ASK DAVE

Q: *Hi, Dave. I want to change from modern Dexron ATF to Type F because I understand Type F is a little "grittier" and may reduce slipping. how do I change from Dexron to Type F on my '67 Jaguar Mk 2?*

A: I feel the same way. Dexron started in the late '40's as partially made up from whale oil and was heavier than it is now. Type F is more like the original Dexron. To replace ATF: Drain out all of the old ATF by removing the drain plug in the trans pan (allen SAE), then remove pan's 5/16" bolts with a drain pan under to catch residual fluid, then remove the cover over the torque converter (this is at the front of the transmission). Turn the engine over until the drain plug is at the bottom and remove plug on torque convertor and drain. In the Jaguar OEM manual, it doesn't require adding new ATF to torque converter, just clean the pan & replace or clean the filter, new gasket, put pan with plug in, tighten pan bolts, (we torqued ours to 18 ft/lbs{dry}) then fill the transmission with 6 qts (12 pints), start the car going through the gear positions, then shut car down and add about another 3 qts.

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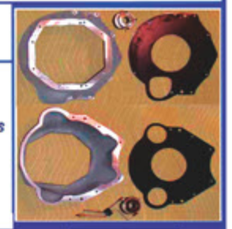



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1958 X-Ray

Compares the Imported Cars

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VOLKSWAGEN



FORD ANGLIA



RENAULT DAUPHINE



HILLMAN MINX



METROPOLITAN "1500"

IMPORTED CAR

X-Ray

Compares Styling, Inside and Out

Exterior Styling . . .



ANGLIA's square, boxy appearance is the result of its dimensions—nearly 59 inches high and only 60 inches wide. The too-thick windshield pillars and small rear window cut down visibility.



METROPOLITAN's distinctive design is in the American tradition. The lowered belt line at the door is a style feature that gives greater side visibility and driver comfort.



VOLKSWAGEN's basic styling is 26 years old. The forward-positioning of the fuel tank and the inefficient heating system are necessitated by Volkswagen's design concept.

Interior Styling . . .



ANGLIA interiors are favorable in layout but the upholstery is inferior to Metropolitan unless optional extra cost materials are specified. Bucket seats with zig-zag springs give less comfort.



METROPOLITAN offers custom interiors at no extra cost. Foam cushions and coil spring front seats, vinyl door trim, dual sun visors, cigarette lighter and map light are standard equipment.



VOLKSWAGEN—Be sure to check beyond the interior specifications of Volkswagen, Renault and Anglia. The positioning of windshield, dash and steering wheel give occupants a "closed-in" feeling.

BOX SCORE ON STYLE, SIZE AND APPOINTMENTS

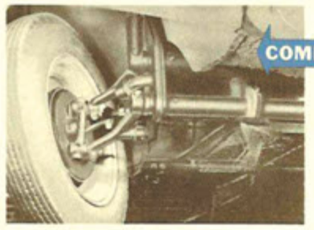
	Wheelbase	Length	Width	Height	Continental Tire	Convertible Offered	Head High Fresh Air Intake	Glove Box Door	Electric Wipers	Cigarette Lighter Std.	Gas Gage Std.	Dual Horns Std.	Two Spare Fuses
Metropolitan "1500"	85.0	149.5	61.5	54.5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Volkswagen	94.5	160.2	60.5	59.0	No	Yes	No	Yes	Yes	No	No	No	No
Ford Anglia	87.0	149.7	60.7	58.7	No	No	No	No	No	No	Yes	No	No
Renault Dauphine	89.0	155.6	60.0	57.0	No	No	No	No	Yes	No	Yes	Yes	No
Hillman Minx	96.0	160.5	60.7	59.5	No	Yes	No	No	Yes	No	Yes	Yes	No

IMPORTED CAR

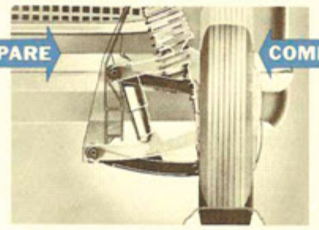
X-Ray

Compares Comfort and Convenience

American motorists demand comfort and convenience in the cars they drive. Of all imported cars, Metropolitan best meets these demands for smooth, comfortable riding qualities and top driving convenience, in distinctive personal transportation.



VOLKSWAGEN's front and rear torsion-bar suspension gives a hard ride, especially with light loads . . . tends to oversteer. This results in the rear of the car swinging outward in a turn.



METROPOLITAN's front-end suspension has extra long "Deep Coil" springs. In combination with leaf springs at the rear, this gives Metropolitan passengers a superior ride.



ANGLIA suspension system employs coil springs up front, and rear leaf springs like the Metropolitan. The high, boxy design makes the Anglia more prone to wind-wander in a cross-wind.

Let's look at Convenience . . .



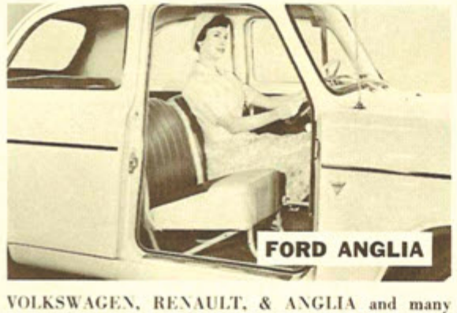
HILLMAN MINX instruments are removed from the driver's direct line of vision. The gear shift pattern is exactly opposite to that in the U. S.



