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CAR QUIZ

(Cars of the Thirties) True or False:

1. In 1939-40, Cord body dies were used on the Hupmobile R-915/s.
2. Packard dropped their 320 cid straight 8 for their new 356 in 1939.
3. The first Pontiac was introduced in 1926.
4. Column gear shifts became optional by Chevrolet in 1939.
5. In 1934, Airflow bodies were on all Chrysler 8's.
6. The 1936-37 Cords featured machined turned dashes that included a tachometer.
7. 1938 Fords introduced hydraulic brakes.
8. Essex was built by Hudson and when production ended in the summer of '32, it was replaced by the Terraplane.
9. The Lincoln Zephyr was introduced in 1936 with a 267 cid V-12.
10. Nash was available in a 6 and a straight 8, with the straight 8 being built from 1935-1942.

(Answers on Page 1)

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

1968 Chevrolet SS 396 El Camino, Edelbrock 4 bbl, aluminum radiator, dual exhaust, \$34,900.

1970 Chevrolet El Camino SS 396, 350 HP, a/c, turbo 400 auto transmission, 12 bolt posi, \$69,900.

1968 Dodge Dart 383 Drag Pack, H code, 727 3-sp auto trans, 8 1/4 posi, Pioneer stereo, \$44,900.

1932 Ford Deluxe Model 18 Roadster Hot Rod, upgraded flathead V8, 3 sp man trans, VDO gauges, 12Volt system. \$79,900.

1969 Chevrolet Chevelle Conv., Z24 350 eng., Holley 4 bbl, Turbo 350 auto trans, 10 bolt rear, \$69,900.

1963 Porsche 356B Super Coupe, 1600S 75 HP eng, Black leather int, Blaupunkt AM/FM radio, factory gauges, \$84,900.

ASK DAVE

Q: Dave, I have a '51 Chevy, 6 volt, negative ground, and the gas gauge needle moves up when I throttle the engine, giving me a false reading. At idle, the reading is correct. I have a new sending unit, the dash unit was calibrated, the connecting wire is good and the tank is grounded. What do you think could cause this?

A: I would check the voltage regulator output, which should be 7.3 maximum volts. Also, check all grounds, especially the block-to-frame and body.

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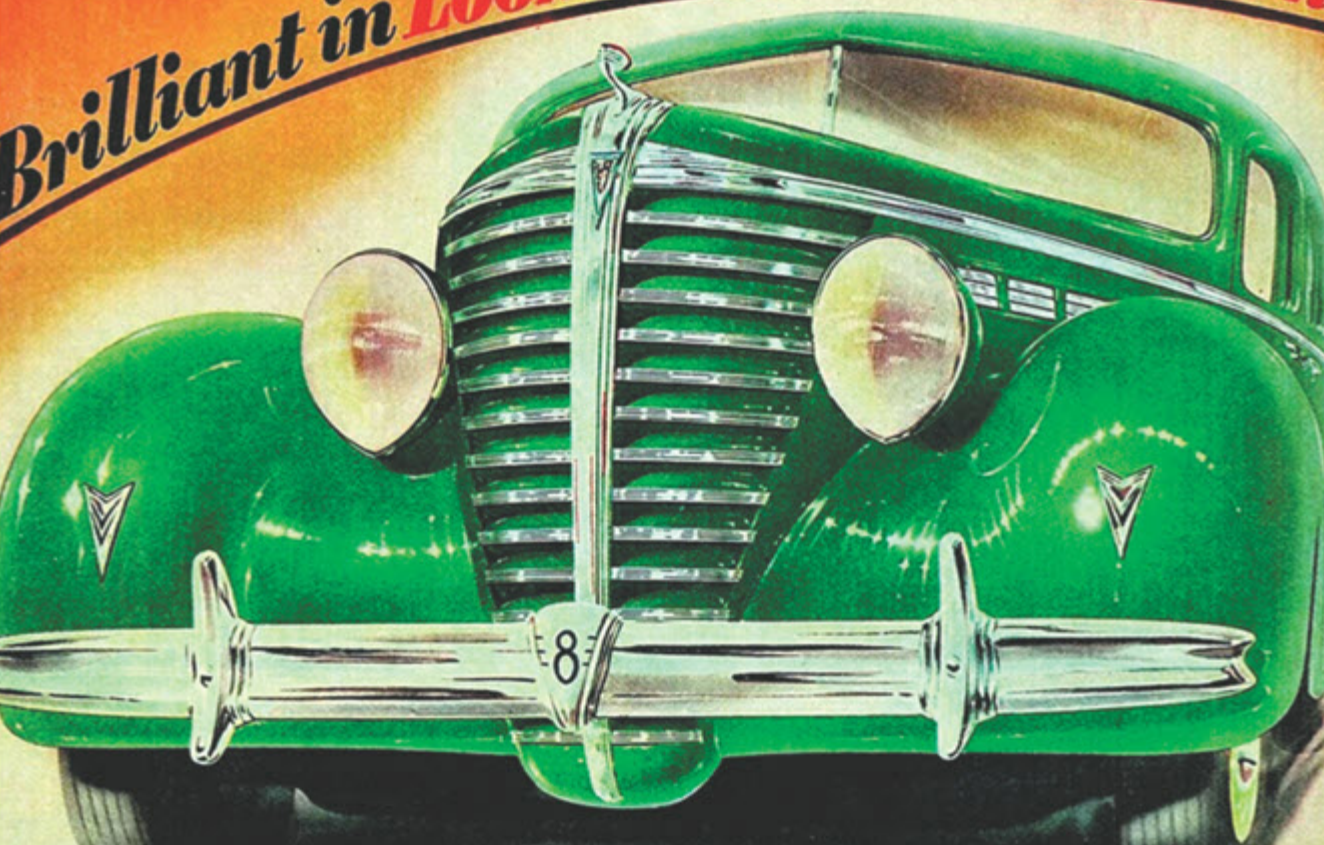
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DRILL BIT SIZES			
(Diameter in inches)			
No.	Dia.	No.	Dia.
1	.2280	41	.0960
2	.2210	42	.0935
3	.2130	43	.0890
4	.2090	44	.0860
5	.2055	45	.0820
6	.2040	46	.0810
7	.2010	47	.0785
8	.1990	48	.0760
9	.1960	49	.0730
10	.1935	50	.0700
11	.1910	51	.0670
12	.1890	52	.0635
13	.1850	53	.0595
14	.1820	54	.0550
15	.1800	55	.0520
16	.1770	56	.0465
17	.1730	57	.0430
18	.1695	58	.0420
19	.1660	59	.0410
20	.1610	60	.0400
21	.1590	61	.0390
22	.1570	62	.0380
23	.1540	63	.0370
24	.1520	64	.0360
25	.1495	65	.0350
26	.1470	66	.0330
27	.1440	67	.0320
28	.1405	68	.0310
29	.1360	69	.0292
30	.1285	70	.0280
31	.1200	71	.0260
32	.1160	72	.0250
33	.1130	73	.0240
34	.1110	74	.0225
35	.1100	75	.0210
36	.1065	76	.0200
37	.1040	77	.0180
38	.1015	78	.0160
39	.0995	79	.0145
40	.0980	80	.0135

