

California Bill's Automotive Handbooks

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Author: Don Taylor

Price: \$24.95

ISBN: 9781931128001

Dimensions: 11 x 8.5 x .5 inches

Weight: 1.44 lbs

How to make and install great interiors for any car, truck, van, RV, boat or airplane. Sew like an expert--on vinyl, leather or any fabric. Restore, recover and build bench and bucket seats. Upholster armrests and door panels. Make and install headliners and carpeting. Install convertible tops, vinyl roofs, sim-con and landau tops. Create street rod interiors. Build boat and motorcycle seats. Complete and detailed step-by-step instructions help you apply the right techniques to your own projects.

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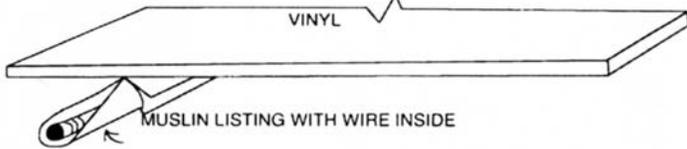
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HI-RES COVER

How to use trimmer's tools, fasteners and materials • How to cut, fit and sew
Make and install complete interiors • Vinyl & convertible tops • Tonneau covers

Automotive Upholstery HANDBOOK



Don Taylor



Listing is a 1-1/2 -inch wide strip of muslin folded in half and sewn to piece of vinyl or fabric. Rod or wire can be inserted through loop. If you use a fastener such as a hog-ring to loop over wire, material can be fastened to frame so fasteners can't be seen.

Finished seat: now has nice, breathable fabric.



If radius is large enough, you'll not need to clip boxing as you did welt. If it looks as though material is stretching--indicated by selvage edge curling up from strain--clip it to release strain.



To reduce bulk in the corners, cut tight "Vs" around the radius before cementing corners in place.

Remember when you're using such a pattern, that chalk line is the seam line, not the cutting line. Maintain the 1/2-inch seam allowance.



Completed project, well worth the effort.



Carpeting gives much more protection than a vinyl heel pad.

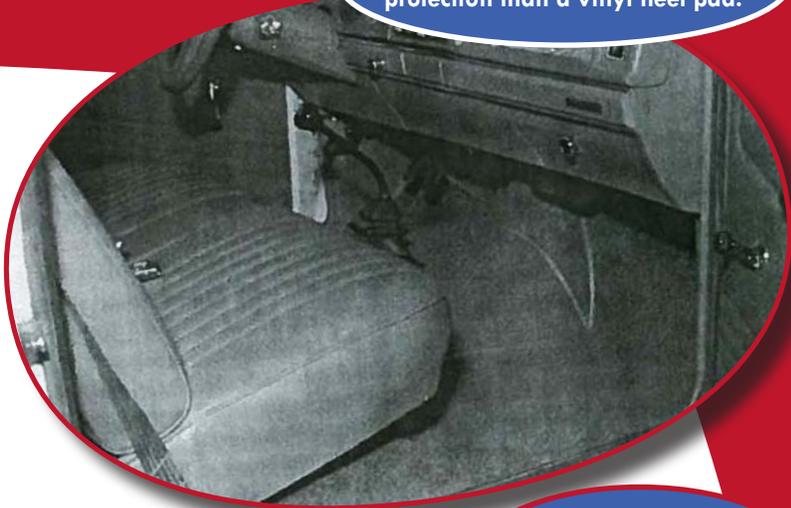
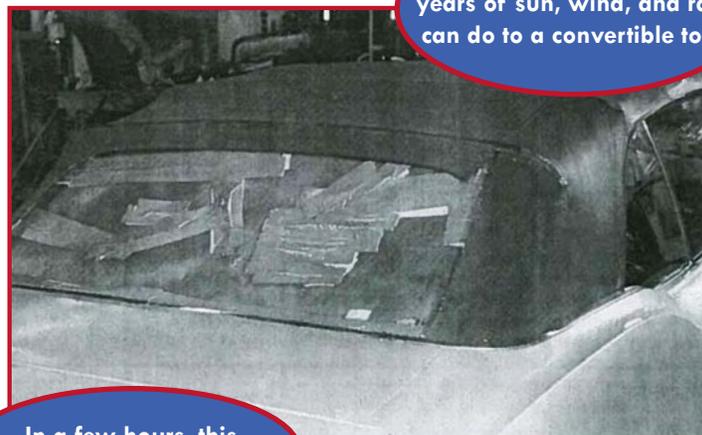


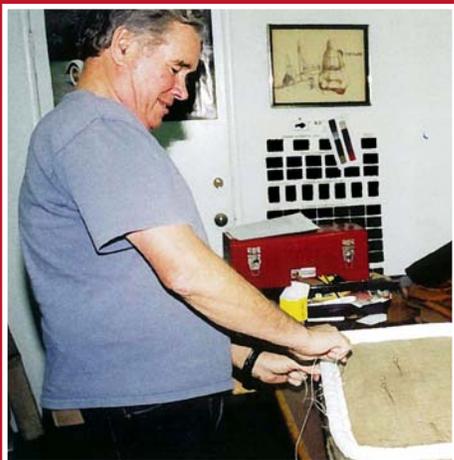
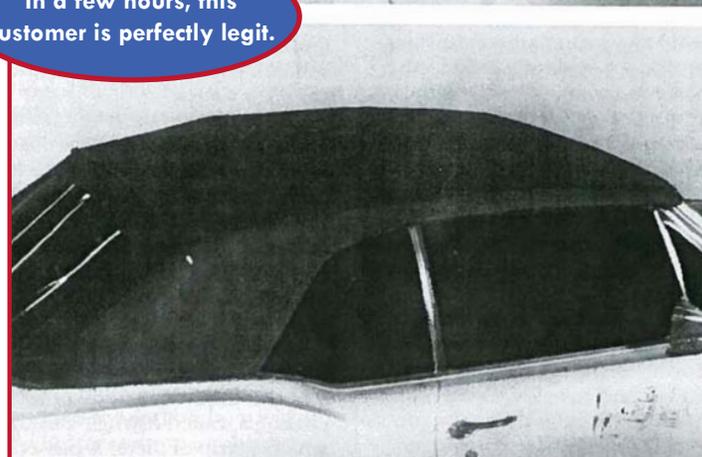
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Here's what a few years of sun, wind, and rain can do to a convertible top.



In a few hours, this customer is perfectly legit.



Don Taylor grew up in the auto trimming business: his father was a trimmer, Don is a trimmer, and his two sons were trained as trimmers as they grew up. As an expert author, Don created the *Automotive Upholstery Handbook* for California Bill's and six automotive books on engine rebuilding, restoration and paint and body work for HPBooks.

In 1979, with his brother Alan, Don created numerous van conversions. They also created several exciting vehicles, including Toyota's "Yamahauler", and the "Huskyhauler." One interesting job was trimming a steam-powered taxicab with seating for the physically handicapped. The vehicle was displayed for a year at the Smithsonian Museum with a Taylor-Made sign.

Just prior to a 14-year "retirement," Don's work on the interior of a 1932 Auburn Coupe won Best of Class, People's Choice, and Best of Show awards at the international Auburn/Cord/Duesenberg Show.

California Bill's Automotive Handbooks

CHEVROLET GMC & BUICK SPEED MANUAL

Author: Fred W. "Bill" Fisher

Price: \$19.95

ISBN: 978-1-931128-05-6

Dimensions: 8.5 x 5.5 x .5 inches

Weight: 0.50 lbs

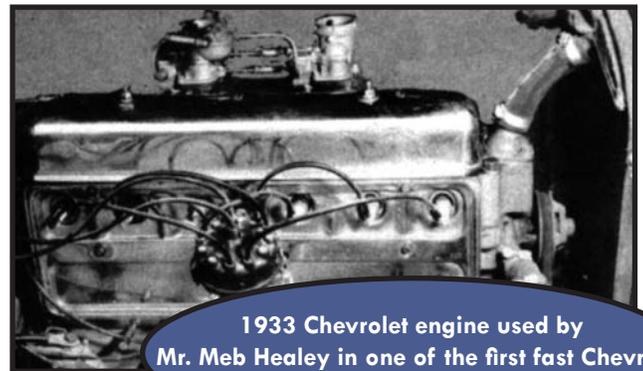
Reprint of original 1954 edition: Hotrod Chevrolet inline six-cylinder 216 and 235 cubic-inch engines, GMC 228, 248, 256, 270 and 302-CID engines and Buick straight-eight 248 and 320-CID engines. Includes construction drawings, photos, and valuable easy-to-read and understand technical data. Reprinted from the original 1954 edition which sold for \$2! A classic guide for any auto buff's library. Featuring California Hot Rods, Track Jobs, Fast Road Cars, Lakes Cars, and GMC Engines in Chevrolet Cars.

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Rear view shows sweeping body lines provided by the Bantam roadster body. Wheel wells have been filled in neatly by contoured metal panels which carry out the body lines perfectly. This car receives favorable comment wherever it is shown.



1933 Chevrolet engine used by Mr. Meb Healey in one of the first fast Chevrolets in Southern California.

Marvin Lee's GMC streamliner was wrecked on its maiden appearance at the Bonneville Speed Trials in 1950. The car was clocked at 197 mph on its warm-up run and was reputedly travelling approximately 216 mph when it flipped. Luckily, Puffy Puffer, the driver, escaped with only slight scratches.

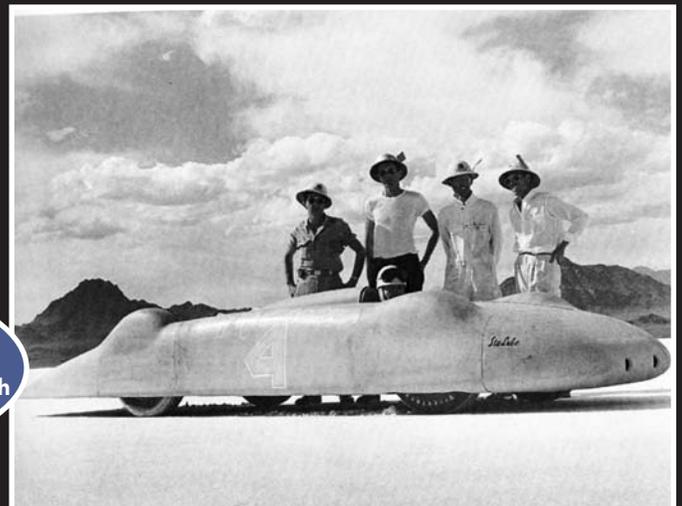
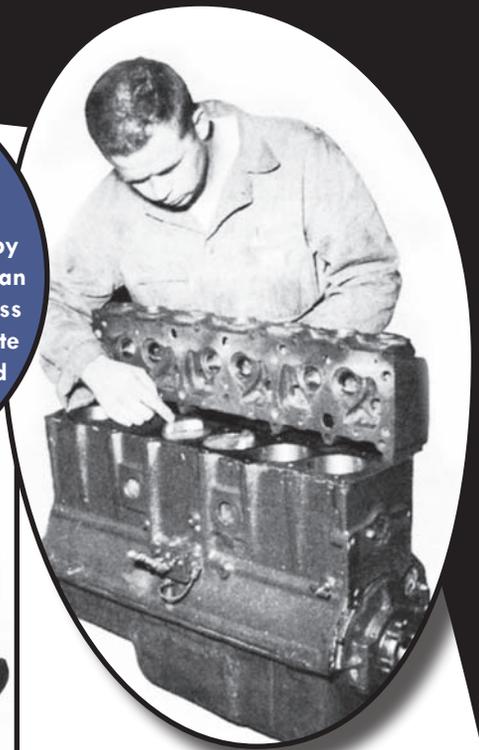


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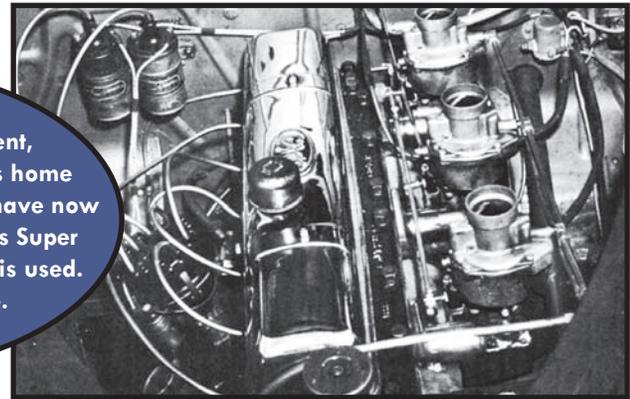
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Equipping Your Chevy With a Racing Cam
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Cam Functioning
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Pistons & Piston Rings
Special Heads
How to Rework Your Chevy Head
How to Compute Compression Ratios
Ignition
Caution!—Blasting! Read With Care
No Mikes?
1950 105-H.P. Hi-Torques
Powerglide Chevys
Chevy Pressure Oiling
Gear Ratio
Flywheel Chopping
How Far Shall I Go?
How To Rework Your GMC Engine
GMC Set Ups
A Hudson-Buick
How To Rebuild Your Buick For Speed
Tuning Your Engine
Exhaust Systems
Fuel
Water Injection
Driving Your Hopped Up Car
Trouble
GMC Horsepower Outputs

California Bill points out the "knobby" new McGurk Hi-Power Pistons. Engine shown here was built by California Bill for South American customer for installation in cross country road-racing coupe. Note fittings for full-flo filter, ported and milled head.