METROPOLITAN instruments are clustered directly in front of the driver for easiest reading. Gear shift lever is mounted on the steering post.



METROPOLITAN—offers Weather Eye Heating and Ventilating . . . greatest comfort feature ever built into a small car.



VOLKSWAGEN, RENAULT, & ANGLIA and many imported cars offer only bucket seats that limit front compartment seating capacity to two people. Metropolitan's full width front seat carries two passengers plus.

BOX SCORE ON ROOM, COMFORT AND CONVENIENCE

	Front Hiroom	Front Shoulder Room	Front Headroom	Front Legroom	Doors	Door Checks
Metropolitan "1500"	49.8	45.3	35.8	41.8	2	Yes
Volkswagen	49.2	47.8	37.5	42.1	2	No
Ford Anglia	50.8	46.5	35.3	43.4	2	Yes
Renault Dauphine	48.0	45.0	37.5	44.0	4	No
Hillman Minx	47.0	47.0	36.0	43.0	4	Yes

	Front Seat Construction	Airfoam Seat Pads	Front Seat Type	Gear Shift Lever	Trans. Speeds (Fwd.)	Hyd. Clutch Linkage
Metropolitan "1500"	Coil	Yes	Bench	Post	3	Yes
Volkswagen	Coil-Mesh	No	Bucket	Floor	4	No
Ford Anglia	Zig-Zag	No	Bucket	Floor	3	Yes
Renault Dauphine	Zig-Zag	Yes	Bucket	Floor	3	No
Hillman Minx	Zig-Zag	Yes	Bench	Post	4	Yes

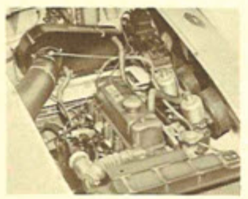
IMPORTED CAR

X-Ray

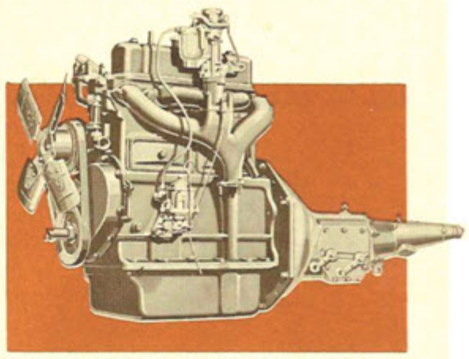
Shows Metropolitan Outranks the Field in Overall Performance

There is a vast difference between engine efficiency, performance, economy and acceleration factors among the imported cars. Even though most are 4-cylinder engines, you'll see a big difference when you drive these cars. The X-RAY points up the difference.

Let's look at Engines



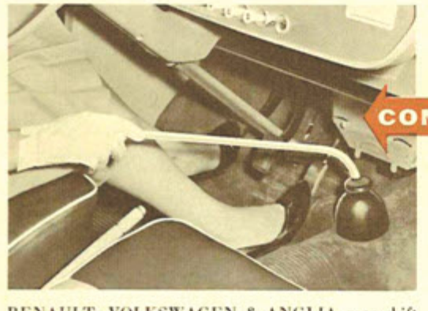
The basic 4-cylinder overhead valve design of the MG-A engine is virtually the same as that of the Metropolitan. The smooth, vibration-free performance and durability of the two engines set a standard for the imported car field. The Met uses one carburetor for greater economy.



THE ADVANCED DESIGN of the Metropolitan "1500" powerplant—a 55 horsepower overhead valve engine—assures the fact that you squeeze more miles out of every drop of gasoline. Up to forty miles per gallon can be secured under ideal conditions.



THE AIR-COOLED Volkswagen engine has some disadvantages when compared to the Metropolitan powerplant. Objectionable high or mechanical noise level is evident at all speeds.



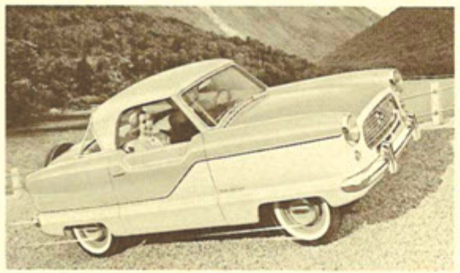
RENAULT, VOLKSWAGEN & ANGLIA gear shift is of the old-fashioned floor-mounted type which is awkward to use for average American drivers. Clutch actuation is mechanical, and not as positive and easy to use as the Met's hydraulically actuated clutch linkage. Only Hillman offers the hydraulic linkage.



METROPOLITAN CLUTCH ACTION is operated via hydraulic linkage for free-moving, yet positive pedal action. The steering post gear selection pattern is standard, and simple to operate. Adequate power virtually eliminates constant shifting required in most of the foreign-built under-powered cars.