New 1938 HUDSON Eight

Brilliant in Looks..Brilliant in Action



BUILT TO EXCEL...IN Style, Performance, Long Life

THIS is the Hudson Eight for 1938 . . . distinctively new in outside style . . . superbly new in inside luxury. ☞The car that has won every worthwhile performance record now handles even more easily, rides even more smoothly. ☞More than ever, it is engineered and built to assure long life . . . expressed not only in low upkeep cost, but in exceptionally high resale value, as official figures will show you. ☞Yet, surprisingly, its price is one of the very lowest for a straight Eight. ☞It is one of three brilliant new Hudsons . . . Hudson Terraplane, Hudson Six and Hudson Eight . . . that cost you less for what you get than any other cars in the world. You'll drive any one of them as proudly as Hudson presents them.

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1938's GREATEST DRIVING FEATURE
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IN ITS 4th YEAR . . . GREATER THAN EVER



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MEET HUDSON FOR 1938
HUDSON Terraplane • HUDSON Six • HUDSON Eight

THIS IS THE EDSEL

Newest Expression of Fine Engineering from Ford Motor Company



EDSEL—NEW MEMBER OF THE FORD FAMILY OF FINE CARS



The emphasis is on performance; the accent is on elegance

YOU CAN TELL A BLOCK AWAY THIS IS NO ORDINARY CAR



This is the Edsel and there has never been a car like it. Originality is clearly written in the elegance of its every line. From the vertical accent of its grille to the sweep of its flight deck, here is styling that is clean, crisp and distinctive. You sense this originality, too, in Edsel's

effortless performance—from the minute you take over the driver's seat. For centered in the steering wheel is Edsel's exclusive Teletouch Drive. To go, you simply touch a button and Teletouch does the rest—smoothly, surely, electrically. The original advances in useful power and performance will delight you still more. At

the touch of a toe you command a new kind of automotive power—effortless, quiet, unsurpassed for flexibility and responsiveness in any situation you are ever likely to meet on the road.

The Edsel is the result of eleven years of planning and



testing. Indeed, no new car has ever come to you with such a proved background—for example, well over 1,250,000 over-the-road test miles alone. Concentrated in the Edsel is more than a half century of manufacturing experience and engineering skill of Ford Motor Company. But to realize how completely its designers

have spurned the commonplace, how superbly they have created the Edsel, you must drive it. And when you do, you will know why Ford Motor Company has proudly named it after Edsel Ford, the son of its founder. In all its fresh new beauty and all its advanced engineering, this is the Edsel!