This GMC-engine-powered California Bill's 1941 Chevrolet coupe to a speed of 126 mph. Equipped with McGurk pistons, NICSON manifold, ZENITH carburetors, and SCINTILLA magneto. Special late model 270 H Cylinder head was equipped with 1-11/16" exhaust valves, late model rocker arms were actuated by HOWARD F-7 camshaft, HOWARD pushrods. Alcohol fuel was used.

Keith Loomis' GMC-Zephyr has a 292" displacement, 9:1 compression ratio. Manifold is home made, used Rochester carbs. These have now been replaced with Zeniths. Cam is Super grind, two point, dual coil ignition is used. Car is a Zephyr 1937 Coupe.



Bill Fisher had a speed equipment shop in Eagle Rock, California and supplied speed parts to racers competing at Bonneville, El Mirage, and Muroc Dry Lakes. This was in addition to his flourishing mail-order automotive book business. Parts as well as books were sold to hot rodding enthusiasts across the country.

During this era he wrote and published several Speed Manuals that he advertised in Hot Rod, Motor Trend and Road and Track. These ads featured drawings by his friend Tom Medley. These nostalgic books became popular again forty years later when more aficionados took interest in recapturing the history, styles, and techniques of the late 1940s and early 1950s. As a result we have republished some of these early books.

A long-time six-cylinder fan, his favorite engines were the Chevy and GMC sixes. His history as one of the owners and manufacturers of the famous twelve-port head are recounted in the history found at Inliners <<http://www.inliners.org/>> where he was one of the initial members.

For more information and historic photos please see the About Us section of our Web site. [Return to Contents](#)

Author: Leo Santucci

Price: \$24.95

ISBN: 9781931128155

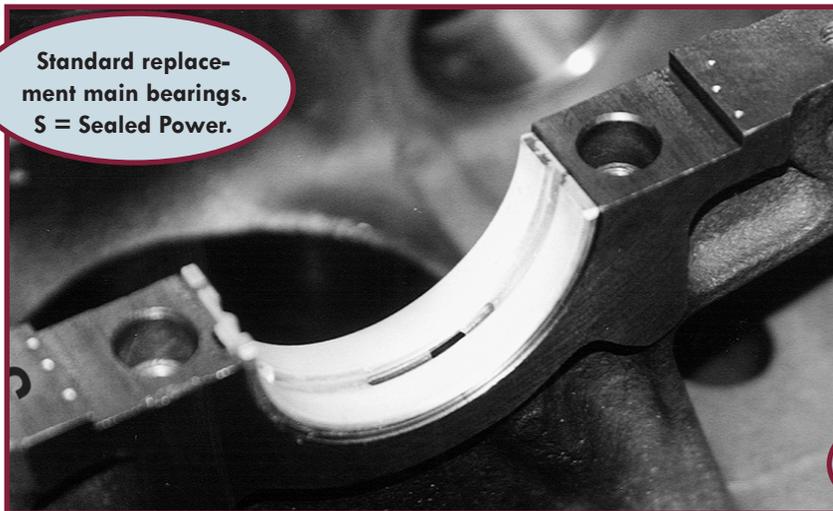
Dimensions: 11 x 8.5 x .38 inches

Weight: 1.06 lbs

Everything the engine builder needs to know to rebuild the Chevy for power on the street, strip or other racing applications. Covers 194, 215, 230, 250, 292 passenger car and truck engines. However you plan your modification, from mild to wild, you will find thought provoking insider information that will help you achieve your horsepower goals. Learn about the team that made the 292 CID such a terror on the drag strip that the sanctioning body finally did away with the class.

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Leo Santucci's turbocharged 1950 Chevy Coupe HD-TD with hybrid head conversion ran 10.02 at 131.15 MPH in the quarter mile.

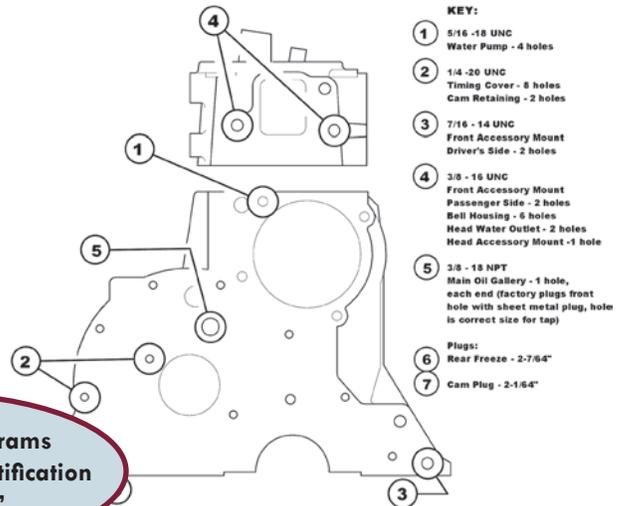
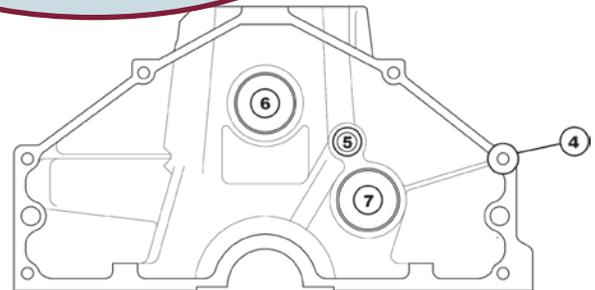


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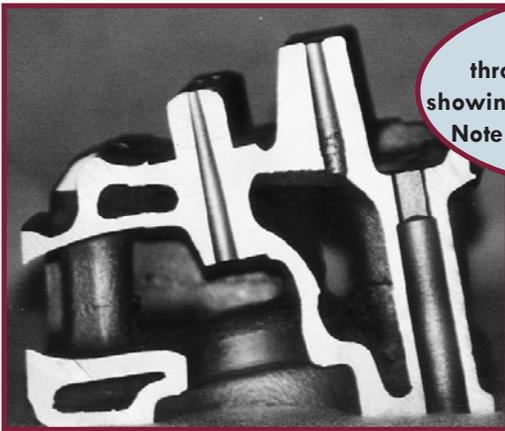


Harry Stirnemann's beautiful 1937 Chevy Coupe. Turbo-charged HD-TD. Runs the quarter in 10.13 at 130 MPH in street trim.



STD-LD Hole Schedule Front & Rear

Cutaway view through the intake valve showing port shape—stock head. Note head bolt boss in port.



One of many diagrams shown for "Block Identification and Selection."



Leo Santucci's attention has been on drag racing and always with a Chevy inline six—first the 235, then 261, and finally the 292. He has collected just about every article on sixes published in the last thirty years and interviewed many six-cylinder stars such as Kay Sissell, Cotton Perry, Jim Headrick and Glen Self. Yet, he never imagined to be the one to put this manual together.

The information contained in this manual is from his own experiences, along with corrections, adjustments and additions from longtime six-cylinder enthusiasts Mike Kirby, Tom Langdon, Sarge Nichols and Pat Smith. The information is meant as a starting point for your own departure into sixology.

Authors: Ron Mangus & Gary D. Smith

Price: \$27.95

ISBN: 978-1-931128-25-4

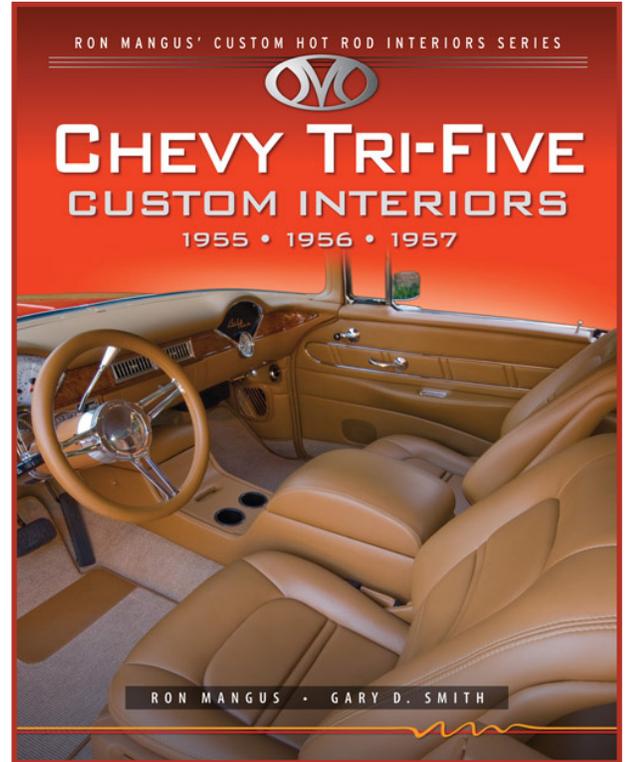
Dimensions: 11 x 8.5 x .44 inches

Weight: 1.44 lbs

Award-winning cars and interiors will inspire you with design possibilities for your own 1955-1957 Chevy hot rod. You will learn the concepts behind a great interior. Large full-color photos and detailed explanations show and explain how Ron Mangus executes these design ideas. Get a detailed look at creative solutions for seats, door, kick, and rear quarter panels, carpet, mats, headliner, trunk, seat bolsters, and many other interior design areas. From the stock look to wild customs, you'll find a wide range of new ideas to adapt to your own car's interior.

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Darwin Groesbeck's
1956 Chevy Bel Air



Dan Bissell's
1957 Chevy Bel Air



Ron "The Stitcher" Mangus learned his trade from his brother Ernie Yanez. Ernie provided special efforts over the course of twenty years in getting Ron started on the right track. Ron Credits his brother for teaching him the auto upholstery craft and business.

In 1989 Ron opened his own shop, Custom Auto Interiors, in Bloomington, California and taught basic and advanced upholstery classes at San Bernardino Valley College for four years. Students learned Ron's techniques for sculpting foam, creating molded headliners, and building custom door panels.

Soon after opening his own shop, a roadster with his interior won America's Most Beautiful Roadster at the 1992 Oakland Roadster Show. Ron's work has since received numerous Best Interior Awards at a variety of car shows, and street rod and hot rodding magazines have featured spectacular cars that show off his interiors.



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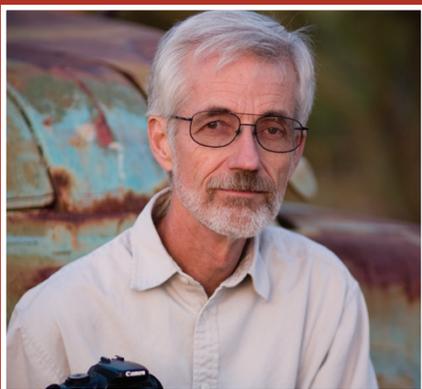


Gary Bunker's
1956 Chevy Two-Ten

Russ Smith's
1956 Chevy Bel Air Nomad



Janice Groesbeck's 1956 Chevy Bel Air Convertible
This car ended its first life as a rust bucket and was literally raised from the ashes like the Phoenix. That's why there is a Phoenix bird on the hood. The car was completed in January 2008.



Gary D. Smith has always been interested in cars and design. He attended the Art Center College of Design in Los Angeles, California and after graduating in 1973, was recruited by General Motors Design Staff in Warren, Michigan. He worked there as a Senior Creative Designer in Pontiac, Buick, Oldsmobile, and Cadillac exterior design studios. He is responsible for the exterior styling of the Oldsmobile concept car that led to the 1992 Oldsmobile Achieva SCX Coupe.