Shows Metropolitan Outranks the Field in Overall Performance

Let's look at Performance



METROPOLITAN'S FAVORABLE power-to-weight ratio —only one horsepower to each 34.1 pounds as compared to Volkswagen's 1 to 42.5 ratio—assures top acceleration, snappier performance and far better highway passing ability.

BOX SCORE ON PERFORMANCE

	Pick Up 0-60 MPH (Sec.)	Pick Up 40-60 MPH (Sec.)	Top Speed (MPH)	Economy 50 MPH Constant Speed (MPG)
Metropolitan "1500"	17.4	10.0	80	33.5
Volkswagen	30.0	13.0	73	37.5
Ford Anglia	28.0	14.0	70	28.8
Renault Dauphine	29.0	19.8	74	30.0
Hillman Minx	23.0	15.1	80	32.3

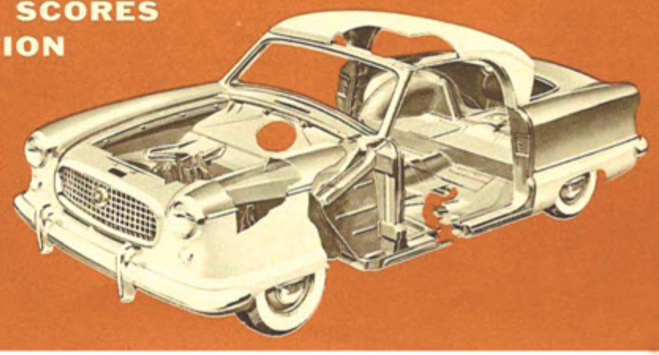
*Based, in part, on independent magazine road tests.

BOX SCORE ON ENGINE AND MECHANICAL DETAILS

	Engine Location	Cyl. & Type	Engine Cooling	Bore & Stroke	Displ. Cu. In.	Comp. Ratio	Horsepower	Torque	Shipping Weight	Pounds Per Horsepower	Elec. System Volts	Gas Tank U.S. Gal.	Tire Size	Suspension	
														Front	Rear
Metropolitan "1500"	Front	4—OHV	Water	2.88 x 3.50	90.9	8.3	55 @ 4600	82 @ 2400	1875	34.1	12	10.5	5.20-13	Coil	Leaf
Volkswagen	Rear	4—OHV	Air	3.03 x 2.52	72.7	6.6	36 @ 3700	56 @ 2000	1530	42.5	6	10.6	5.60-15	Torsion Bar	Torsion Bar
Ford Anglia	Front	4—L-Head	Water	2.50 x 3.64	71.5	7.0	36 @ 4500	52 @ 2500	1683	46.7	12	8.4	5.20-13	Coil	Leaf
Renault Dauphine	Rear	4—OHV	Water	2.28 x 3.15	51.5	7.3	32 @ 4250	48 @ 2000	1400	43.7	6	8.4	5.00-15	Coil	Coil
Hillman Minx	Front	4—OHV	Water	3.00 x 3.00	85.0	8.0	51 @ 4400	72 @ 2200	2135	41.8	12	8.7	5.60-15	Coil	Leaf

METROPOLITAN SCORES ON CONSTRUCTION

American Motors pioneered Single Unit Construction in the United States. Metropolitan is built this better, more modern way. Essentially, it means that body-and-frame are one, integral, all-welded unit that combines far greater safety and passenger protection—longer car life—lighter weight and better performance. It's yours in Metropolitan.



Now Add Up the X-Ray Box Score on the Leading Imported Cars!

	METROPOLITAN "1500"	VOLKSWAGEN	FORD ANGLIA	RENAULT DAUPHINE	HILLMAN MINX
Wheelbase	85.0	94.5	87.0	89.0	96.0
Length	149.5	160.2	149.7	155.6	160.5
Width	61.5	60.5	60.7	60.0	60.7
Height	54.5	59.0	58.7	57.0	59.5
Convertible Offered	Yes	Yes	No	No	Yes
Continental Tire	Yes	No	No	No	No
Doors	2	2	2	4	4
Front Hiproom	49.8	49.2	50.8	48.0	47.0
Front Seat Construction	Coil	Coil-Mesh	Zig-Zag	Zig-Zag	Zig-Zag
Front Seat Type	Bench	Bucket	Bucket	Bucket	Bench
Gear Shift Lever	Post	Floor	Floor	Floor	Post
Transmission Speeds (Fwd.)	3	4	3	3	4
Engine Location	Front	Rear	Front	Rear	Front
Displacement, Cu. In.	90.9	72.7	71.5	51.5	85.0
Compression Ratio	8.3	6.6	7.0	7.3	8.0
Horsepower	55 @ 4600	36 @ 3700	36 @ 4500	32 @ 4250	51 @ 4400
Torque	82 @ 2400	56 @ 2000	52 @ 2500	48 @ 2000	72 @ 2200
Shipping Weight	1875	1530	1683	1400	2135
Pounds per Horsepower	34.1	42.5	46.7	43.7	41.8
Acceleration 0-60 MPH (Sec.)	17.4	30.0	28.0	29.0	23.0
Electrical System Volts	12	6	12	6	12
Hood High Fresh Air Intake	Yes	No	No	No	No
Electric Wipers	Yes	Yes	No	Yes	Yes
Gas Gage, Std.	Yes	No	Yes	Yes	Yes
Cigarette Lighter, Std.	Yes	No	No	No	No
Dual Horns, Std.	Yes	No	No	Yes	Yes

The box score shows that the Metropolitan "1500" offers greater value than any other small imported car. Be sure to drive it before you buy any imported car. You'll be dollars ahead in savings, miles ahead in performance, years ahead in style and comfort.