4 SERIES: CITATION · CORSAIR · PACER · RANGER
16 MODELS INCLUDING A FULL LINE OF STATION WAGONS

THE MOST CONVENIENT, MOST COMFORTABLE CAR YOU HAVE EVER OWNED



THE EDESEL CITATION SERIES

You can tell at a glance that Edsel goes its own way—to set a new concept of elegance in line and sculpture. Edsel's new direction styling—from its bold vertical grille to its low flight deck—belongs to the Edsel, and to Edsel alone. On the roads this year, you will never see another car like it.

But however low the Edsel looks, you drive head high. In these advanced new Edsel Citation Series models, Edsel engineers and designers have seen to that. They have provided luxurious spaciousness to match the needs of today's new standards of comfort. There's room for your legs to stretch out. And there's

spaciousness to spare. You sit in chair-like comfort, because of low, deeply drawn floors. Your back is luxuriously supported by contour seats that reach to shoulder height. The elegantly framed glass of the windows extends both high and low. Viewing is easy, relaxing, from inside the Citation. Even the hooded

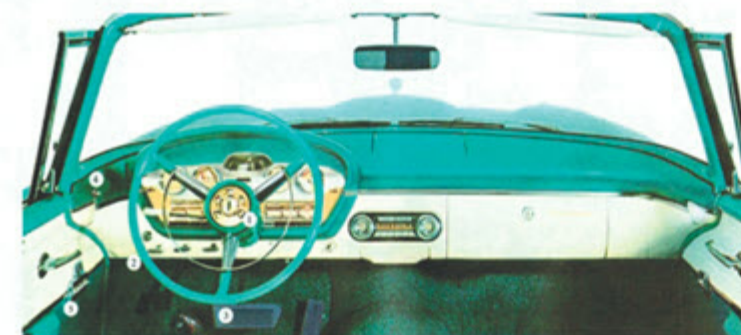
instrument panel reveals a host of new, exciting ideas.

For the man who prizes perfection in all he enjoys, for the woman who prefers the personal touch in possessions, the Citation is excitingly new. He will understand the point and purpose of the new instruments on

the panel before him; she will appreciate the jewel-like precision of Edsel's exclusive Teletouch Drive—its convenience to the hand and its swift obedience to command. And you will want to join both in saying, "This car, with such lift to its lines, lives up to its looks in every way!"

EDESEL TELETOUCH DRIVE: YOU CAN SHIFT WITHOUT LIFTING A HAND FROM THE WHEEL

More than any other car, you can drive the Edsel by touch



1. **TELETOUCH DRIVE.** You simply touch—and go. For Teletouch buttons require only the slight effort that is needed to make an electrical contact. An activating motor shifts the range and engages the transmission. Teletouch will not obey the "Reverse" button at anything over the speed used for backing in mud or snow. Even the "Park" button is inoperative above very slow forward speeds. Yet, you can count on engine braking on mountain grades through use of the "Lo" control. And you can start in "Park" without fear of roll-back on grades or you can start in "Neutral". And simply by full pressure on the accelerator you can downshift from cruising speed to second gear for passing—or start off in first gear for safe "getaways". Standard on Citation and Consul Series. Extra cost on Pace and Ranger Series.
2. **POWER STEERING.** You maneuver and park with featherlight touch—with Edsel Power Steering. Yes, importantly, in a safety factor, you still have the feel of the road.
3. **POWER BRAKES.** You ease to a stop—surely, safely, at the touch of a toe. Multiford vacuum does most of the pedal-pushing for you.
4. **POWER SEAT.** Simply flick the 4-way switch and the Edsel Power Seat moves in the direction of the switch—up or down, forward or back.
5. **POWER WINDOWS.** For safety as well as convenience, a master control panel, with four electrical switches on the door next to the driver, operates all side windows in the Edsel. Individual switches are also located below other windows for passenger use. For added safety, none can be operated unless the ignition is on.

Power features are available on all Edsel models at extra cost.



You can drive an Edsel—park it—reverse it—rock it—without lifting a hand from the wheel. For the buttons on Edsel's exclusive Teletouch Drive are correctly placed in the center of the steering wheel. All shifting, even into "Park", is effortless because the Edsel actually shifts itself. The Teletouch button sends a signal to the rugged, precision "brain" and it does the real work—smoothly, surely, silently, electrically.

Another example of new engineering from Ford Motor Company

YOU CAN SEE WHAT THE EDESEL LOOKS LIKE—YOU HAVE TO FEEL WHAT IT DOES



The Edsel Corsair 2-Door Hardtop



The Edsel Corsair 4-Door Hardtop

THE EDESEL CORSAIR SERIES

The lines and looks that make up Edsel's elegance point to alert performance, too.

