Chevy's Nomad and Pontiac's Safari.

(Answers on Page 1)

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RESTORATION TIP

SMOOTH IT OUT!



When buying new replacement "plastic" master cylinder reservoirs like the one on our Jag Mk 2, check the outlet nipple for a "seam" bump (called a "flash") from the mold. This can cause a leak when the rubber hose is attached. We took some 400 sandpaper, sanded it smooth—NO LEAKS!

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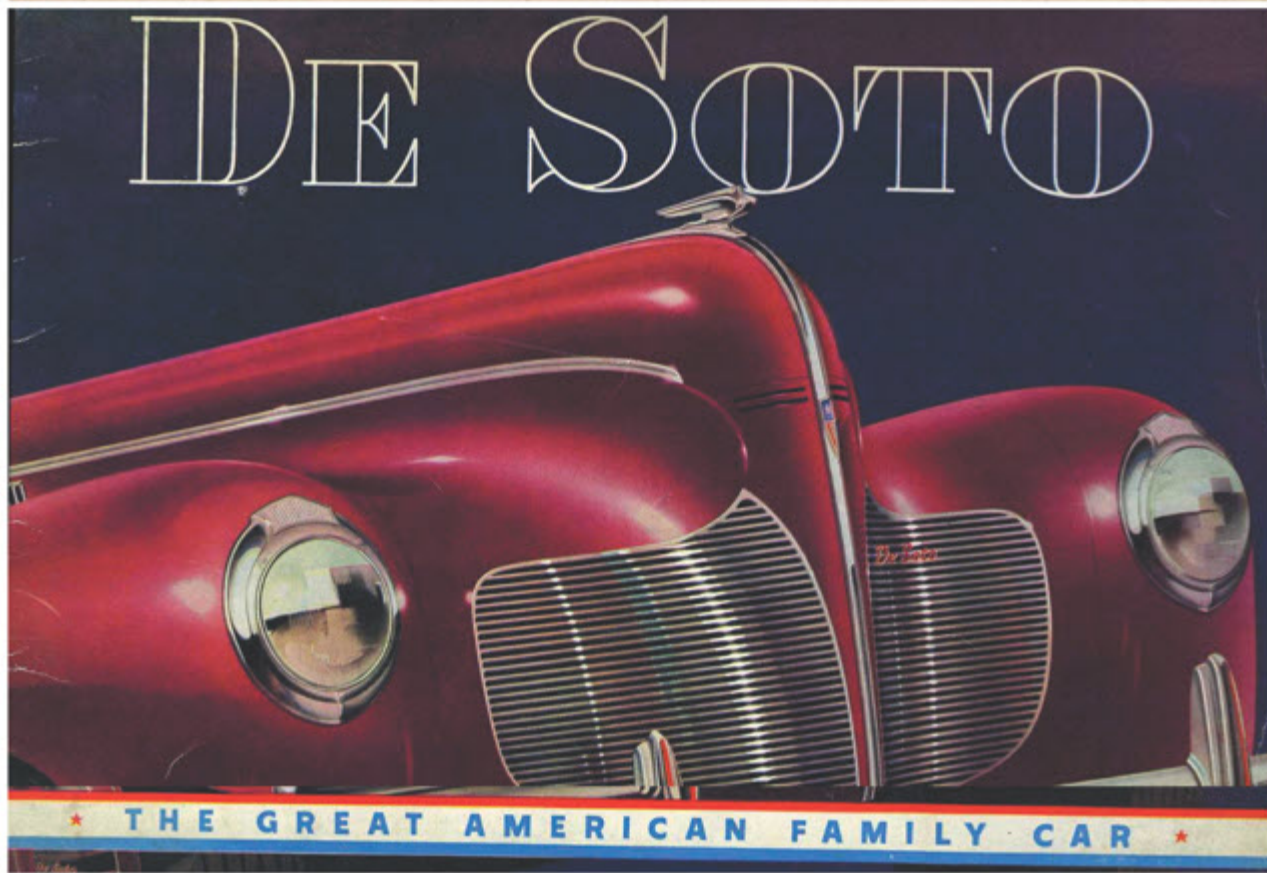
Frame Rails with Cab Mounting Provisions, Front Suspension (Uses 94-04 Front Brakes 11" or 13"), X Brace, Rear Suspension (Triangulated 4-Link) with Anti Roll Bar, Manual Rack and Pinion/Power optional (\$280), Moser 9" Housing with 31 Spline Axles 5 on 4.5" Bolt Pattern, AJE Mounting System with one set of mounts, Running Board Brackets, Rear Fuel Tank Mounting Brackets (No Tank) (69/70 Mustang), Front Sway Bar, Trans Crossmember, Adjustable Front Bumper Mounts, Front Hubs 5 on 4.5" Bolt Pattern, Viking Shocks