In 1988, Gary and his family moved to Arizona, and Gary started Performance Design, freelancing as an industrial/graphic designer and illustrator. Gary also became proficient in desktop publishing and computer graphics. He has been involved with many businesses as an art-director level designer and consultant. In 1996, Gary was introduced to "California Bill" Fisher. Throughout the relationship that has continued with Bill's son Howard, Gary has been involved in the creation of many automotive titles published by California Bill's Automotive Handbooks.

Author: Don Taylor & Ron Mangus

Price: \$27.95

ISBN: 978-1-931128-18-6

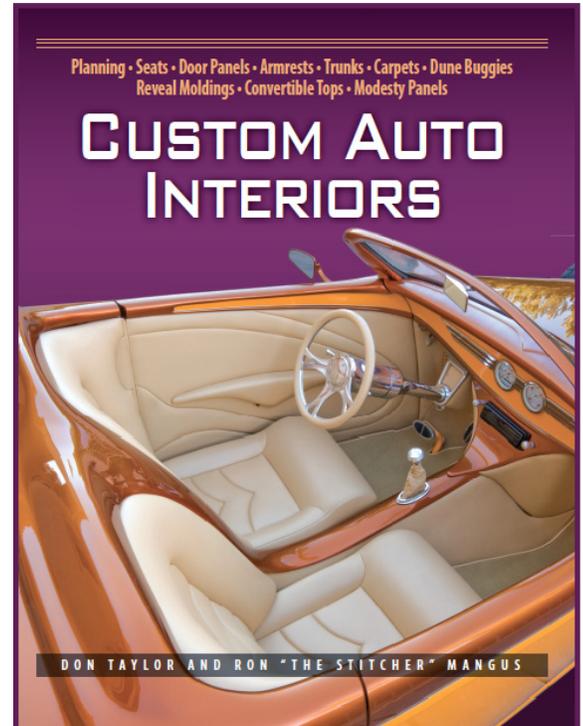
Dimensions: 11 x 8.5 x .44 inches

Weight: 1.50 lbs

Create your own interiors in the style you want. Expert trimmers Don Taylor and Ron Mangus share two lifetimes of auto upholstery experience and secrets in this fantastic book. Over 800 color photographs capture every detail you'll need to create your own exciting and award-winning custom interiors. Precise step-by-step instructions show you how to turn out completely professional custom interiors.

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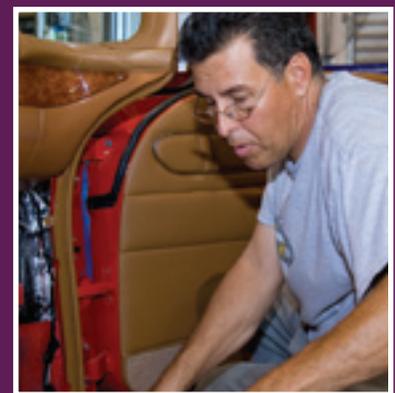
Ken Sapper's '32 roadster might be considered the ultimate in "high-tech" interior appearance. This is, indeed, the "hard" look.



The panel has been completely edged. Juanito checks once more for fit.



Ron "The Stitcher" Mangus learned his trade from his brother Ernie Yanez. Ernie provided special efforts over the course of twenty years in getting Ron started on the right track. Ron Credits his brother for teaching him the auto upholstery craft and business. In 1989 Ron opened his own shop, Custom Auto Interiors, in Bloomington, California and taught basic and advanced upholstery classes at San Bernardino Valley College for four years. Students learned Ron's techniques for sculpting foam, creating molded headliners, and building custom door panels. Soon after opening his own shop, a roadster with his interior won America's Most Beautiful Roadster at the 1992 Oakland Roadster Show. Ron's work has since received numerous Best Interior Awards at a variety of car shows, and street rod and hot rodding magazines have featured spectacular cars that show off his interiors.

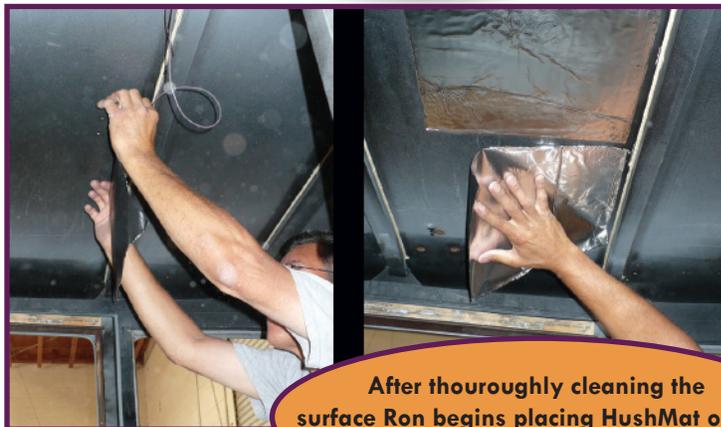


Connie and Jack Bockelman's '33 Ford roadster



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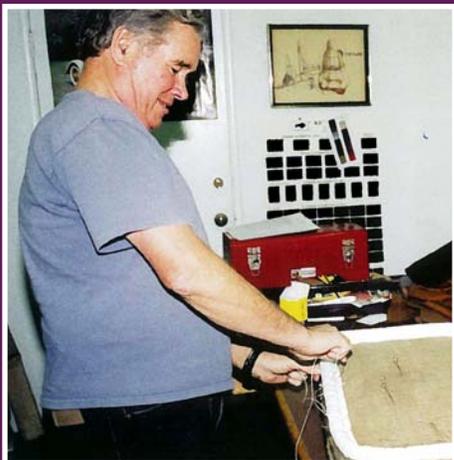


After thoroughly cleaning the surface Ron begins placing HushMat on the inside of the roof.

Pete has outlined the edges of the seat where his seams will be.



Demonstration of covering the armrest. George began by cementing one end of the vinyl to the bench then stretching the material tightly over the armrest. He works the wrinkles down and out to the edge.



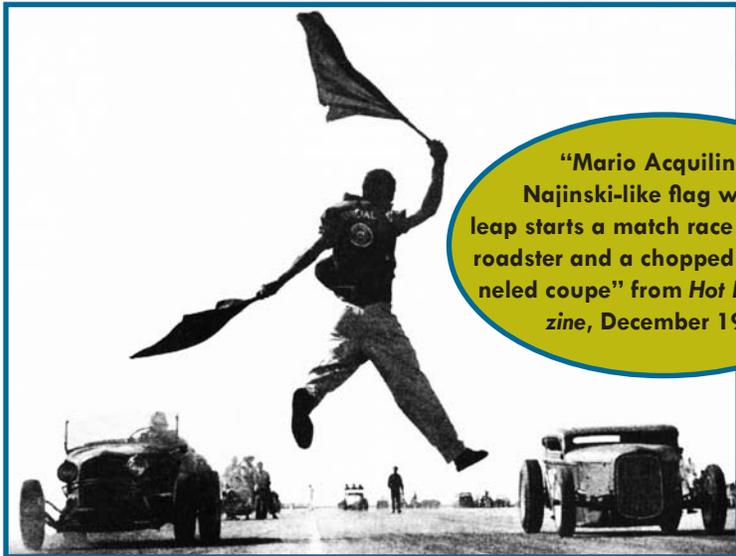
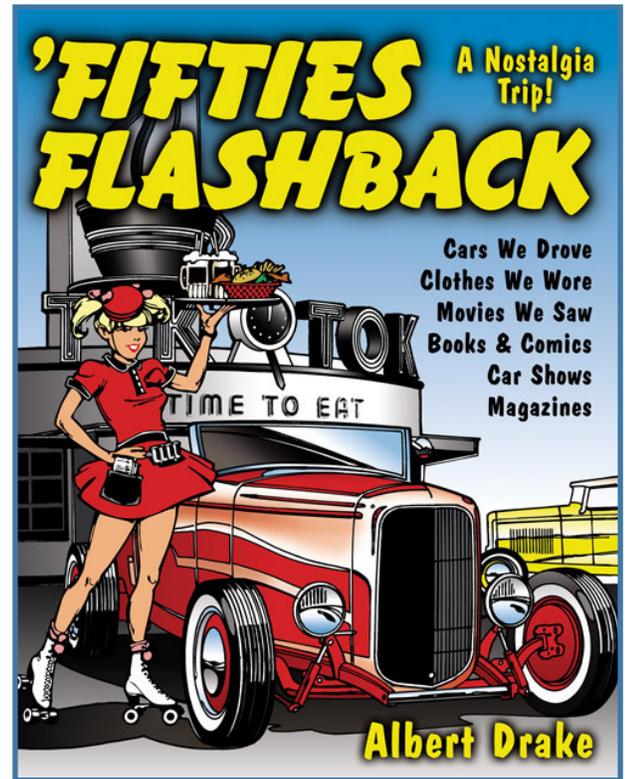
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Author: Albert Drake
 Price: \$19.95
 ISBN: 9781931128779
 Dimensions: 11 x 8.5 x .56 inches
 Weight: 1.66 lbs

Was the '50s your decade? Relive the memories, the optimism, the cars and the lifestyle of those early, more innocent years. Or, experience for the first time the custom-car craze, the horsepower race; when Detroit built terrific cars and America was the greatest country in the world! Nostalgic history of the way things were in the 1950s. Cars we drove, clothes we wore, the movies, the drive-ins, service stations, car shows, car clubs, what we read, drag races, street racing, rappin' pipes and more. Hub caps, squirrel knobs, blue dots and flamers all get their time in the spot light.

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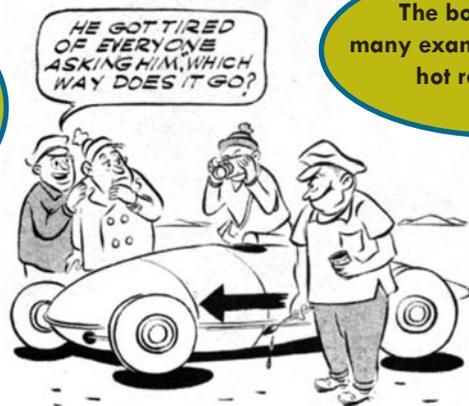
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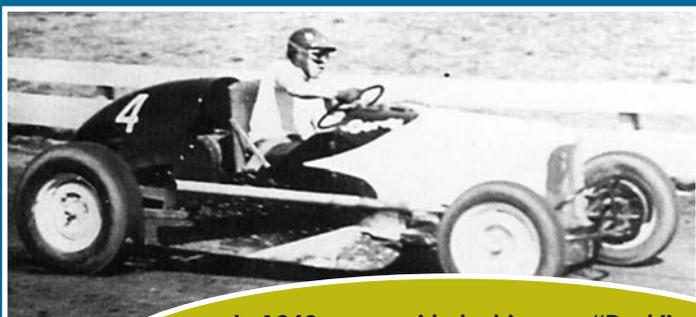
"Mario Acquilino's Najinski-like flag waving leap starts a match race between a roadster and a chopped and channeled coupe" from *Hot Rod Magazine*, December 1954.

Tomfoolery By TOM MEDLEY

CLARIFICATION



The book contains many examples of popular hot rod comics.



In 1948 to run with the big cars, "Duck" Collins borrowed a tail section from Les Anderson's Maserati Indy Car and adapted it to his '27 T. Don Moore driving it at the Salem Fairgrounds, a half-mile track.

Frank "Ike" Lacano's GMC powered '33 Ford Coupe turned the quarter at 121 mph. From December 1954 issue of *Hot Rod Magazine*.