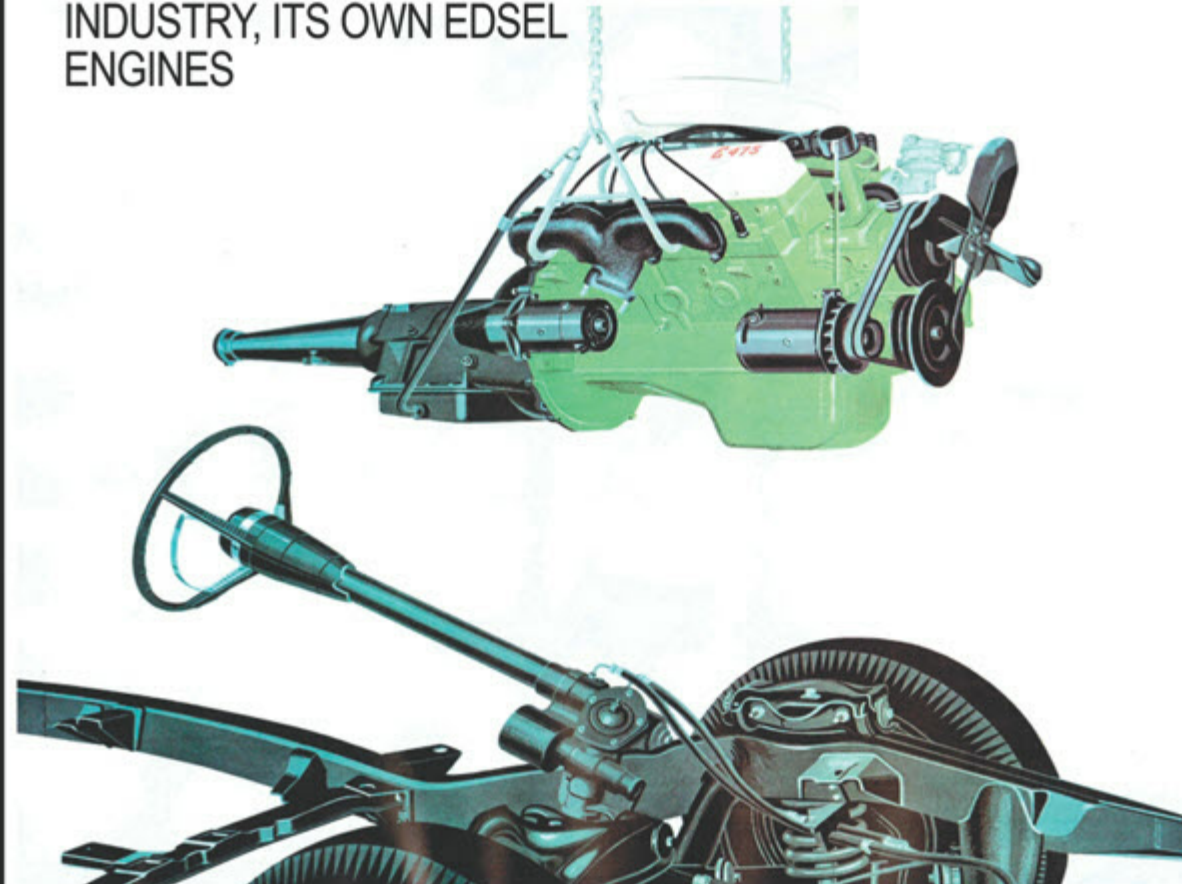
In the superb Corsair Series, you'll find a new thrill in Edsel's way with traffic, hills or open country running. Edsel has a special ability for getting ahead in a

hurry. That a car so impressive, so spacious as the Corsair offers so much smoothness with such precise response will amaze you. You'll find it perfectly polite—until it's prodded. And then you'll know that you've never handled so much usable horsepower before. You ride in quiet, too, for from its inception no car has

been so carefully designed for restfulness as the Edsel. Hidden beneath its long hood, under its low roof, and around the passenger area of its handsome steel body is insulation in many forms. It's designed to soak up road noise, hush engine sounds, absorb the roar of passing traffic, make conversation enjoyable.

Along with Edsel's wide doors, load-hungry trunk and easy, over-the-hood visibility, this extra provision for comfort adds to the Corsair's convenience of handling and use. It marks the Edsel as being as great for the sum-total of little things as for the measure of its many major advances. There has never been a car like it!

THE EDESEL IS POWERED BY THE NEWEST ENGINES IN THE INDUSTRY, ITS OWN EDESEL ENGINES



For the Citation and Corsair Series, the E-475 V-8—Torque: 475; Horsepower: 345



The powerful 410 cubic inch engine, specially designed and built for the Edsel Citation and Corsair Series, sets new standards for performance. Its advanced air induction system, for example, follows an entirely new engineering concept. The E-475 V-8 breathes outside air at the most ideal temperature possible. In the winter, for example, it supplies prewarmed air to minimize cold-weather stalling. This makes the E-475 V-8 engine more efficient—more satisfactory to drive under all weather conditions.

A unique 3-stage cooling system also provides fast,

efficient engine warm-up. In cold weather, the flow of coolant is restricted first to the cylinder heads, then to the cylinder block and cylinder heads. And finally, when the engine reaches normal operating temperature, the coolant flows through the entire cooling system. You get peak operating performance with greater economy at all times.

The combustion chamber incorporates the modern wedge-shaped design and, with a high compression ratio (10.5:1), the E-475 engine literally squeezes every ounce of power from every drop of fuel.