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DESOTO DELUXE

*2-Door Touring
Sedan*

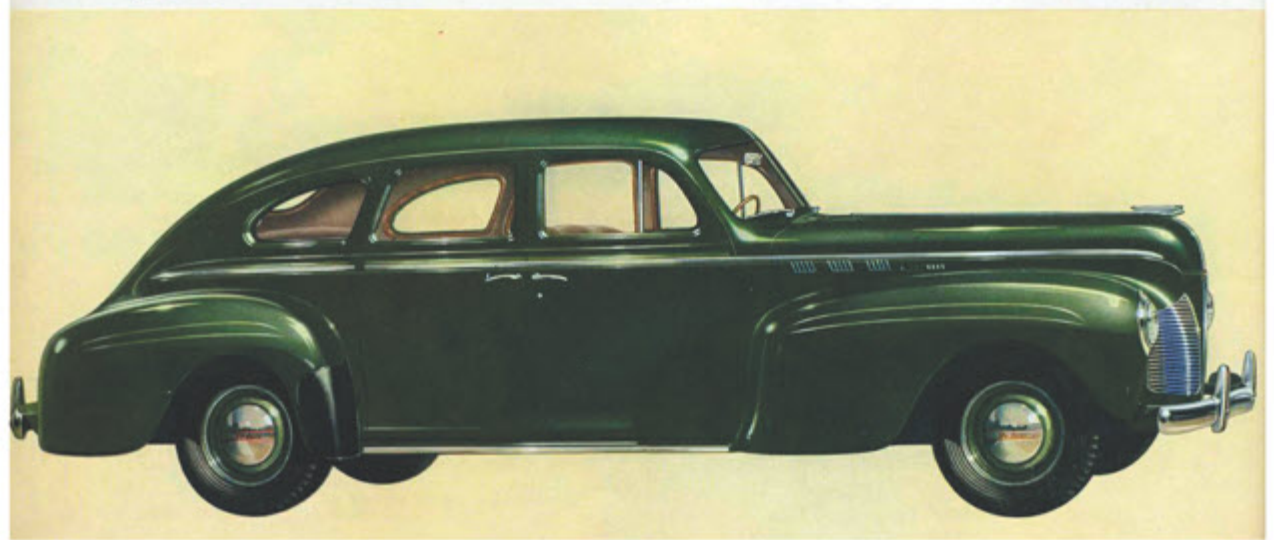
De Soto's wider seats and longer rear compartment provide ample room for all passengers in this two-door model. The sedan-type front seat accommodates three in comfort. The huge Streamlined Luggage Locker has ample space, the opening is level with bumper for easy loading. Note the smartly tailored interior at right, displaying luxury appointments.



DESOTO DELUXE

*4-Door Touring
Sedan*

A bigger, roomier car with full-width doors and many other important conveniences. Interiors are available in either Bedford Cord or the luxurious new mohair, a short-pile fabric. The interior of this smartly-styled model is illustrated at the right. Running boards are standard.



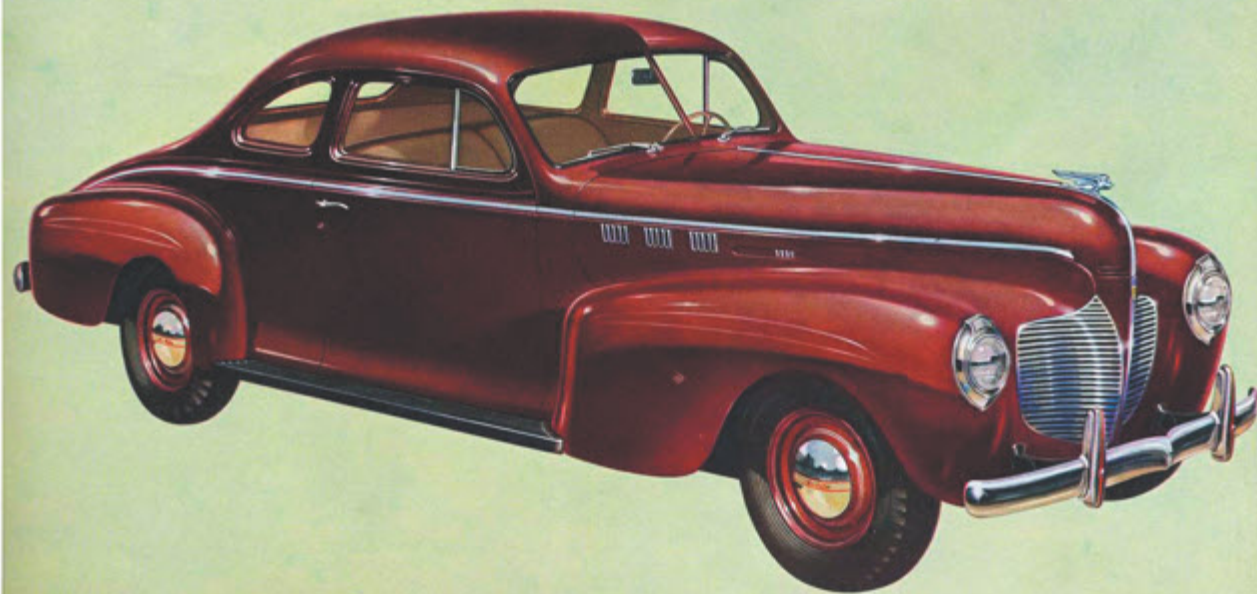
DE SOTO DE LUXE

Coupe

(Also available with Auxiliary Seats)