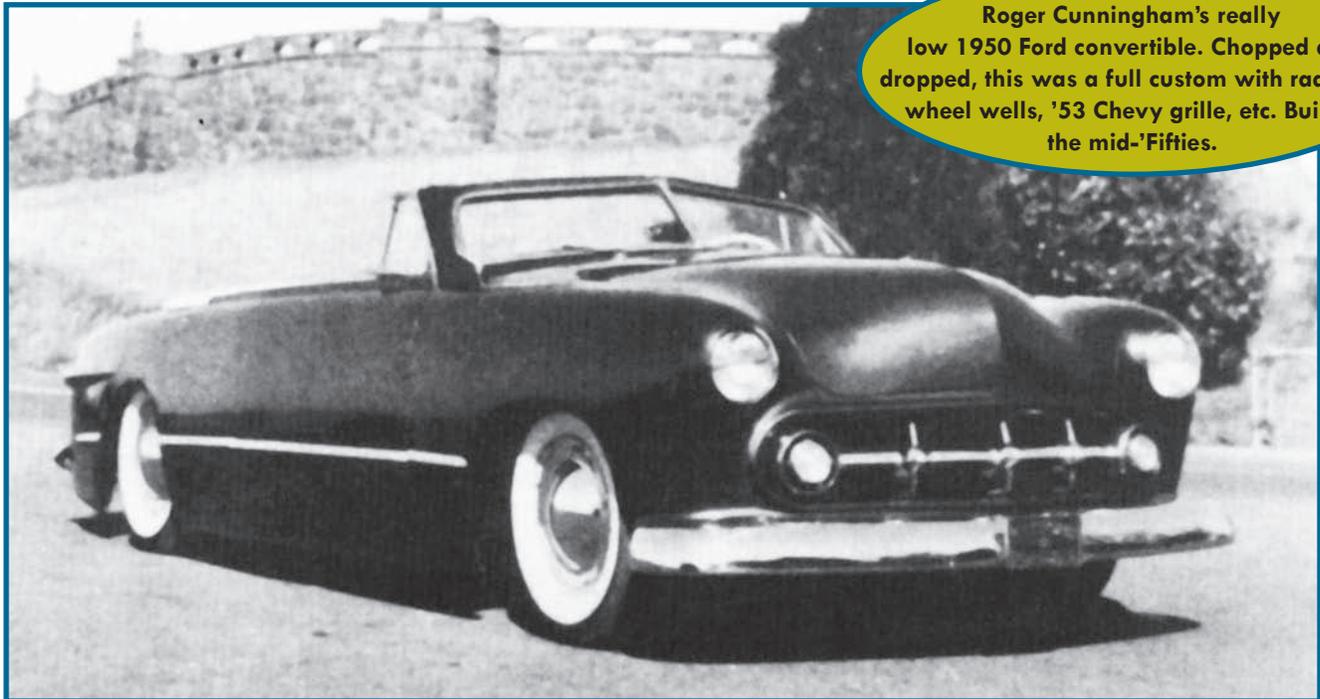
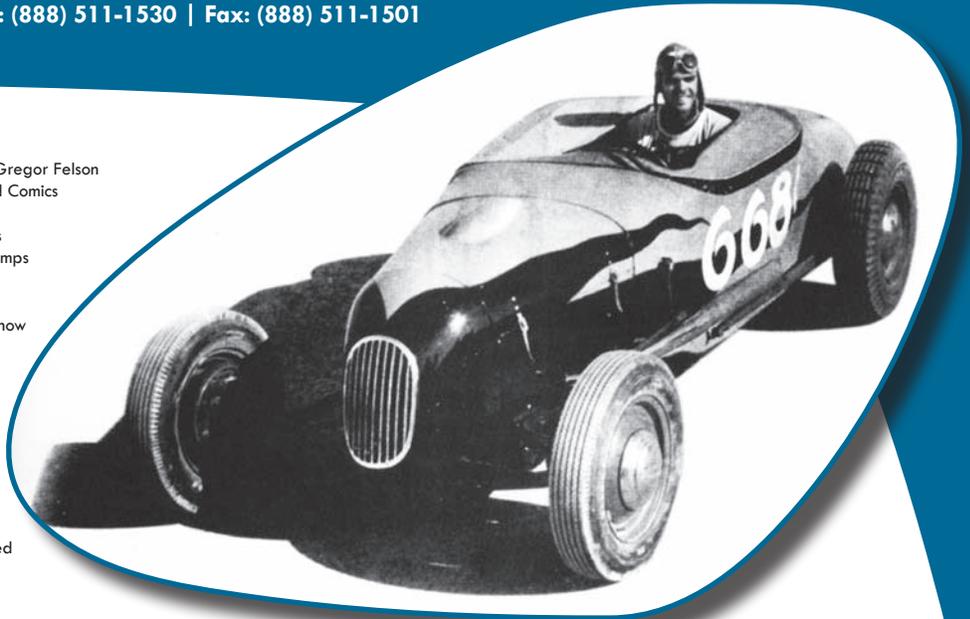
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Roger Cunningham's really low 1950 Ford convertible. Chopped and dropped, this was a full custom with radiused wheel wells, '53 Chevy grille, etc. Built in the mid-'Fifties.



Albert Drake has been a hot rodder since 1951, when he built a '29 A-V8 roadster and joined the old Road Angels club. That same year he became a charter member of the Columbia Timing Association (CTA) and the National Hot Rod Association (NHRA). In addition to the 'Fifties Flashbacks column that he has written for *Rod Action* for 16 years, he's published some 300 articles and features in *Street Rodder*, *Rodder's Digest*, *Rod Action*, *Popular cars*, *Custom Car*, *American Rodder*, *Collector Car*, *Old Car Weekly*, *Hot Rod & Custom* (England) and others.

His automotive books include *Street Was Fun in '51*, the first book on historical hot rodding; *Hot Rodder!*, the first history of hot rodding from the 'Twenties to the 'Nineties; and many others, documenting history of hot rodding. Although his primary interest is rod and custom history, he has also written two books on the Pontiac GTO.

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Author: Frank Oddo

Price: \$24.95

ISBN: 9781931128117

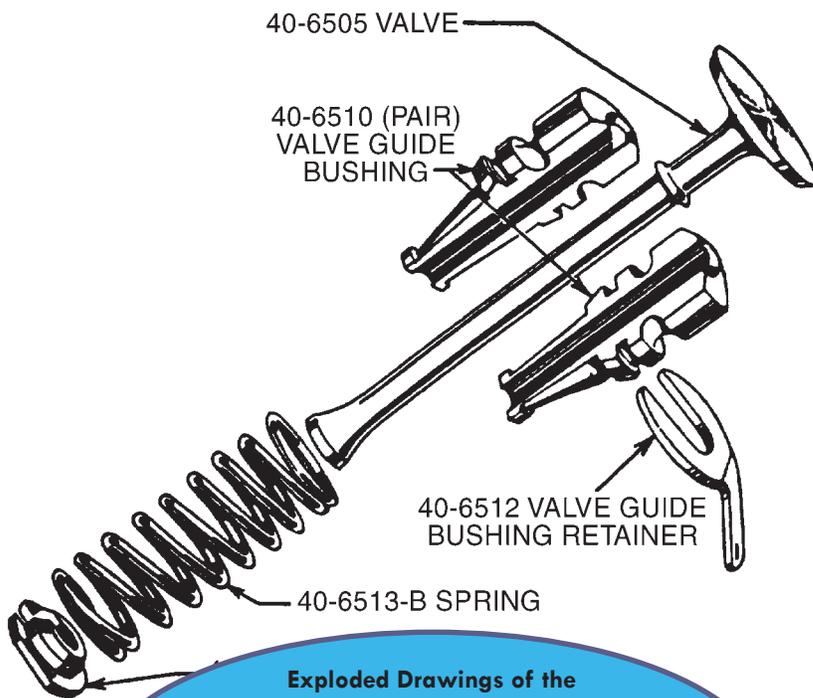
Dimensions: 11 x 8.5 x .38 inches

Weight: 1.06 lbs

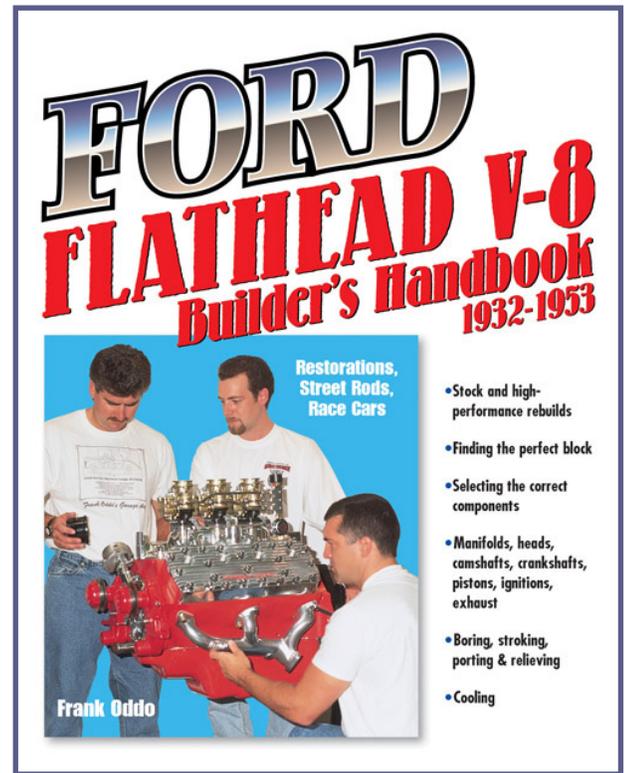
Flathead spoken here! Explanations on every facet of rebuilding the famous flathead Ford V-8, from disassembly, reconditioning the block (boring, valve seats, crankshaft, rods and pistons and balanceing), and bottom-end assembly.

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Exploded Drawings of the camshaft and early valve assembly taken from Ford Service Bulletins. Ford used split guides through 1948, then went to solid guides and a more-or-less conventional valve stem with split keepers because the split guides tended to move apart, galling and destroying the valve-guide bore.



Not content to wait for a fuel injection specifically designed for the flathead, Herbert adapted the Holley ProJECTION in 1955.

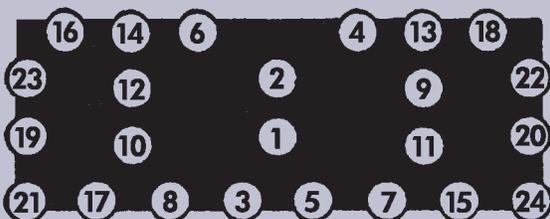
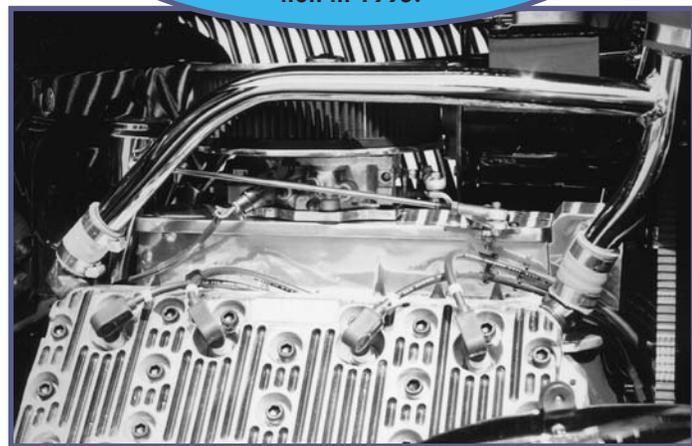


Fig. 1 Cylinder head tightening. Ford and Mercury V8, 1938-48

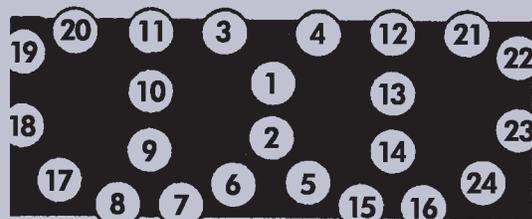


Fig. 2 Cylinder head tightening. Ford and Mercury V8, 1949-53

Cylinder-head tightening sequence for 1939-48 Ford and Mercury heads. No particular tightening sequence was recommended by Ford for 1932-38 engines. Nuts should be tightened from the center outward for those years.

Alright, OK! So Bob Whitehead's S. Co. T-blown, Ardun isn't really a flathead! Nevertheless, the Arkansas-based beauty is the epitome of early hot rod forced induction.