For the Pacer and Ranger Series and Station Wagon Models, the E-400 V-8—Torque: 400; Horsepower: 303



The E-400 V-8 engine has the same short-stroke, low-friction characteristics as the E-475—a deep-skirt cylinder block which gives Edsel engines their inherent smooth, powerful performance and long operating life.

The wedge-shaped combustion chamber and the high 10.5:1 compression ratio, as well as the four-barrel carburetor and the direct-flow intake manifold, are all Edsel engine features which provide exceptionally useful reserve performance in every driving range.

You get the same quick engine warm-up in the E-400 V-8 because it is equipped with a temperature-sensitive heat control valve. This directs the gases in the right-hand exhaust manifold around the intake manifold for proper heating of the fuel-air mixture before it enters the combustion chamber.

Whichever Edsel model you choose, you may be sure that its engine is precisely powered to your choice—Citation, Corsair, Pacer, Ranger or Station Wagon.

THE EDESEL ADJUSTS ITS OWN BRAKES



The Edsel Pacer 4-Door Hardtop



The Edsel Pacer Convertible

THE EDESEL PACER SERIES

The Edsel's big, safe brakes need no periodic adjustment. You adjust them automatically in the course of your day-to-day driving. Every time you drive in reverse and touch the brakes, the simple self-adjusting brake mechanism takes up the slack if adjustment is needed. You get the same pedal "feel" each time you stop.

Under its long, straight hood the Edsel Pacer is powered by the E-400 engine. Combined with ball joint front suspension and Edsel's guard-rail frame, you enjoy a new sense of stability, especially on curves or hills.

Clearly, the Edsel is one of the country's most capable

You will find many things about this Edsel Pacer that are different than any car you have ever driven before. The elegant originality of styling—from the vertical accent of its grille to the sweep of its flight deck, this classic styling is the Edsel's, and the Edsel's alone. But if elegance is the accent, the emphasis is on performance.

cars. Yet, with all its outstanding performance features it is one of the country's safest cars, too—by any measuring standard. One small example of the Edsel's regard for your safety: You can pre-set a miles-per-hour dial on the instrument panel which lights up the speedometer in red when you exceed the speed limit selected.

WHY Warner Baxter SWITCHED TO DODGE!

Impressed with Remarkable Money-Saving and Amazing Riding Comfort of the New Dodge!

FROM Hollywood to Broadway, from Canada to the Gulf, thousands of motorists—like the famous star, Warner Baxter—have discovered in Dodge an amazing combination of record-breaking economy and "expensive-car" luxury, which they say makes their new Dodge a sheer joy to own and drive!

Never before, say enthusiastic new Dodge owners, has such a big, quality car cost so little to buy and so little to run! They report 18 to 24 miles to the gallon of gasoline, savings up to 20% on oil! And along with phenomenal economy Dodge gives you breath-taking beauty!...rich and luxurious interiors!...handsomely tailored, "fine car" upholstery!...a new "Silenced Ride!"...new safety provisions, including new "high-safety" interior, even stronger safety all-steel body and genuine equal-pressure hydraulic brakes!

See this new Dodge today! Discover the scores of extra conveniences and advantages that Dodge gives you for just a few dollars more than the lowest-priced cars! Learn how you, too, can switch to Dodge and save money!

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Division of Chrysler Corporation

Tune in on the Major Bowes Original Amateur Hour, Columbia Network, every Thursday, 9 to 10:00 P. M., Eastern Daylight Saving Time.



WARNER BAXTER
20th Century-Fox Star, says—

"Our Dodge is a constant source of satisfaction. When I am not driving it myself, some one in the family has it. It is always in use. I like it particularly on long drives. On a recent trip from Los Angeles to Seattle, we were not only impressed with its remarkable economy, but also with the fact that it was one of the easiest riding cars we have ever owned." See Mr. Baxter in his new 20th Century-Fox picture, "Wife, Doctor and Nurse," appearing at your favorite theatre soon.



Switch TO THE BIG LUXURIOUS **DODGE** and Save Money!

DELIVERS NOW FOR JUST A FEW DOLLARS MORE THAN THE LOWEST-PRICED CARS! Easy terms gladly arranged to fit your budget, at low cost, through Commercial Credit Company.

THREE GREAT NEW

Out of this world
---into your heart!

This you know for certain . . .

These stunning new '48 cars couldn't be anything but Packards . . . the very finest cars ever to bear the Packard name!

Everything about them is new—from their advanced Free-flow styling to their newly-engineered, high-performance, straight-eight power plants!

Don't let anything keep you from going to see these exciting



NEW PACKARD EIGHT

Illustrated: The DeLuxe Club Sedan

Here's beauty that makes your heart skip a beat! It's Packard Free-flow styling—newer than tomorrow!

Inside, you'll discover rich and roomy interiors—with new Comfort-aire ventilation . . . and the new Console-Key instrument panel with push-button

switches and "black-lighted" Flite-Glo dials.

The smart-about-town Packard DeLuxe Club Sedan, shown here, is one of five body types in the new Packard Eight and DeLuxe Eight series, all powered by the new 130-horsepower Packard Eight engine.