HERE IS THE IDEAL model that combines utility with stand-out performance and smart new beauty. The tremendous rear luggage deck has 43 cubic feet of usable space . . . more than enough room for whatever you wish to carry along with you.

The De Soto Coupe is also available with Auxiliary Seats, as shown in the illustration at the right. With these auxiliary seats in use, the coupe has plenty of room for five persons.



DE SOTO DE LUXE

7-Passenger Sedan

THE DE SOTO SEVEN-PASSENGER SEDAN, ON A longer wheelbase, is a smartly styled car that compares with the most expensive car built—in everything but price. The wheelbase is 139½ inches long. Powerful 105 horsepower motor is used. Note the interior roominess in the illustration at the right. Running boards standard.



DE SOTO CUSTOM

2-Door Touring Sedan

AIRFOAM SEAT CUSHIONS (standard equipment on all Custom models) bring an extra measure of comfort to this Custom 2-door touring sedan. Special custom upholstery, 2-speed electric windshield wipers, and extra chromium trim are among other standard Custom features. See illustration at right for full details regarding the new Custom-styled interior.



DE SOTO CUSTOM

4-Door Touring Sedan

De Soto's Custom line is for motorists who want the utmost in driving luxury. Chassis, engine, and body construction are the same as in the De Luxe line . . . upholstery, interior appointments, and refinements of design differ. The luxurious interior of De Soto's 4-door sedan is shown at right.

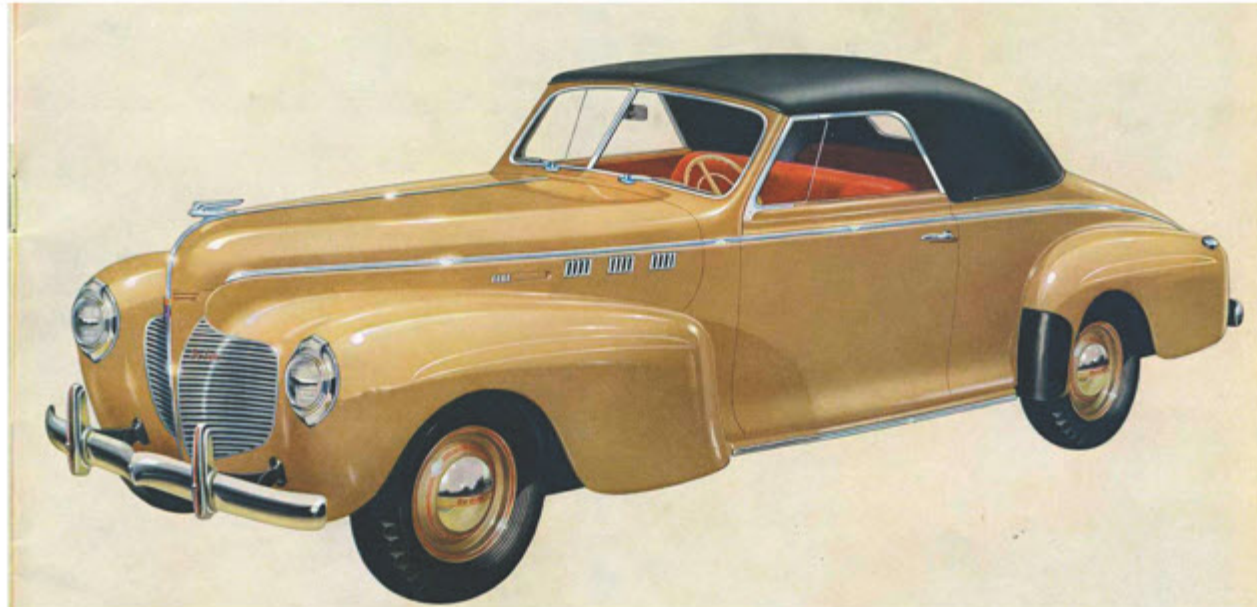
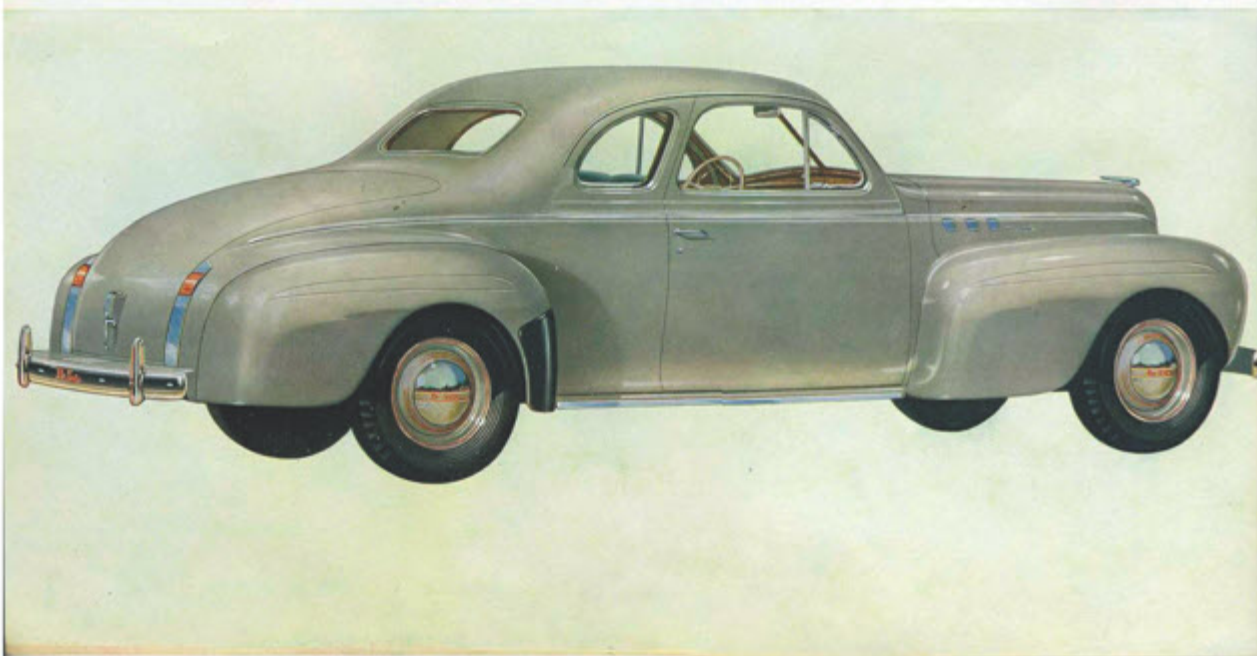