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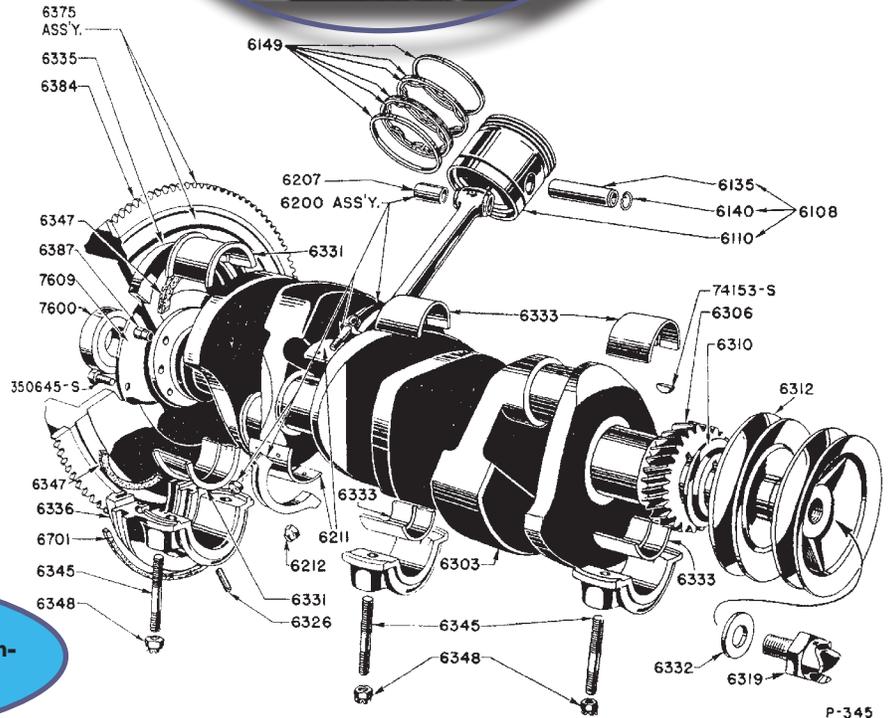
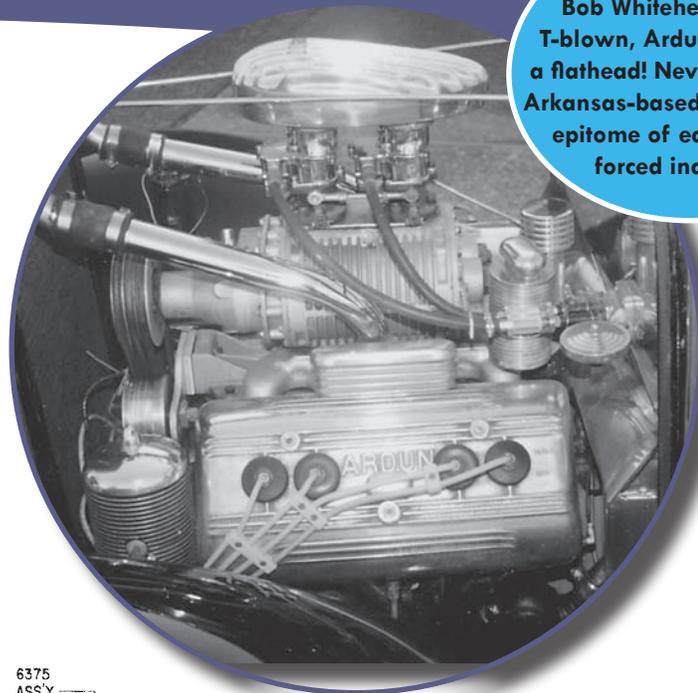
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Main bearing inserts, as shown here, were introduced in mid-1936. Earlier engines had poured-babbit main bearings.

Frank Oddo was an avid street rodder known for his fine 1940 Ford coupe street rod (Originally Flathead-Powered). He has wrote for *Street Rodder Magazine* for 25 years, plus he wrote articles for *Custom Rodder*, *Rod & Custom*, *Hot Rod*, *Trucking*, *Classic Trucking* and *Ford Times*. Starting drag racing (with a Flathead Ford) in the mid-50s, he subsequently became a dry-lakes and Bonneville racer. At Bonneville he ran 223 mph in his belly-tank lakester and 208 at El Mirage Dry Lake. He was a member of the Early Ford V-8 Club and a charter member of the 40s Limited Street Rod club. Frank was also a member of the Rod Riders Racing Team, a club affiliated with the Southern California Timing Association.

Authors: Ron Mangus & Gary D. Smith

Price: \$27.95

ISBN: 978-1-931128-26-1

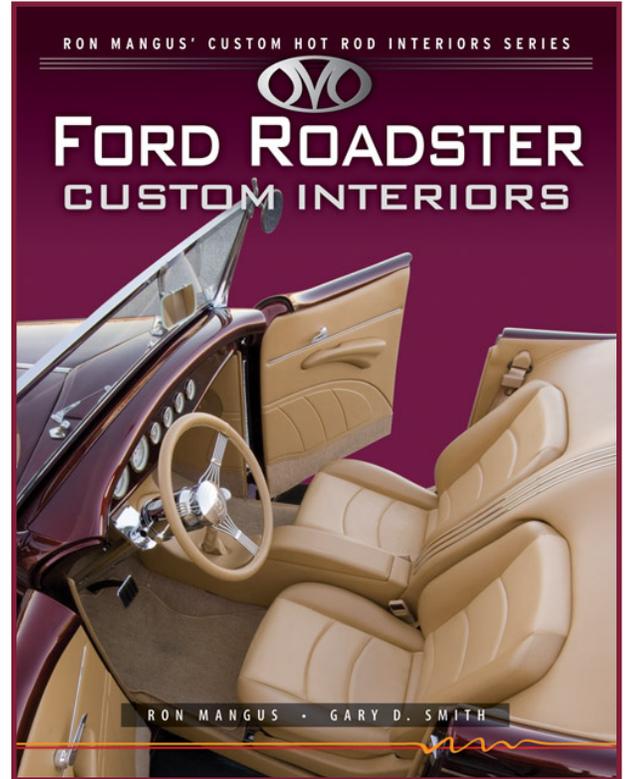
Dimensions: 11 x 8.5 x .44 inches

Weight: 1.50 lbs

Ford Roadster Custom Interiors will inspire you with 18 examples of award-winning interiors by Ron "The Stitcher" Mangus. Many different 1929 to 1935 Ford roadster interior design styles are shown, from the retro look to the unrestrained show stopper. Get a detailed look at creative interior design solutions for seats, door, kick, and rear quarter panels, carpet, mats, headliner, trunk, seat bolsters, and many other interior design areas. After experiencing this book, you'll be inspired to personalize your own Ford roadster interior.

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So-Cal's 1932 Ford



Matt Tachdjian's
1932 Ford Muroc



Ron "The Stitcher" Mangus learned his trade from his brother Ernie Yanez. Ernie provided special efforts over the course of twenty years in getting Ron started on the right track. Ron Credits his brother for teaching him the auto upholstery craft and business.

In 1989 Ron opened his own shop, Custom Auto Interiors, in Bloomington, California and taught basic and advanced upholstery classes at San Bernardino Valley College for four years. Students learned Ron's techniques for sculpting foam, creating molded headliners, and building custom door panels.

Soon after opening his own shop, a roadster with his interior won America's Most Beautiful Roadster at the 1992 Oakland Roadster Show. Ron's work has since received numerous Best Interior Awards at a variety of car shows, and street rod and hot rodding magazines have featured spectacular cars that show off his interiors.



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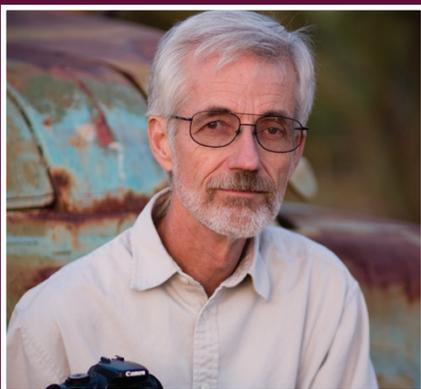
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Jim St. Martin's
1932 Ford



Ron's personal attention to his customers builds long-term relationships, referrals, and repeat business. His "hands-on" involvement with all aspects of the design ensures originality and quality.

Ron is proud of his team for their dedication to quality and craftsmanship. They share Ron's design philosophy, treating every car as if it was their own.



Gary D. Smith has always been interested in cars and design. He attended the Art Center College of Design in Los Angeles, California and after graduating in 1973, was recruited by General Motors Design Staff in Warren, Michigan. He worked there as a Senior Creative Designer in Pontiac, Buick, Oldsmobile, and Cadillac exterior design studios. He is responsible for the exterior styling of the Oldsmobile concept car that led to the 1992 Oldsmobile Achieva SCX Coupe.

In 1988, Gary and his family moved to Arizona, and Gary started Performance Design, freelancing as an industrial/graphic designer and illustrator. Gary also became proficient in desktop publishing and computer graphics. He has been involved with many businesses as an art-director level designer and consultant. In 1996, Gary was introduced to "California Bill" Fisher. Throughout the relationship that has continued with Bill's son Howard, Gary has been involved in the creation of many automotive titles published by California Bill's Automotive Handbooks.

Author: Fred W. "Bill" Fisher

Price: \$19.95

ISBN: 9781931128063

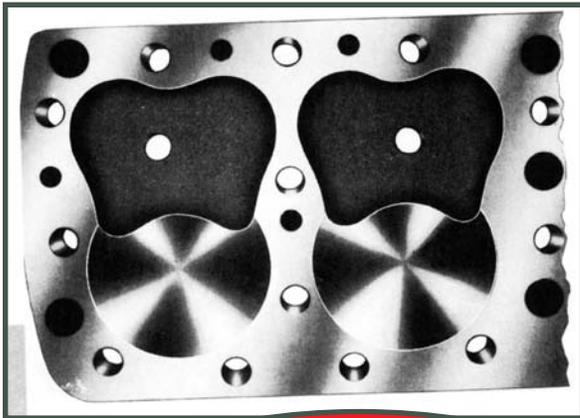
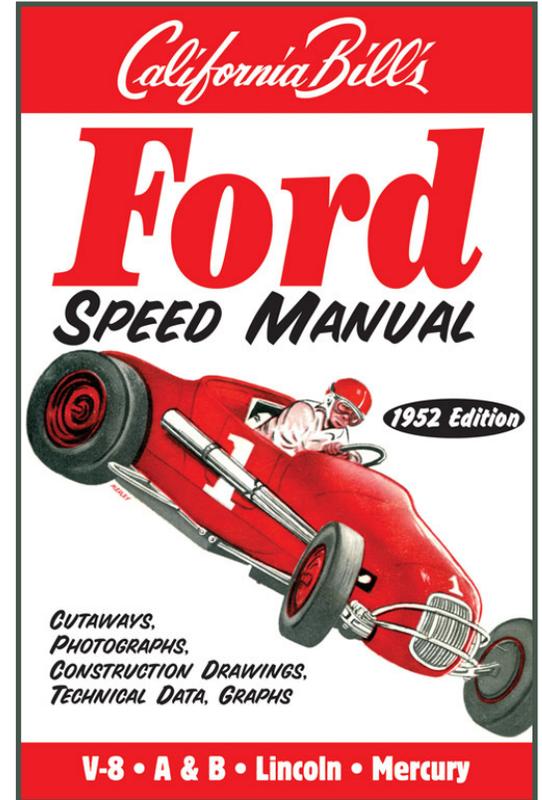
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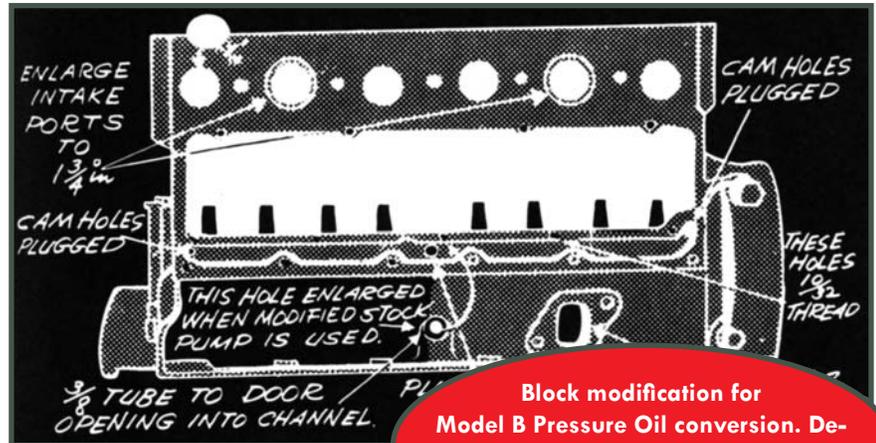
Reprint of the original 1952 edition. How to hotrod Ford and Mercury flathead V-8 and six-cylinder engines, plus Model A and B engines and the Lincoln V-12 engine. Pure nostalgia. Reprinted from the original 1952 edition. Features California Hot Rods, Track Jobs, Fast Road Cars, Lakes Cars, V-8 in a Model A, Hydraulic Brakes--any Ford.