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When using a battery maintainer, always check to see if the (+) (-) clamps are going to short out on the hood or trunk when they close. We have a friend who had his clamp to short out, causing a fire!





She drives a Duesenberg

POP'S GARAGE

(Continued from Page 11)



cylinder. The overhead valve arrangement straight 8 wouldn't return after WWII," Pat said.

"You know I have a '47 that I have had for years. They are fine cars. I heard that you are having a little trouble with your steering," Pop said.

"I am," Pat said. "I have too much play in the steering. The problem happened after I had some work done on the steering system. The tires are the same and are okay. The camber and caster are okay; so are the steering gear, wheel bearings, linkages and knuckles."

"Here's what we have to do to check toe-in:

With the car on a flat surface (not a road), center the steering, push the car forward a few yards, bounce the suspension a few times. Find a measuring point on each wheel about 1/3 of the way up. Stretch a wire from one wheel to the other in the front, allow it to curve around the tire, pull it tight, mark the level on the tire with chalk and pull a measuring tape from one point on the left tire to the right. (Log it.) Repeat the process at the back of the tires. (Log it)."

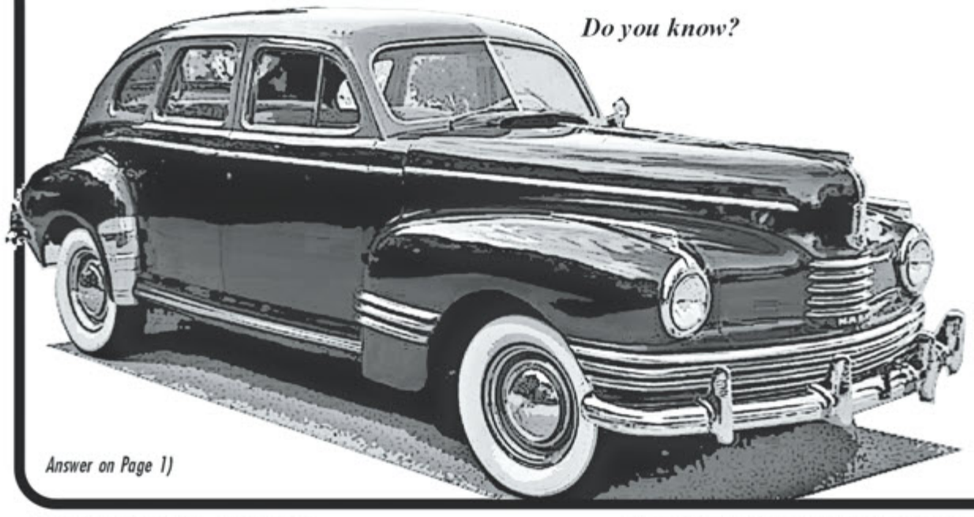
"The front measurement and the rear measurement will show if the front tires are toeing in or out," Sandy said.

"Of course, that is just a rough guide to toe settings," Pop said. "To be exact, you need alignment equipment, and begin by raising the car up and rotating the front wheels 90 degrees to place the maximum run-out point at the top. The point of maximum run-out is indicated by the maximum thickness of the chalk mark when chalk is held against the spinning wheel. Set the wheels straight ahead and turn the contact bars to the horizontal position. Move one contact bar in against one wheel and set the wheel so that the pointer on the toe-in scale will read zero. Move the second contact bar in against the other wheel and read the amount of toe-in on the toe-in scale. But our way will show us what we need to know now. Were the tie rod ends replaced?" Pop asked.

"Yes," Pat answered.

"Well, you have too much toe-in. Do you know what was done to make that happen?

Do you know?



Answer on Page 11)