DESOTO CUSTOM

Coupe

(Also available with Auxiliary Seats)

DISTINCTIVELY STYLED and appointed, inside and out, this Custom Coupe will hold its own on smartness, performance, and sheer luxury of ride and handling with cars costing far more. Available in a wide range of colors, it also is built as a five-passenger car, with auxiliary seats in back. The illustration at the right shows these sturdy, comfortable seats. The rear luggage deck is big enough to hold two good-sized trunks.



DESOTO CUSTOM

Convertible Coupe

(With Power-Operated Top)

GREAT NEWS for open car lovers is this swanky, extremely practical Custom Convertible Coupe. It can carry five full-grown passengers... with rear seats built inside. A POWER-OPERATED TOP! A feature that car buyers have long wanted. Note illustration at right. An easy-to-operate control on the dash makes the top go up or down.



DE SOTO CUSTOM

7-Passenger Sedan

COMPARABLE IN SIZE, style, and luxury with the most expensive make, this 7-passenger Custom Sedan offers superb comfort at moderate cost. A 139½-inch wheelbase and 105 horsepower engine is standard equipment on this model. A De Soto Limousine, interior of which is shown at right, is also available on this chassis.

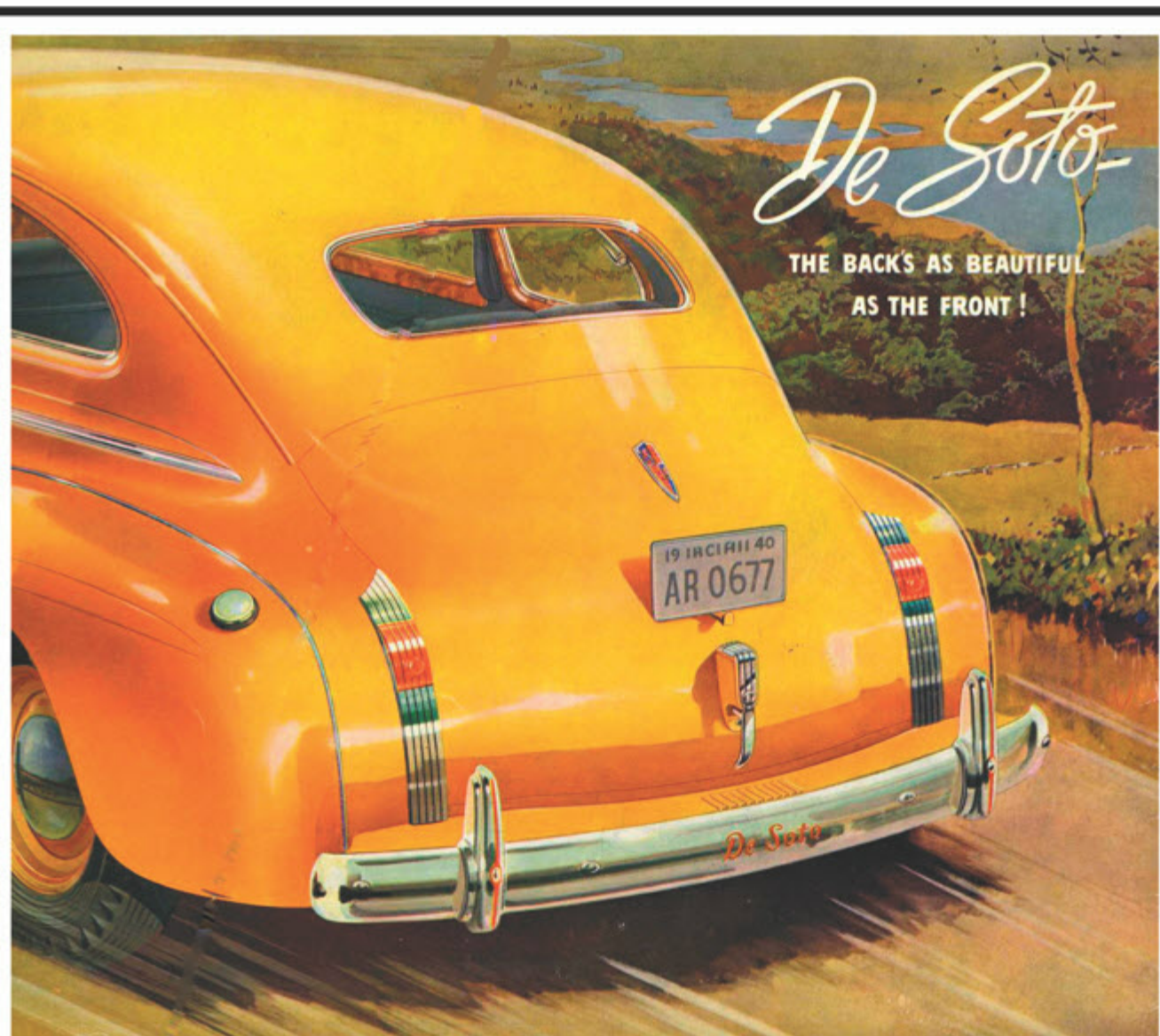


INSIDE STORY OF LUXURY

De Soto Custom Line

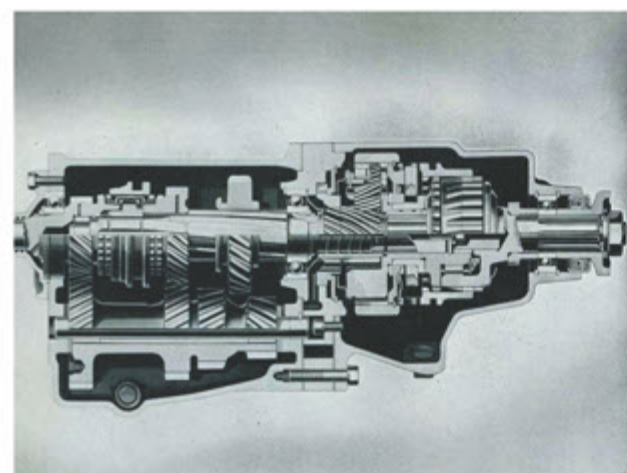
HERE IS THE last word in interior luxury! Finest quality two-tone Bedford Cord and new pile fabric are the upholstery selections available in De Soto's luxurious Custom models. Seats are wide, deep and fitted with Airfoam cushions to give unsurpassed

riding comfort. Quality and good taste are reflected in every detail of the regal interior appointments. Front seat is adjustable to accommodate tall or short people. The insert illustrates an ash tray built into the back of the front seat. Just one of the many style features.