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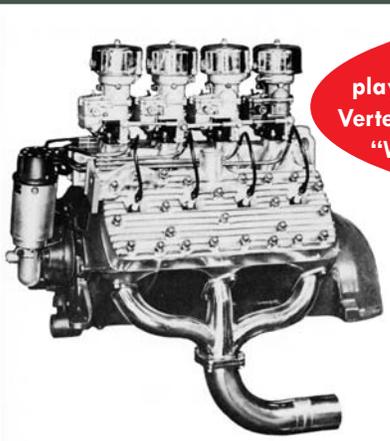
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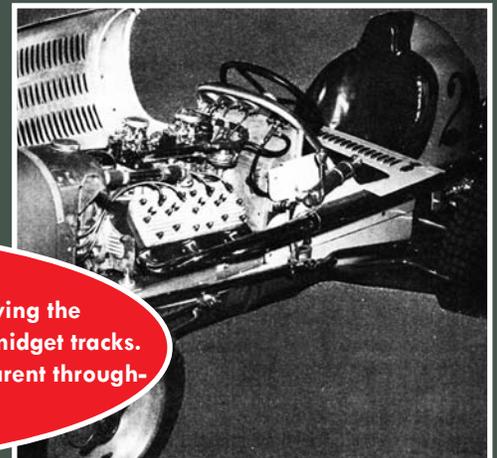
Combustion chamber of typical racing head. Note large breathing area to permit unrestricted hi-speed breathing. Head shown is a Weiland.



Block modification for Model B Pressure Oil conversion. Details on eliminating rear main oil leakage with pressurized Model B blocks.



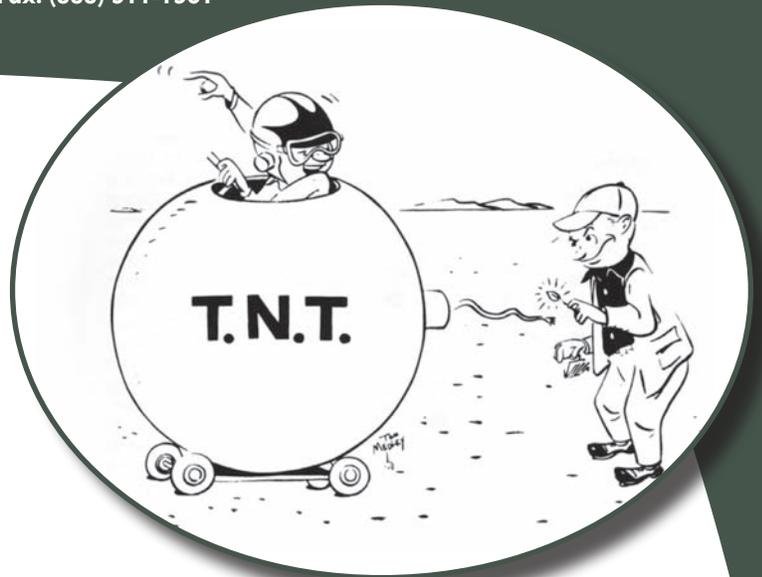
Weiland-equipped Mercury display engine, showing "FR" type heads, Scintilla Vertex Magneto, Four Carburetor manifold, Belond "W" type headers, Nicson Ball-Joint linkage.



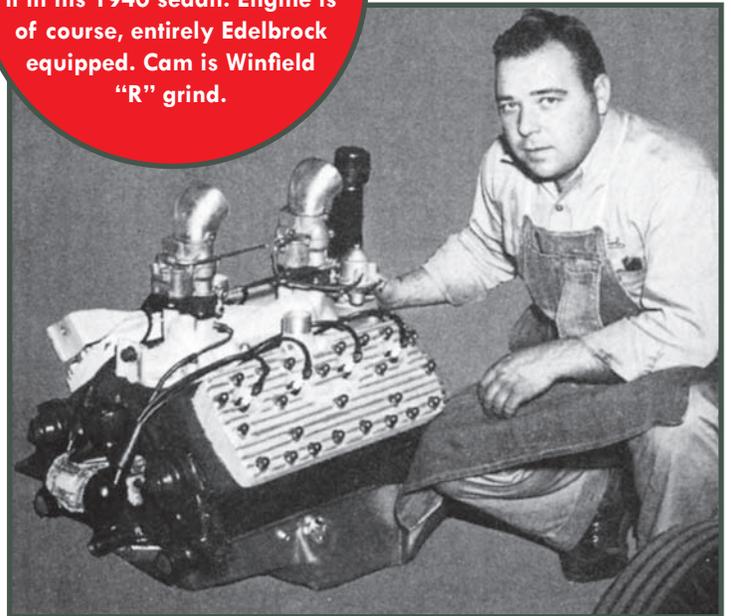
Vic Edelbrock's potent V8-"60" midget. This is the job that has been showing the "Offys" the way home at Southern California midget tracks. Note the neatness of construction which is apparent throughout every detail of the entire car.

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Bobby Meeks, Edelbrock's top "tune-up" artist shows off his new 3 5/16" bore by 4" stroke Mercury just prior to installing it in his 1940 sedan. Engine is of course, entirely Edelbrock equipped. Cam is Winfield "R" grind.



Bill Fisher had a speed equipment shop in Eagle Rock, California and supplied speed parts to racers competing at Bonneville, El Mirage, and Muroc Dry Lakes. This was in addition to his flourishing mail-order automotive book business. Parts as well as books were sold to hot rodding enthusiasts across the country.

During this era he wrote and published several Speed Manuals that he advertised in Hot Rod, Motor Trend and Road and Track. These ads featured drawings by his friend Tom Medley. These nostalgic books became popular again forty years later when more aficionados took interest in recapturing the history, styles, and techniques of the late 1940s and early 1950s. As a result we have republished some of these early books.

A long-time six-cylinder fan, his favorite engines were the Chevy and GMC sixes. His history as one of the owners and manufacturers of the famous twelve-port head are recounted in the history found at Inliners <<http://www.inliners.org/>> where he was one of the initial members.

For more information and historic photos please see the About Us section of our Web site. [Return to Contents](#)

Author: Michael Parris

Price: \$24.95

ISBN: 9781931128148

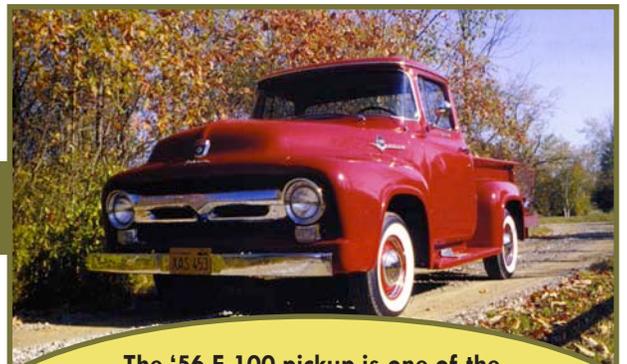
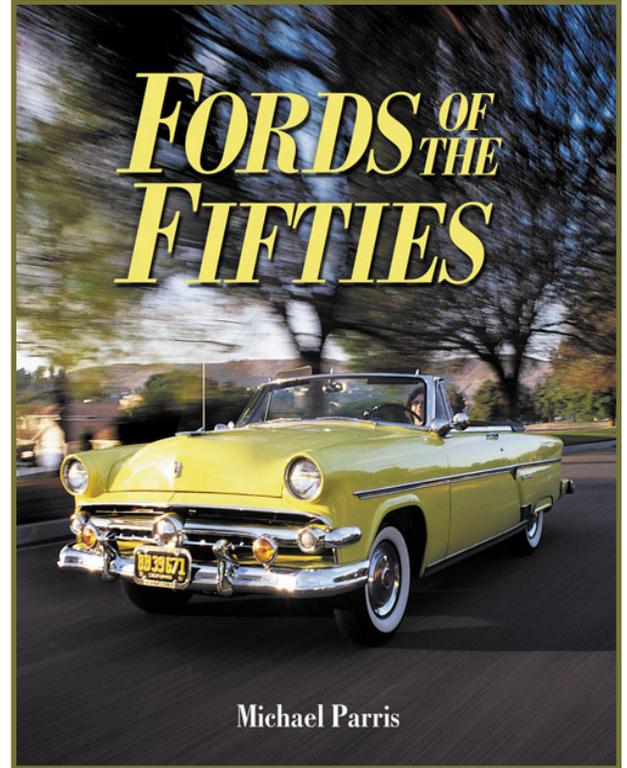
Dimensions: 11 x 8.5 x .44 inches

Weight: 1.63 lbs

A complete work of art and information about Ford cars during this romantic decade of chrome, fins, and dual exhausts. Much of the color photography is by author Mike Parris, one of the country's foremost automotive photographers. Original photography and information from the archives of Ford Motor Company, Henry Ford Museum and Greenfield Village, and the Detroit Library's National Automotive Collection are also featured. This is a must have for any classic car enthusiast. Parris blends a behind-the-scenes story of Ford Motor Company's survival and comeback from 1949 to 1959 with these beautiful images and details of classic Fords. The company was losing \$10 million per month during the mid-1940s when 27-year-old Henry Ford II came back from the Navy to take charge and lead the company to one of the most successful decades in its history. After nearing the brink of bankruptcy, Ford Motor Company came bounding back with record profits, memorable products and dream cars that captured the minds of post-war America. This book will become your best source of information for this great period in Ford automotive history.

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The '56 F-100 pickup is one of the most sought after by collectors today. The truck was probably one of Ford's all-time great designs. It came with a 12-volt electrical system and an overhead-valve V-8 that made it a real hot rod.

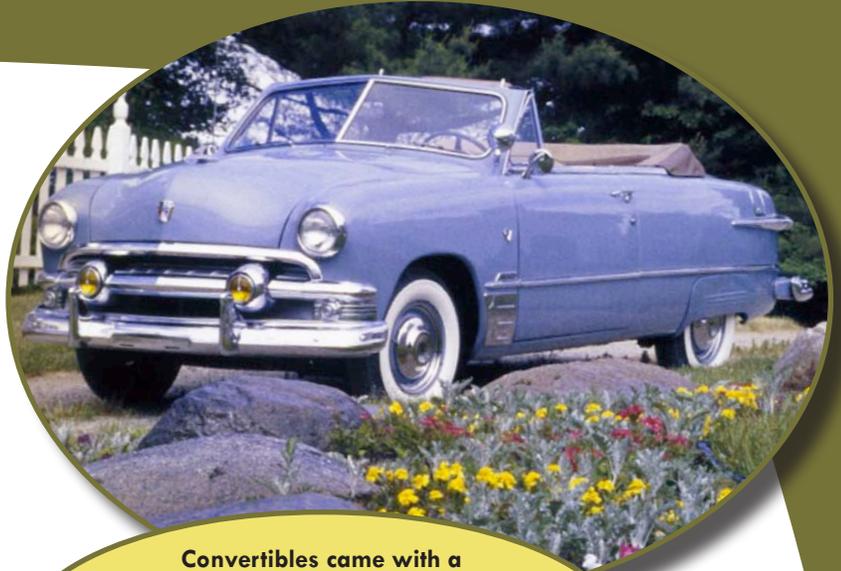


The elegance of the Thunderbird is what set it totally apart from the Corvette. Sales continued to climb as Ford prepared for next year's four-seater.



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Convertibles came with a hydraulic-powered top controlled with a T-handle on the dash. The top folded neatly behind the rear seat and came with a snap-on-cover to give it a clean appearance. The '50 Convertible sold for \$1820.



Cruising down the road in a Skyliner was as good as being in a Sunliner, but when the winter season set in, the hardtop sealed out the weather and noise while keeping the heat in.