NEW PACKARD SUPER EIGHT

Illustrated: The Convertible

Meet America's most thrilling performance cars!

Beneath their proud bonnets is power that makes distance disappear—the sensational new 145-horsepower Packard Super Eight engine.

In this sleek Convertible—one of seven new Super Eight body styles—new conveniences include push-button control of the front-seat adjustment, the sleek new RoboTop, and of all four windows.

PACKARD EIGHTS FOR '48!

New "Free-flow" styling!

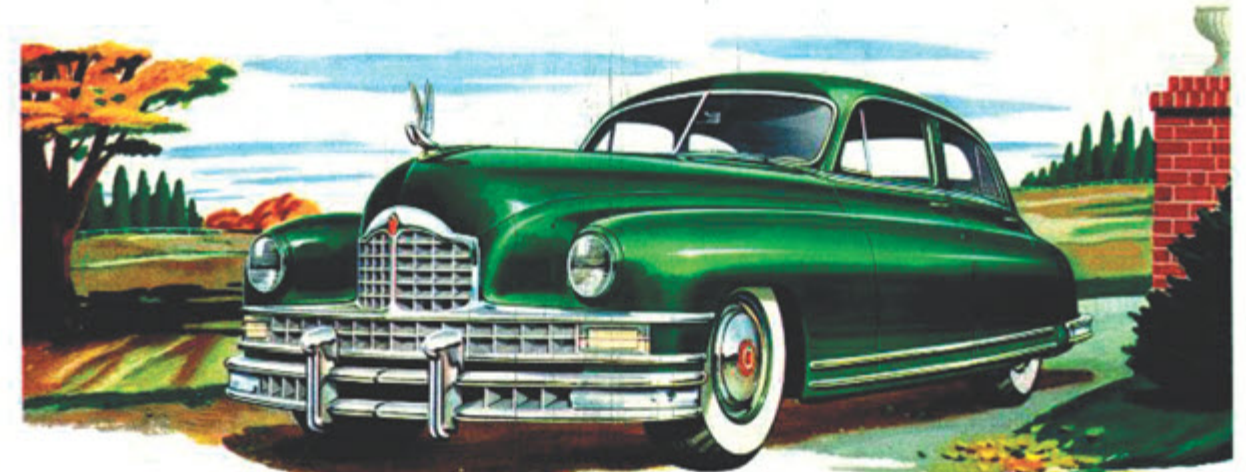
New straight-8 engines!

new cars—the Packard Eight, Super Eight, Custom Eight—at your Packard dealer's.

You'll find yourself saying they're "out of this world" . . . with beauty that steals right into your heart!

And don't be surprised when you find yourself placing your order and saying: "I'm going to be the man who owns one!"

ASK THE MAN WHO OWNS ONE



NEW PACKARD CUSTOM EIGHT

Illustrated: The Touring Sedan

This magnificent new Packard enjoys an identity all its own . . . an identity so distinctive that no name or series insignia has been affixed to its proud exterior.

To the fine car field, it brings a brilliance of styling and luxurious comfort that proclaim it as the finest

expression of Packard custom coachwork. And the new 160-horsepower Packard Custom Eight engine is postwar power at its precision-built best!

The Packard Custom Eight series includes five distinguished new body creations.



Extra Power for "Safety-sprint" acceleration

You'll rarely call upon the full reserve of these new power-packed straight-eight engines . . . but when you do—something happens!

A nudge on the throttle and you feel the pull of Packard "Safety-

sprint" acceleration—that breezes you around other cars, and fast trucks and busses, with a more-than-ample safety margin!

You'll revel, too, in the smoothness of these new Packard eights!

The new Packard Eight Station Sedan, above, is a new kind of car . . . combining sedan comfort with station wagon utility. Roomy accommodations for six passengers.

Here's the enduring safety and quietness of steel—handsomely finished in fine-grained hardwoods. Rear seat folds forward, tail-gate lowers, to provide a level loading platform nearly eight feet long.

THIS NEW 1937 STUDEBAKER IS AMERICA'S
SPOTLIGHT CAR IN *Beauty!*



ACTUAL COLOR PHOTOGRAPH

IT'S AMERICA'S HEADLINER IN GAS SAVING



WORLD'S SAFEST DOORS! STAY TIGHTLY CLOSED IF ONLY LIGHTLY SHUT—No other car has anything like Studebaker's revolutionary new rattle-proof rotary door latches. They end all need for slamming doors. A gentle push from the outside or pull from the inside and the latch engages so securely the door simply cannot swing open even on the roughest of roads.

THAT big, handsome, smartly contoured Studebaker pictured in the photograph above may not look like one of America's most economical cars. But the fact is that probably only three 1937 cars—all of lower price—can equal it in day after day gas economy.

With an expert driver at the wheel, a stock 1937 Studebaker Dictator Six made the almost incredible average of 27.46 miles per gallon on Utah's Bonneville Salt Flats course under A.A.A. supervision.