LUXURIOUS TRANSPORTATION

PACKARD MOTOR CAR CO

THE PACKARD

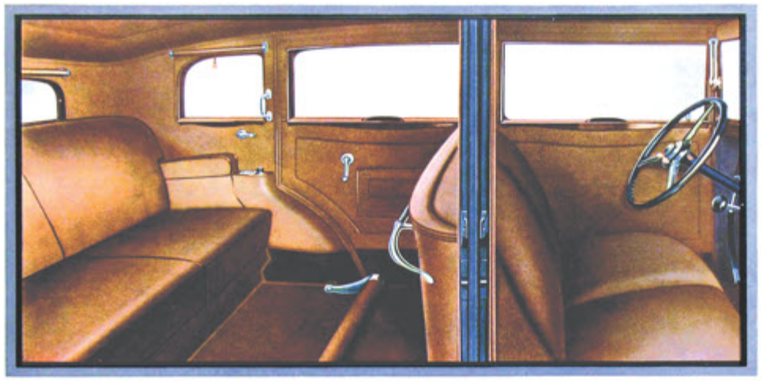
PACKARD EIGHT MODELS 8-26 AND 8-33

THREE out of five who buy the Packard Straight Eight give up cars costing less. Why? Because they know that "You Are Paying for a Packard—Why Not Own One?" is a statement of fact and not a mere slogan. There is nothing new in the idea of paying a little more and keeping a little longer, but it has taken a long time for it to become recognized in motor car buying. Perhaps the early days of the industry are at fault, the days in which such progress was made from year to year that each succeeding model was revolutionary in everything from things mechanical to external appearance. These days, as the motor car has developed, are gone. Now the motor car manufacturer who has his customers' best interests at heart refines and improves and does everything possible to prevent any undue discounting of previous model values. It is good business to do this and much of Packard's success can be attributed to an early adoption of the principle which long ago led some one to say "Once a Packard—Always a Packard."

We are particularly pleased to point out to present owners of our cars that today's Packards are typically Packard in appearance and that they are but refined and improved as experience has made possible. True, we may lose a little business by not doing the sensational more often but in the end we make up for it many times over through the loyalty and satisfaction of our clientele—one that comes back to us over and over. The chances are at least nine out of ten that you will not buy any other make of car once you have had a Packard. We invite you most cordially to peruse the following pages and then to come to us or let us go to you, in your own home or office, so that you may learn that in your own case Luxurious Transportation bears no added cost.



All the wealth and genius of an earlier day could provide nothing more luxurious than the horse litter



Interior of the FIVE-PASSENGER SEDAN

Smoking and vanity sets are most conveniently placed out of the way and yet at finger-tip for instant use





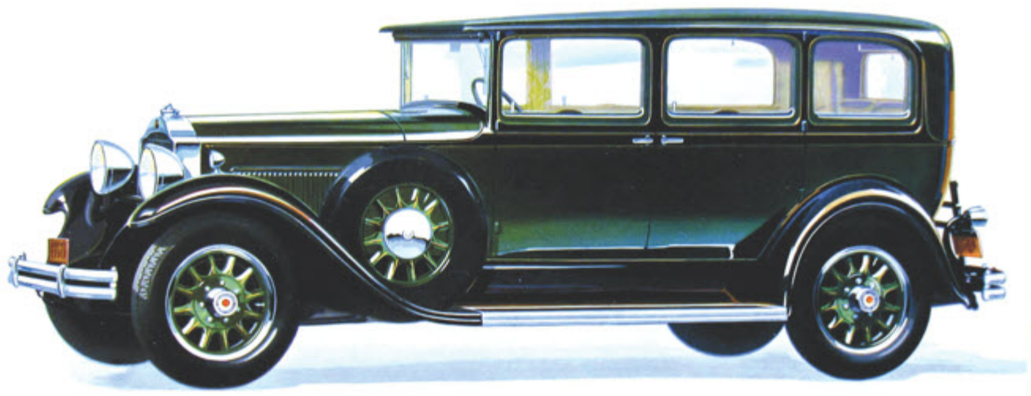
LED by the ever popular Five-Passenger Sedan, the new Packard Standard Eight models are offered in a new upholstery and body interior treatment. Luxurious in every detail, each is in that good taste which encourages those who like fine and good things to pay a little more and then keep them a little longer.

LUXURIOUS TRANSPORTATION



THE PACKARD STANDARD EIGHT
8-26 SEDAN
Five Passengers

LUXURIOUS TRANSPORTATION



THE PACKARD STANDARD EIGHT
8-33 SEDAN
Seven Passengers



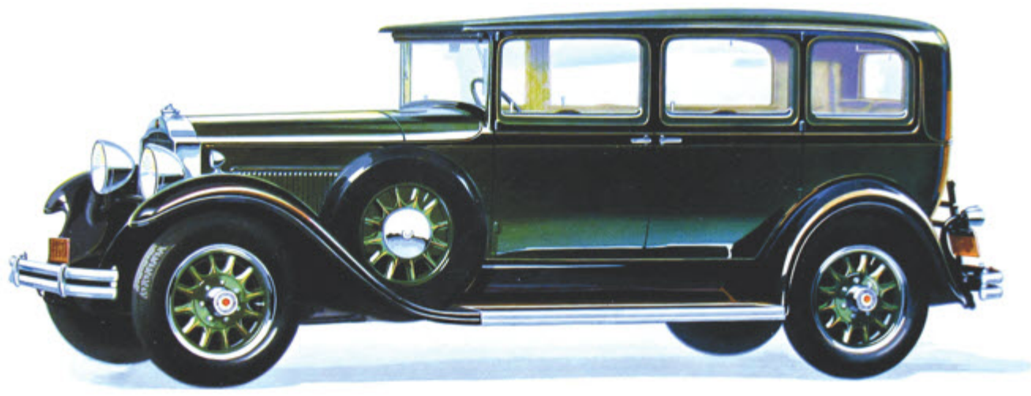
Interior
of the
SEVEN-PASSENGER
SEDAN

Much appreciated are the fixed hand grips so useful in lifting one's self forward in leaving the car



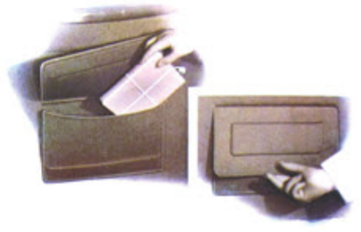
FOR those of larger family is available the Seven-Passenger Sedan. The folding seats fit flush into the front seat back when not in use. They are full size and most comfortable and courtesy alone, not lack of comfort, will make the host insist that favored guests sit elsewhere.