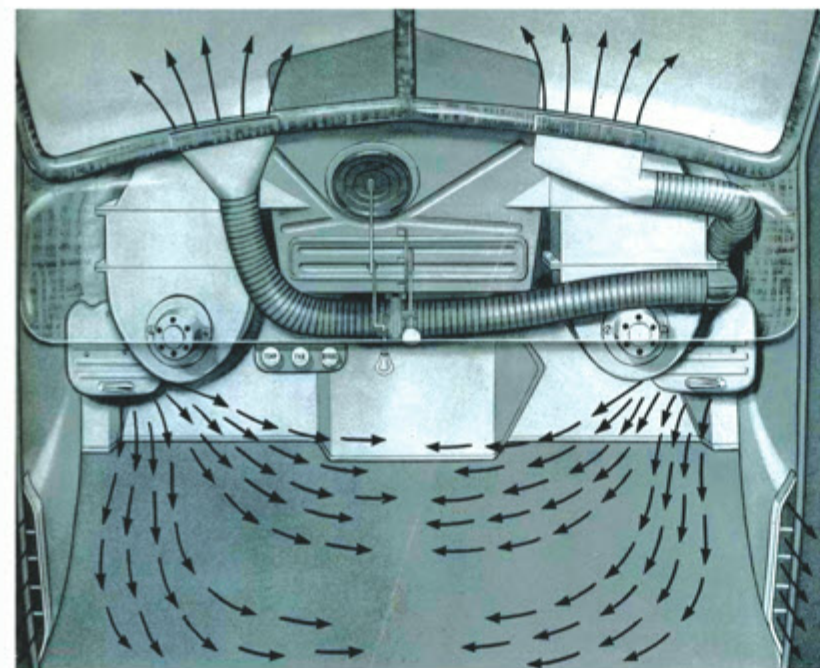
De Soto

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lation of fresh air at all times.

The air is scientifically distributed throughout
the car by means of side wall vents, giving uni-
form control and comfortable temperature for
both front and rear seat passengers.

A simple control regulates the amount of warm
air in winter and also the circulation of cool air
in summer. Fresh air can be circulated in any
weather, because the rain trap in the cowl venti-
lator keeps out rain and snow.

LOOK AT ALL THIS VALUE!

NEW STYLING—Back as beautiful as the front. Full-
width rear doors. Duplicating-Curve fender design. Running
boards standard on De Luxe, optional on Custom Models.

100 HORSEPOWER ENGINE—Six-cylinder L-head
type. Patented Floating Power Engine Mountings. Bore
and stroke, 3 1/4" x 4 1/4". Piston displacement, 228.1 cubic
inches. Taxable horsepower, 27.54. Developed horsepower,
100 at 3600 R.P.M. with standard head, compression ratio,
6.5 to 1, 105 horsepower at 3600 R.P.M. with special head,
compression ratio 7.0 to 1. SUPERFINISHING of vital
engine parts for longer life, greater economy.

122 1/2" WHEELBASE—(7-passenger sedans, 139 1/2" wheel-
base)—over-all length 202 1/4". Tread—front, 57"—rear, 60 1/2".

INCREASED VISIBILITY—Full-View, V-type wind-
shield. Bigger side windows. Bigger, one-piece curved glass
rear window.

SEALED BEAM HEADLIGHTS—Give 50 to 65%
greater road light. Long life and infrequent replacement.

BIGGER SAFETY-STEEL BODY—Longer, lower,
wider. Rear compartment 5" longer, seats wider. Front seat
width at cushion, 51", rear seat 51". Huge Streamlined Level-
loading Luggage Locker. Front Door Arm Rest. Two Sun
Visors.

SAFETY INTERIOR—Curved door handles inside and
out. Knobs and projections recessed to prevent catching.
Safety-Lighted. No-Glare instrument panel. Safety-Signal
Speedometer. Safety Signals on all gauges. Red signals show
when gas, or oil pressure is low . . . water temperature too
high, or when ammeter discharge is high. Assist Couls in
Sedans, Sedan Robe Cord.

SOFT-ACTION HYDRAULIC BRAKES—Soft pedal
pressure. 11" Superfinished brake drums . . . stepped wheel
cylinders to equalize action on brake shoes. 155 sq. inch
contact area. Separate, pistol-grip parking brake under
instrument panel at driver's left.

PERFECTED HANDY-SHIFT—mounted on steering

post. No floor obstruction. Easier shifting. Handy-Shift stand-
ard on all models. Custom Steering Wheel with Horn Ring.

IMPROVED WEIGHT DISTRIBUTION—Engine
moved forward. Rear axle moved back 7 1/2". Passengers ride
cradled between axles.

INDEPENDENT FRONT WHEEL SUSPENSION
—Amola Steel coil springs. Airplane-type, double-acting
hydraulic shock-absorbers front and rear. Suspension—rear,
2 tapered leaf, semi-elliptic springs, 55 1/2" long; 1 3/4"
wide, nine leaves. Spring Covers. Rubber cored front pivots;
Rubber cored rear shackles. Sway Eliminator Bar.

SYNCHRO-SILENT TRANSMISSION—Silent helical
gears throughout. Anti-friction bearings. Blocker-type syn-
chronizer makes shifting easier, prevents gear-clashing.

IMPROVED DRAFT-FREE VENTILATION—Com-
plete ventilation control through cowl ventilator, new,
wide-opening front ventilating wings, one-third larger rear
ventilating windows, and rear door windows that roll all
the way down. New rubber door sealing blocks out drafts
and noise. Entire car insulated and sound-proofed.