In your average driving you won't equal that showing, of course—any more than you will match the 1937 Studebaker President Eight's Bonneville record of 23.17 miles per gallon.

But what a satisfaction it is to know that such capabilities of economy are built into every 1937 Studebaker above and beyond its innovations in body styling, roominess, luggage capacity and brilliant performance. *Dictator prices begin as low as \$665—President prices as low as \$965 list at factory, South Bend. And Studebaker's C. I. T. budget plan assures low-cost time payments.

- WORLD'S ONLY CARS
WITH DUAL ECONOMY OF FRAM OIL
CLEANER AND GAS-SAVING
AUTOMATIC OVERDRIVE
- ★
- EXTRA ROOMY INTERIORS
WITH LOWERED FLOORS AND SMART
HELEN DRYDEN STYLING
- ★
- ENORMOUSLY SPACIOUS
NEW LUGGAGE COMPARTMENTS
CONCEALED OR EXTENDED
- ★
- WORLD'S ONLY CARS WITH
AUTOMATIC HILL HOLDER PLUS
HYDRAULIC BRAKES

*Exciting new
Studebakers*



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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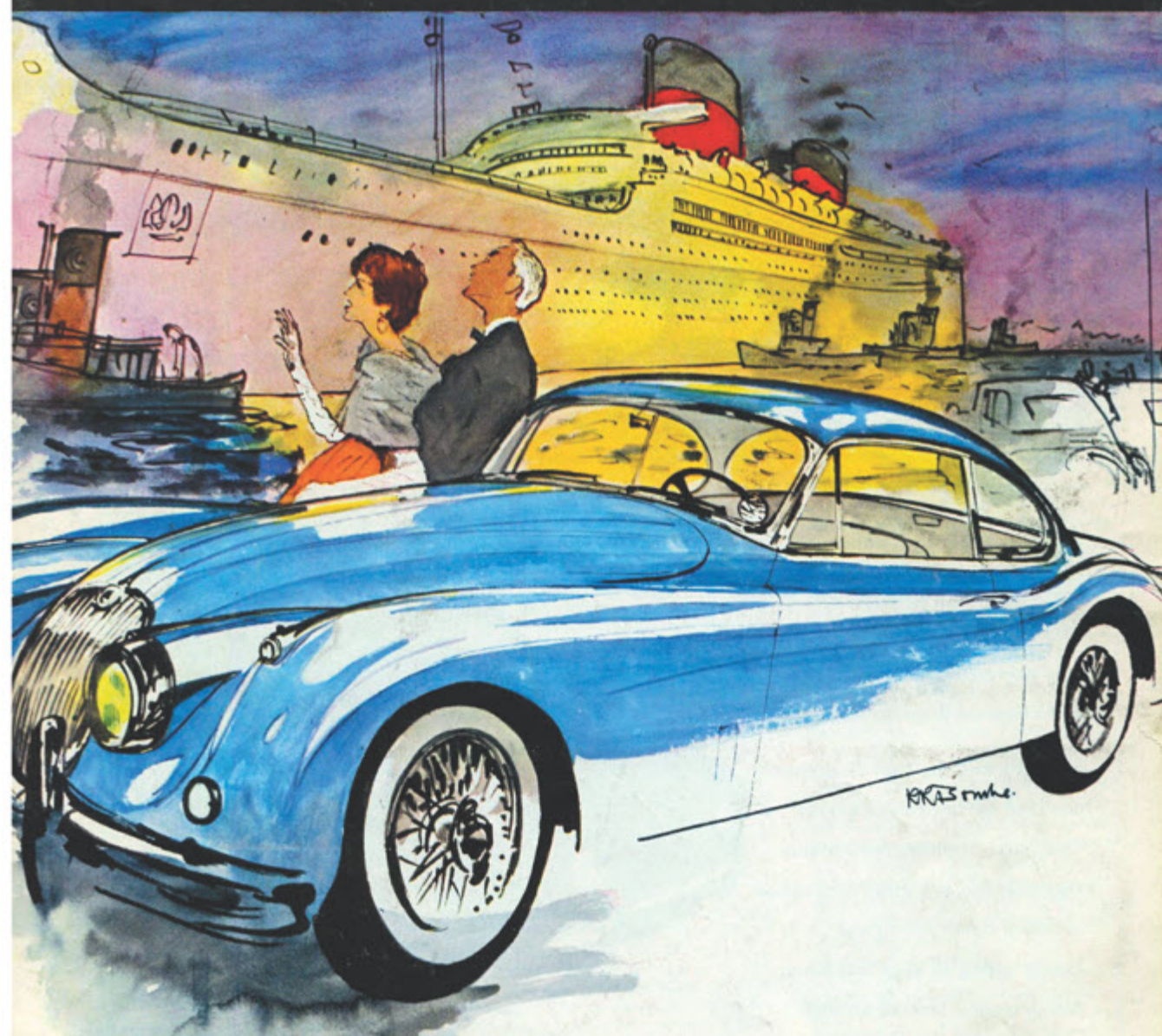
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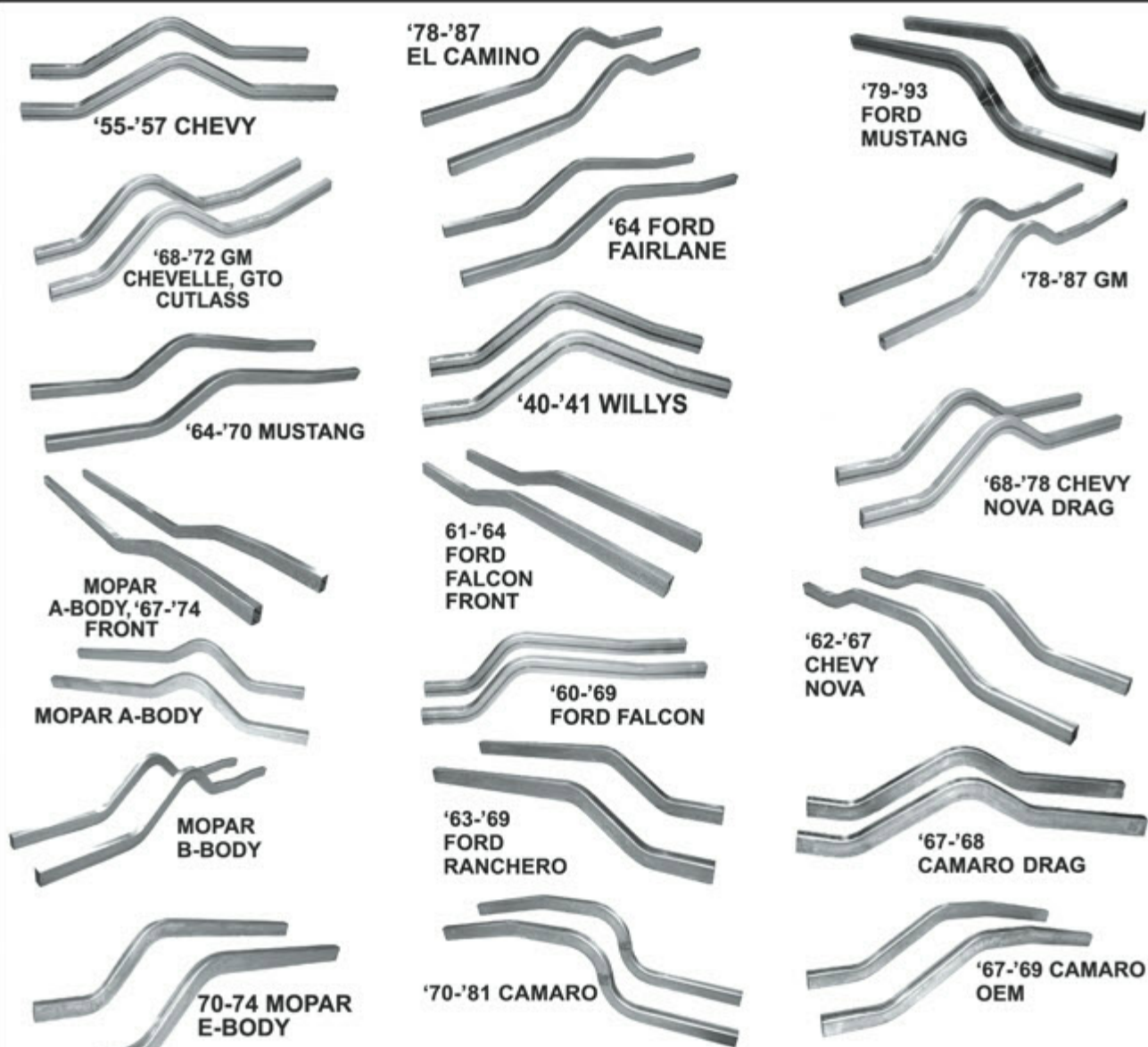


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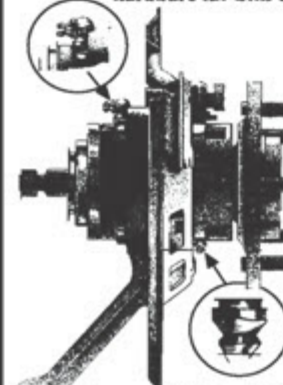
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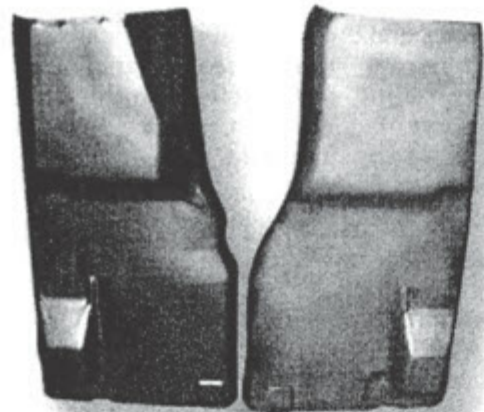
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