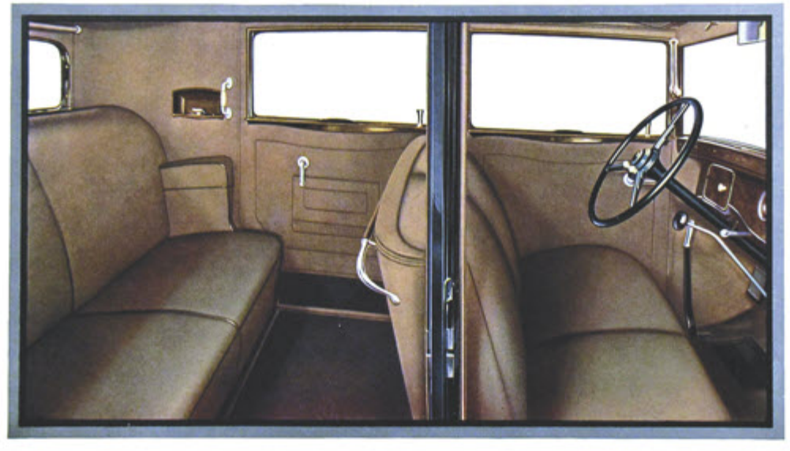
LUXURIOUS TRANSPORTATION



THE PACKARD STANDARD EIGHT
8-33 SEDAN

MANY, especially mothers of small children, prefer a little closer passenger grouping than in the sedan. The Five-Passenger Club Sedan is then most useful. Unlike most cars of this type, ample foot room is provided. Fitted with trunk, it proves an ideal traveling car.

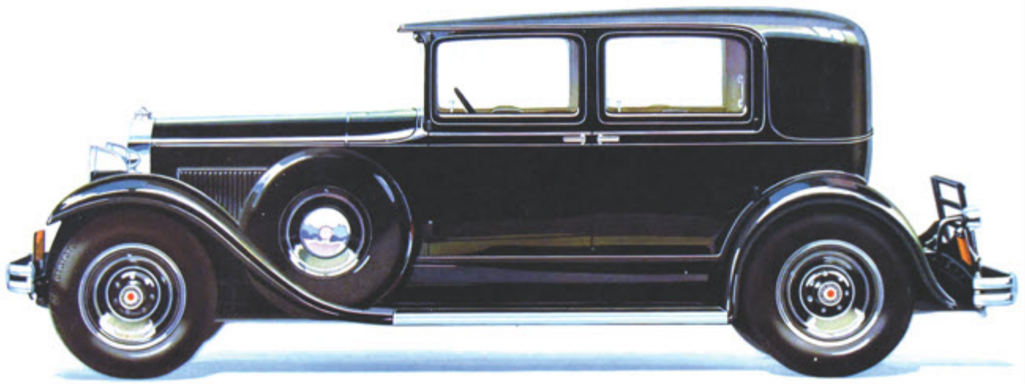




Rear seat passengers often need storage space for light articles and handy recessed pockets are set into the rear doors

Interior
of the
CLUB SEDAN

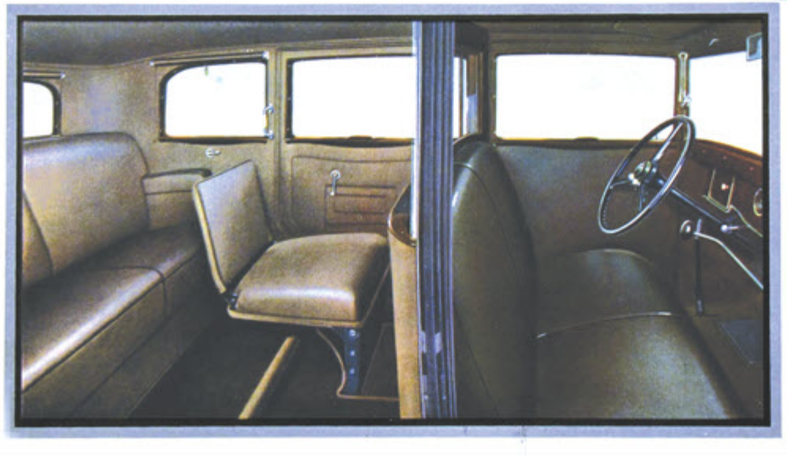
LUXURIOUS TRANSPORTATION



THE PACKARD STANDARD EIGHT
8-33 CLUB SEDAN
Five Passengers

THE mere lowering of a division glass converts the Seven-Passenger Sedan Limousine into a sedan. Thus, the car may be used for formal or informal use as the occasion may decree. Like all the new Packard cars, it has shatter-proof glass for greatest safety.