RUBBER-CUSHIONED, SHOCKLESS STEERING
—Directly controlled. Worm and roller type gear, ratio
18.2 to 1. Cushioned from road shock by rubber mounting.

FULL-PRESSURE ENGINE LUBRICATION—to all
main, connecting rod and camshaft bearings, pressure spray
to other moving parts. Direct oil lead to timing chain. Oil
filter and crankcase ventilation. Oil capacity, five quarts.

AIR-COOLED CLUTCH—10" single, dry plate with
grooved facings. Self-lubricated ball-bearing clutch release.
Feather-weight action.

NON-SLAM DOORS—With rotary door locks; close
with finger-tip pressure.

PERFECTED AUTOMATIC OVERDRIVE—"Step-
Down" feature permits changing from overdrive to con-
ventional gear using accelerator alone. Overdrive can be en-
gaged at 25 M.P.H. Optional at extra cost.

SILENT HYPOID REAR AXLE—Semi-floating with
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BIGGER, STRONGER FRAME—Double-drop X-girder
type with box sections. Stronger, lower than last year.
Gives greater rigidity, lower center of gravity.

FOUR-BEARING CRANKSHAFT—Four, removable,
precision-type main bearings, seven counterweights and
vibration damper.

FOUR-BEARING CAMSHAFT—Four-bearing, chain
driven camshaft.

FULL LENGTH WATER JACKETS—Water circula-
tion by centrifugal pump, through water jackets, water dis-
tributing tube and by-pass thermostat. Temperature gauge
on instrument panel.

PISTONS WITH 4 RINGS—Standardized aluminum al-
loy—U-slot type.

IMPROVED AIR-COOLED GENERATOR—20%
greater output. Full voltage and current control. Automatic
spark advance with vacuum control. 105 ampere-hour bat-
tery.

TUBULAR DRIVESHAFT—with two roller bearing
universal joints. Driving torque taken through rear springs.

BIG AIRWHEEL TIRES—6.00 x 16 airwheel tires. Rib
on front, all-weather on rear. Special tread reduces road
noise. LifeGuard tubes supplied at extra cost.

FUEL SYSTEM—Gasoline tank capacity, 17 gallons.
Down-draft carburetor equipped with accelerator pump,
air cleaner and intake silencer. Automatic choke.

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<p>1949 Ford F-1 short bed pickup, correct flathead V8 eng, 3 sp man. trans on floor, super nice body, interior redone, very nice, really good paint job, correct wheels, hubcaps, www, \$39,500, offers.</p>	<p>1953 Chevy 3100 short bed pickup, 5 window option, side mounted spare tire, correct 216 6 cyl, dual exh, super nice new paint, lots of chrome, fresh powder coated correct wheels, WW Firestones, \$42,500.</p>	<p>1956 Ford Customline 2 dr sedan, rebuilt 292 V8, dual exh, auto trans, PS, PB, sun visor, fender skirts, recent www radials, recently added a/c, larger aluminum radiator, clear plastic still on seats! \$36,500.</p>
<p>1966 Chevrolet Impala 2 dr h/t, 59,000 orig mi, orig 283 V8, auto trans, PS, 2 owner car, always garage kept, interior is orig & super nice, runs & drives excellent, unmolested original! \$32,500.</p>	<p>1967 Chevrolet Chevelle Malibu 2 dr h/t, 454 V8, turbo 400 auto trans, PS, bucket seats, floor shifter, rally wheels, very good running, solid Malibu h/t, nice paint on deep South classic, \$39,500.</p>	<p>1968 Chevrolet Chevelle Malibu, 350 V8 eng, 4 BBL carb, dual exh, PS, PDB, 4 sp. manual trans, alloy wheels, 12 bolt rear end, super nice stereo, solid body, nice paint, int. very good, runs super good, \$41,500.</p>

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Southern Wheels Shop Safety Tips ...with Wayne Smith



from Dependo Rent-all

LEAKS

Leaks—we all have them: Water leaks, gas leaks, exhaust leaks, oil leaks and vacuum leaks. With water leaks and oil, we just look for the water or oil. Exhaust leaks we listen, gas we can smell and see, but vacuum leaks are harder to find. Some of our older cars have a lot of vacuum hoses, and the older the hose gets, the more it cracks. You can spend hours chasing a vacuum leak. New to me is a smoke machine that injects smoke into the line and all you have to do is look for the smoke. It can also be used on EVAC system and fuel vent lines, brake lines, leaks on intake manifold, EGR valves.

Like everything else, you can make your own or buy one from \$67. to several hundred dollars. It hooks up to any shop air. You only need 20-25 psi and can use mineral oil to create smoke.

Sure could have used one of these in the past. Maybe one will save you some time and money.