California Bill's Automotive Handbooks

FORDS OF THE SIXTIES

Author: Michael Parris

Price: \$24.95

ISBN: 9781931128162

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Weight: 1.69 lbs

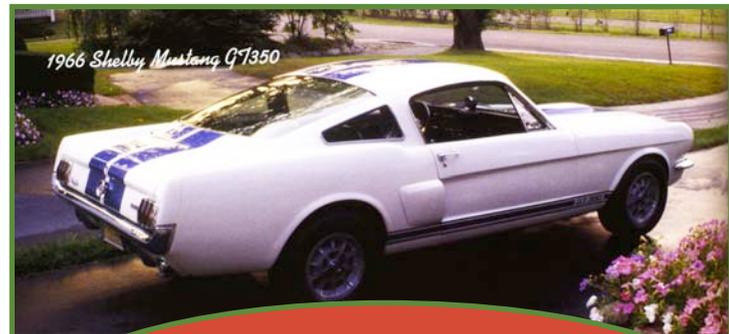
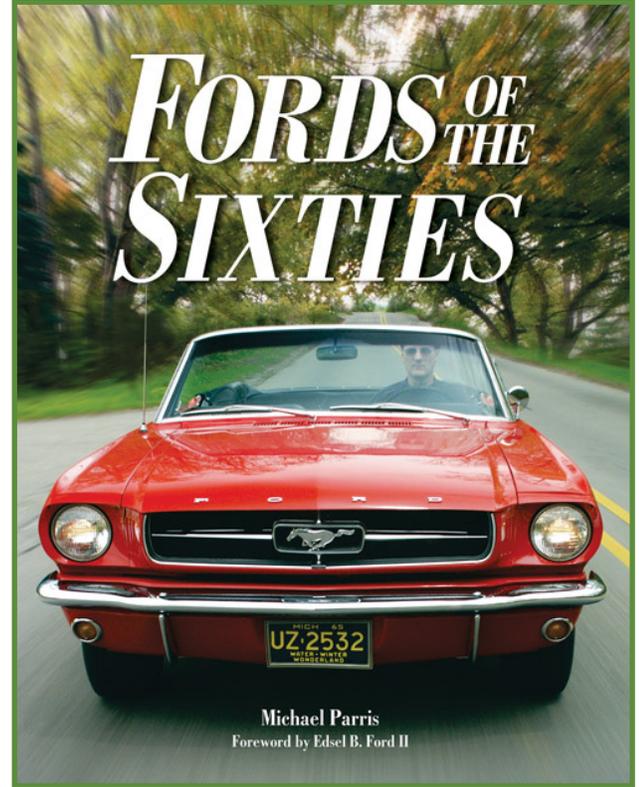
Here are the inside stories of Ford during the Total Performance sixties. This decade brought us the Falcon, the Mustang, Shelby Cobras and motorsports wins from Indy and NASCAR to Trans-Am and LeMans. This all-color classic is a must for your library.

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Ford's Mustang GT/A constituted a GT package with an automatic transmission. The package could be added to any of the three models.



Louvers were removed from rear quarter windows in all GT350s for better visibility. Motor Trend magazine took the supercharged version through the quarter mile in 14 seconds at 102 mph with a Cruise-O-Matic transmission.



Ford desperately needed a car that could cut through the air at 200 mph at super speedways like Daytona and Talladega. Out of Ford's Atlanta assembly plant came the new Torino Talladega with a longer, sloped nose, a smaller front bumper (made out of a rear bumper) and a new Boss 429 power plant. Only 754 Talladegas were built, enough to cover the 500 production cars required by Nascar to be considered legal for racing. In the first race at Daytona, the Talladega had to run with the 427-wedge engine, but still won the event.

California Bill's Automotive Handbooks

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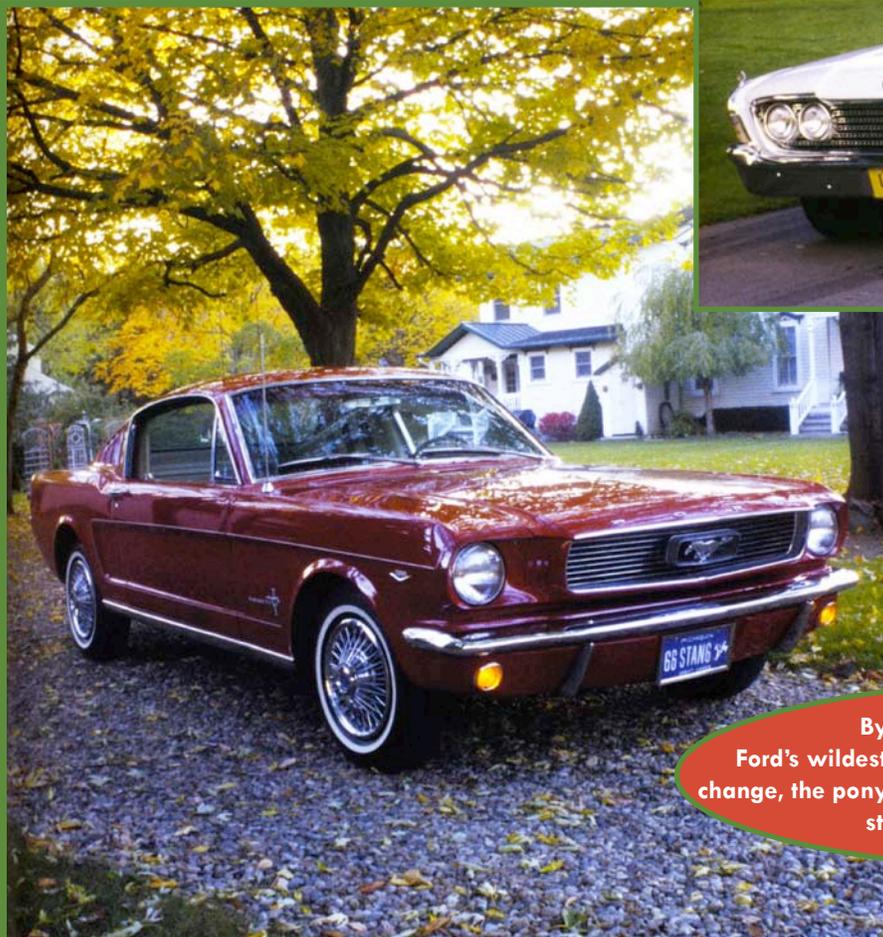
By 1963, Carroll Shelby's Ford Cobra roadster was making a splash in the Sports car world and setting records on the track.

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Sunliner convertible prices started at \$2,973.



By 1966 sales of Mustang had surpassed Ford's wildest dreams. Even though the body style showed little change, the pony car now had a model for everyone, ranging from the standard six to a hot 289 cubic inch V-8.

Author: Roger Huntington

Price: \$19.95

ISBN: 9781931128070

Dimensions: 8.5 x 5.5 x .5 inches

Weight: 0.56 lbs

Speed tuning theory and practice, costs, horsepower and torque for 1937-54 Chevrolet 6s, plus the 228, 248, and 270 GMC engines. Fitting the block, stock and special Wayne and Horning cylinder heads, rocker arms, pushrods, cams, boring for larger pistons, rings, drilled crank-shafts, intake manifolds, exhaust headers, ignitions and superchargers. Shows classic speed equipment developed and manufactured by Barker, Belond, Besasie, Champion, Clark, Edelbrock, Edmunds, Chet Herbert, Hilborn, Horning, Howard, Iskenderian, Italmeccanica, JE Pistons, Mallory, McGurk, Newhouse, Nicson, Spalding, Tattersfield, Venolia, Vertex, Wayne, Wico and Zoller. Explains the Chevy power family, the paths to power, block modifications and assembly, estimating horsepower, planning the job to get the most performance for your money. Clearances and general operating instructions are provided for the Wayne-equipped engine. One section is devoted to the GMC 6-cylinder engine. Reprinted from the original 1951 edition. A classic guide for any auto buff's library.

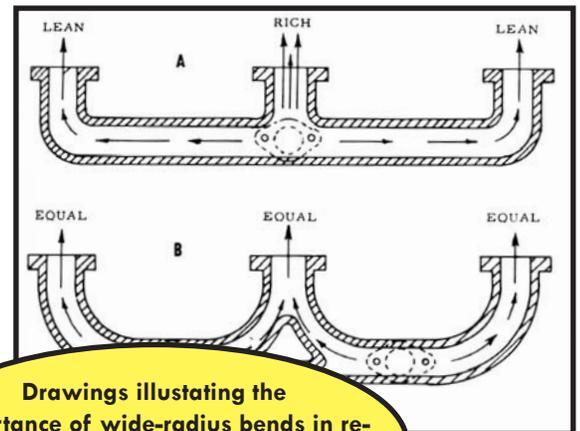


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The Chevrolet-Powered "Johnson Spl." entered for the 1951 Indianapolis race. The Wayne-Chevy engine developed 265 hp at 5000 rpm on methanol fuel. Of several semi-stock engines entered for the "500," this car had the highest lap speed – turning a consistent 125 mph.



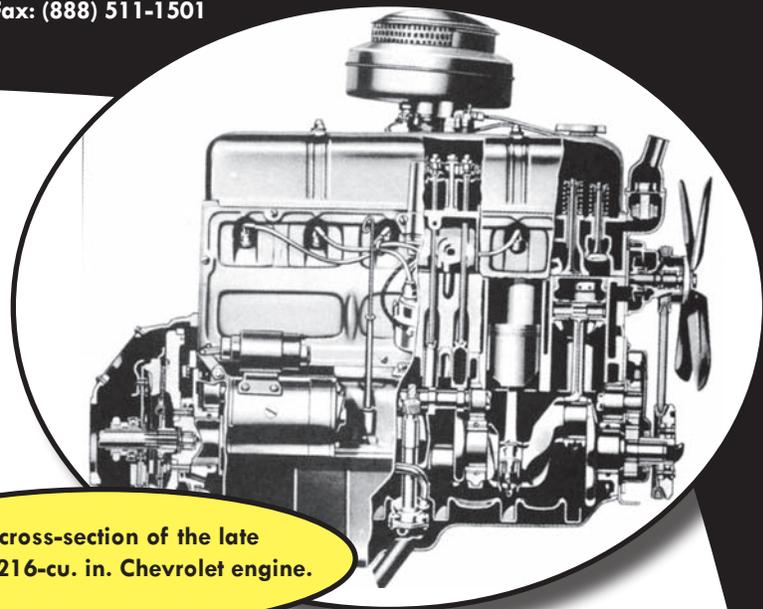
Drawings illustrating the importance of wide-radius bends in reducing flow losses in a manifold; Manifold "B" is the preferred setup.



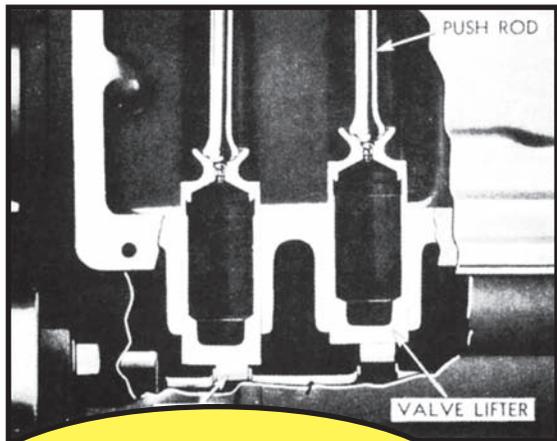
Complete Wayne-Chevrolet head assembly with exhaust manifolds, pushrods, etc.

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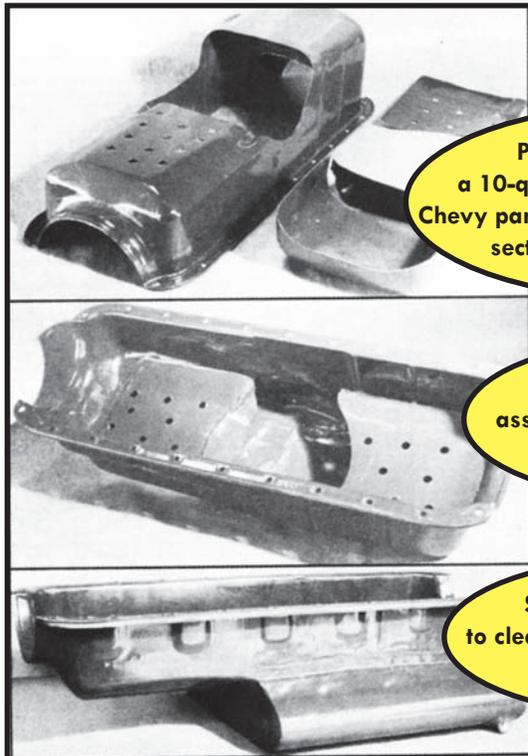
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Side cross-section of the late standard 216-cu. in. Chevrolet engine.



Sectional view of the barrel-type tappets used on post-1937 Chevy engines (except powerglide).