The extra seats are full size and completely upholstered. They afford ample knee and foot room for adults

Interior
of the
SEDAN LIMOUSINE



Southern Wheels

Shop Safety Tips
...with Wayne Smith

from Dependo Rent-all

SHOP SPACE HEATERS

Cold weather is just around the corner and we need to tune up our space heaters we use in the garage.

Now you could take it to a repair shop and have someone do it for you (those are getting hard to find) or you can do it yourself. A big change has happened in the kerosene heater industry in that the three main manufactures in the USA have called it quits and now they are all made over seas. If you buy a new one make sure you can get parts for it if needed. We service heaters and we have had trouble getting parts. The after market industry is getting better for parts for the older heaters.



Each year you should blow out the summer garage dust, put new fuel and two new air filters. It is important to drain out any old fuel from the tank and replace the fuel filter.

Remember any un-vented heater uses inside air for combustion and discharges the products of combustion in to the garage. You need some ventilation. These heaters have a electronic circuit board and are accessible to low current, so use at least a 12/3 cord not more than 50' long.

If you use an lp heater, all that is normally needed is to blow out the dust. You still need ventilation and most important is to keep the tank outside. LP tanks have what's called a 10% valve that maintains a 10% expansion space in the tank. If you put a full tank on a cold day in a garage and heat up the space the tank will automatically dump gas out to maintain that expansion space. That can't be good.

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"GATHERING RESOURCES"

My Experience Is...

by Joe Rabelskie



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

When one restores old cars, the most important tools to have are the proper resources. This means knowing where to get the proper parts, quality machine work, accurate specifications, and detailed information about any part of the job that one is not familiar with. In short, restoration (even as a hobby) has become a big business that requires one to put a team together in order to get the job done.

Knowing where to get the right parts no longer means calling your corner store. With the newer parts stores catering to more modern cars, one is lucky to find tune-up parts, brake parts, and oil filters for an old car. One can really consider himself lucky to find an old timer who remembers how to look up parts by dimensions rather than just numbers. These old timers can be quite helpful in finding out where some of the hard-to-find parts can be located. If you can find any of these jewels, stay in touch with them. Ask for them by name when you call and make them part of your team.

Most of the serious parts will need to be bought through specialty companies. In a professional restoration shop, one can usually find trade magazines such as Southern Wheels, where there is an in-depth listing of vendors that will carry just about any part that one might need. Still, there are a lot of vendors, and most of them specialize; so, going through these magazines should be done methodically. When you find the vendors that are going to help your project or business, keep a record of their contact information. When you find someone that is especially helpful and friendly, note his name and ask for him each time you call. This personal touch will help build a relationship that can be very helpful each time you call. Furthermore, let the vendor get to know you. This will give him an idea of the kind of results that you expect to end up with, so he can offer any extra information that he thinks might be helpful. Again, building your team.


Miking and Boring an Olds 350


'48 Caddy Flathead V-8


Joe Torquing Heads on 304 AMC

A good machine shop is a must for any restoration shop (professional or novice). With machine shops popping up almost everywhere, it is important to distinguish what kind of shop work they do, as there are several kinds. A few are: production shops which concern themselves with doing a mass quantity of work for many garages (mostly stock, get me back on the road work); performance shops geared towards getting the most speed per cubic inch; and custom shops which do a lot of work that other shops do not want to be bothered with. When working on old cars, the latter is probably the most useful. Moreover, a good machinist that does a lot of custom work will have more diverse experiences; and if you are working on a rare project, that is what you want.