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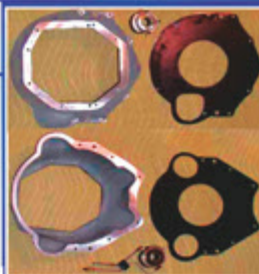
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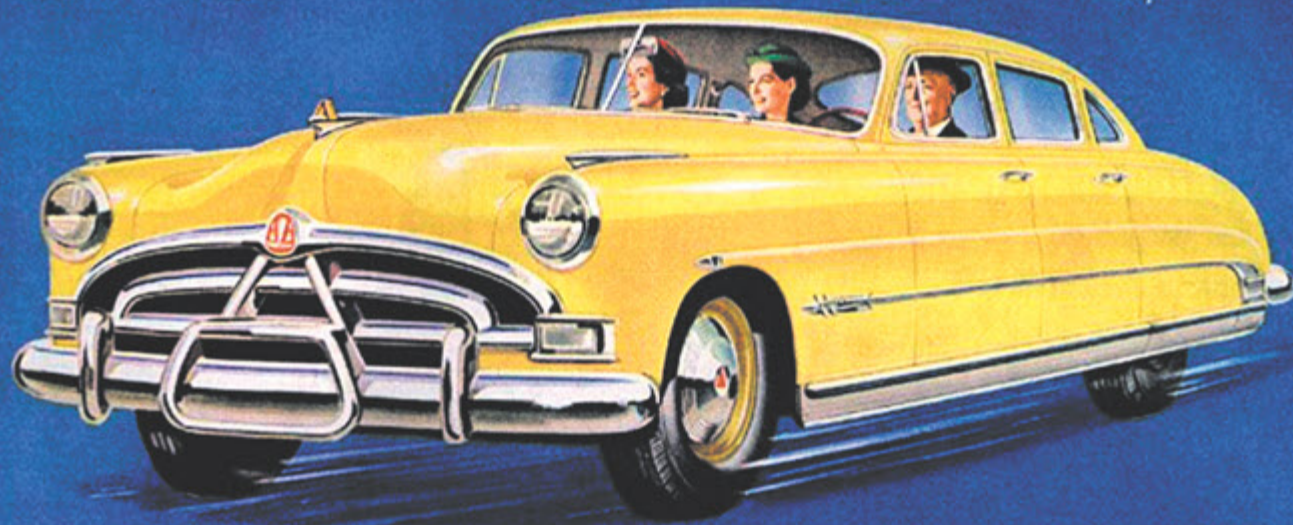
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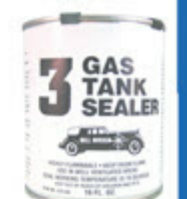
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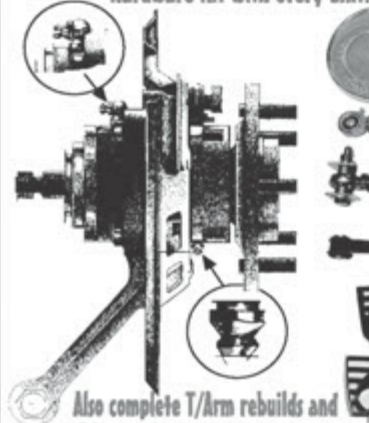
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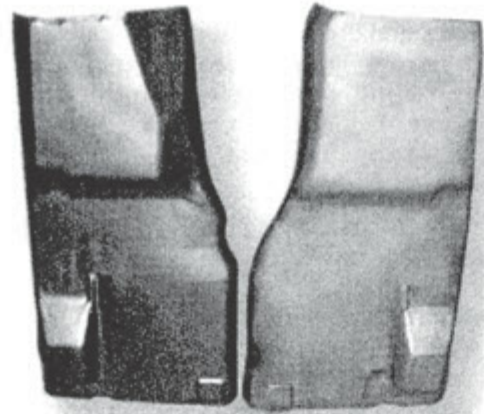
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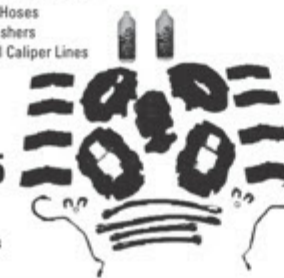
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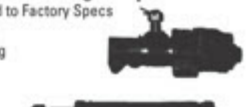
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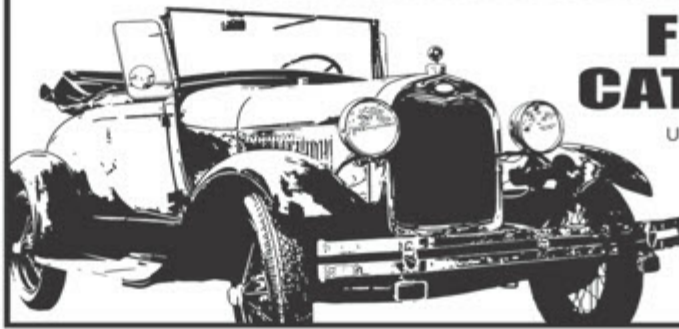
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