356 Water Damage Before Buffing


356 Water Damage After Buffing

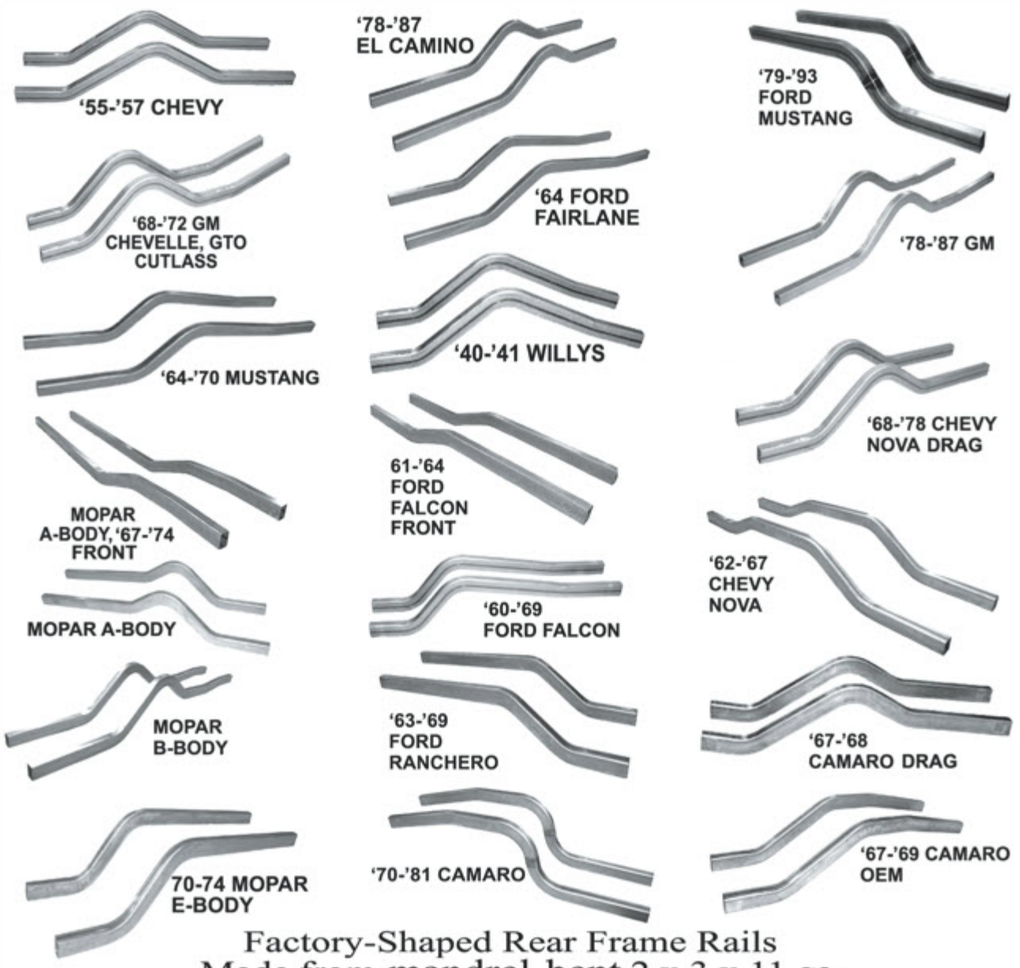
Most of all, when you find a good machinist, get to know each other. When a machinist does not know you, you will get the kind of job that he wants you to have. For example, if a customer has me mike his cylinders and give a report, I will tell him how much wear there is. Then I will tell him what it will take to clean it up perfectly. Cut and dry. But, if I know the customer is just going to drive the car locally and it will never see many miles, I can offer possible alternatives. Our current project engine, a 356 CID straight 8 Packard, is borderline for boring. But it was left outside for a couple of years before we got it and one cylinder sat with water in it. This cylinder needs to be bored at least .040" oversized. If we bore this block, it might end up at the maximum size. This means that if it ever needed to be bored again, all eight cylinders would have to be sleeved. Since pistons and rings for this motor are so costly, we are going to sleeve the one cylinder, hone the rest, use the original pistons again, and save about a thousand dollars in the process. A restorer absolutely wants a good machinist added to his team.


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Finding the proper specifications and detailed procedures was once as easy as buying one repair manual covering just about all cars. Now, if you have an old car, one might have to buy several manuals per car and hope that the information is correct. I have seen many manuals give different specifications for the same job. Organizations are also an essential resource for both novices—who can join clubs of people with the same kind of cars—and professionals—who can join organizations of other professionals—in order to consult on or confirm procedures. My experience has been that there is no shortage of knowledgeable people that are willing to share hard-to- find information and experiences.

Many people think that getting the right project is the hard part. It is not. Finding the best parts suppliers, machine shop, and reference materials can make the difference between a real nightmare and a gratifying experience.

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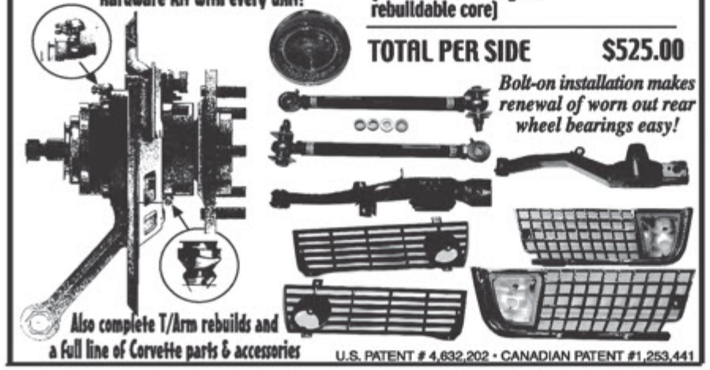
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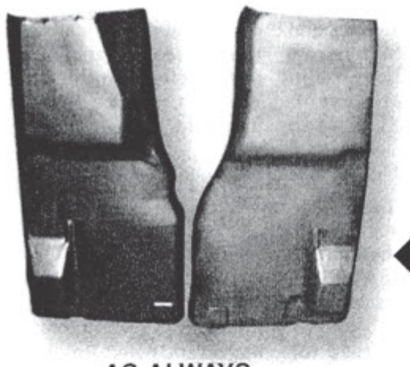
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3/32	.0937	11/32	.3437	19/32	.5937	27/32	.8437
7/64	.1093	23/64	.3593	39/64	.6093	55/64	.8593
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9/64	.1406	25/64	.3906	41/64	.6406	57/64	.8906
5/32	.1562	13/32	.4062	21/32	.6562	29/32	.9062
11/64	.1718	27/64	.4218	43/64	.6718	59/64	.9218
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