Parts required to build up a 10-qt. "wet" oil sump, using stock Chevy parts; note horizontal baffle for rear section and the vertical baffle.

Ten-quart wet sump assembled from parts shown above.

Special 10-qt. wet sump to clear the steering linkage in late Chevrolet chassis.

Roger Huntington was known as the dean of automotive technical writers in the early era of hot rods and racing performance. Although wheelchair-bound due to a swimming accident at age 15, this didn't stop Roger in his quest for automotive knowledge. You just never knew when or where you would see Roger—at drag races, at press introductions at GM, Ford, or Chrysler, out "test-driving" as he rode along and got impressions of how a new car handled and performed. Then he would write about what he learned and what he felt about the car. His byline appeared in almost every automotive magazine in the 1950s and 1960s including *Auto Car*, *Motor Trend*, *Car Life*, *Road & Track*, *Car & Driver*, and *Hot Rod Magazine* to name a few. He wrote a regular column for *Speed & Custom Dealer* for more than 15 years.

Roger Huntington's name was synonymous with then-current knowledge about high performance. You will enjoy reliving history as you turn the pages of this automotive performance classic.

Author: Roger Huntington

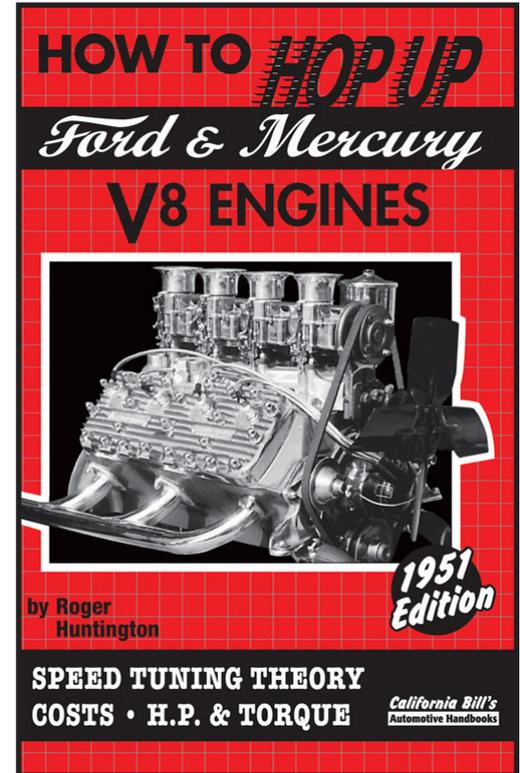
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ISBN: 9781931128087

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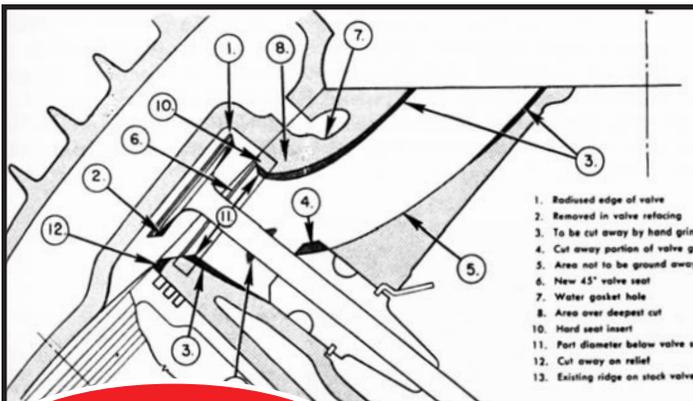
Weight: 0.56 lbs

Speed tuning theory and practice, costs, horsepower and torque for all 1932 and later Ford & Mercury Flathead V8's. Details on planning the modifications, fitting the block, boring and stroking, flathead and overhead-valve cylinder heads, cams, pistons, rings, intake manifolds, exhaust headers and special ignitions. A special chapter discusses superchargers. This Roger Huntington classic will help you understand how things were done around 1951. Shows classic speed equipment developed and manufactured by Ardun, Belond Besasie, Champion, Frenzel, Harman-Collins, Hilborn, Howard, Iskenderian, Italmecanica, Kong, Mallory, McCulloch, Navarro, Offenhauser, Roemer, Smith & Jones, Spalding, SpeedOomotive, Stephens, Tattersfield-Baron, Tornado, Vertex, Weber and Winfield. Explains the V-8 family tree, planning the job, block modifications and assembly, cylinder heads, carburetors, estimating horsepower and how to get the most performance for your money. A classic guide for any auto buff's library.

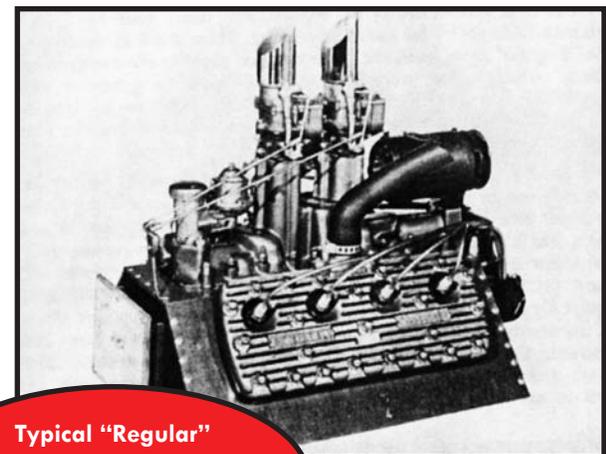


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Howard drawing on porting, relieving, and stock valve modifications.



Typical "Regular" dual manifold, allowing stock placement of generator and fuel pump.

Blower installation on Barney Navarro's famous Lakes roadster that clocked 147 mph. This is a reworked G.M. blower with four Stromberg 48 carbs. In its ultimate stage, the engine developed 240 hp from 176 cu. in. on 16 lbs. boost!

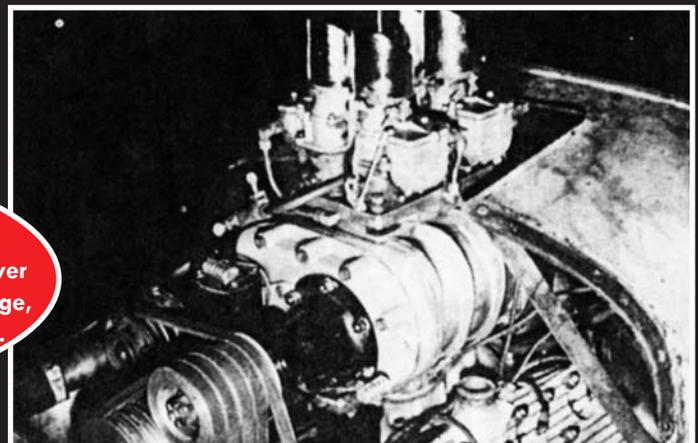
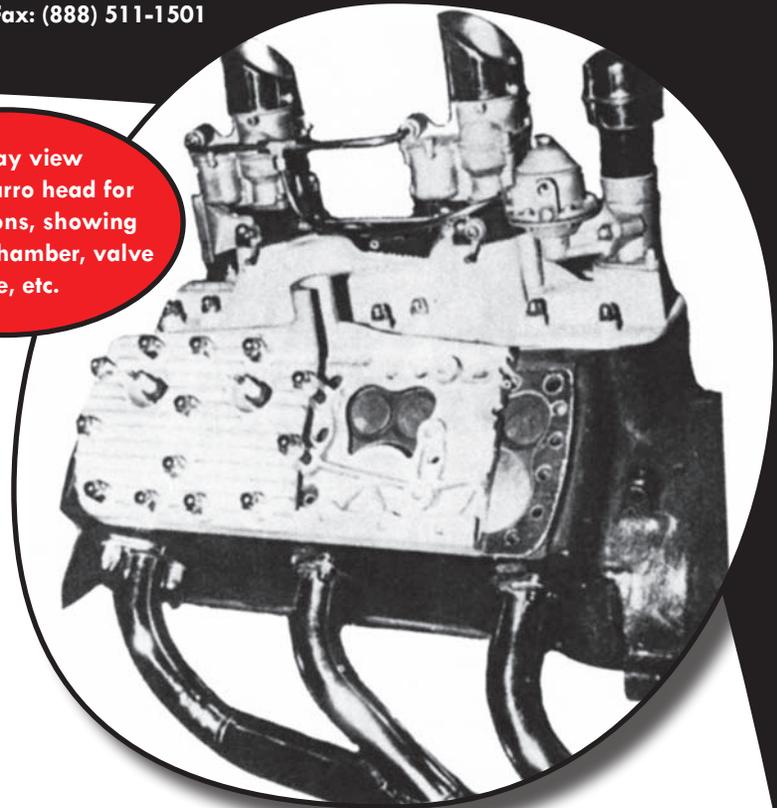


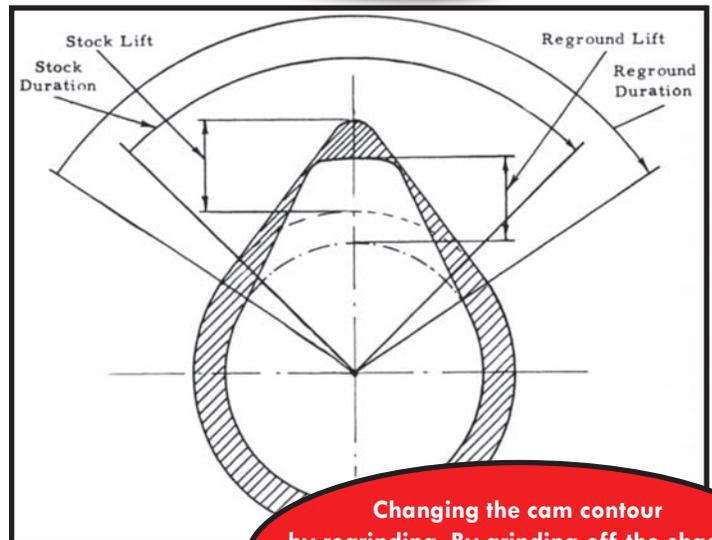
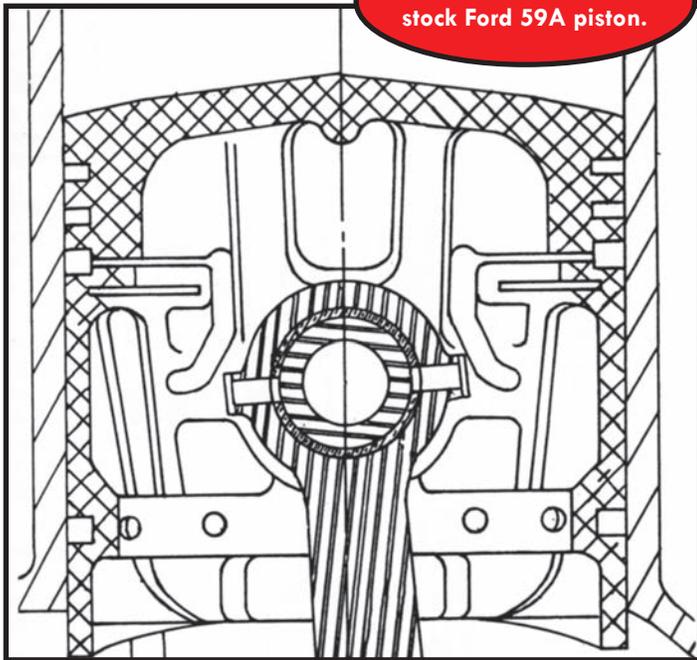
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Cutaway view of the Navarro head for domed pistons, showing combustion chamber, valve space, etc.



Sectional view of the stock Ford 59A piston.



Changing the cam contour by regrinding. By grinding off the shaded portion, valve timing and lift can be altered in most any way we wish.

Roger Huntington was known as the dean of automotive technical writers in the early era of hot rods and racing performance. Although wheelchair-bound due to a swimming accident at age 15, this didn't stop Roger in his quest for automotive knowledge. You just never knew when or where you would see Roger—at drag races, at press introductions at GM, Ford, or Chrysler, out “test-driving” as he rode along and got impressions of how a new car handled and performed. Then he would write about what he learned and what he felt about the car. His byline appeared in almost every automotive magazine in the 1950s and 1960s including *Auto Car*, *Motor Trend*, *Car Life*, *Road & Track*, *Car & Driver*, and *Hot Rod Magazine* to name a few. He wrote a regular column for *Speed & Custom Dealer* for more than 15 years.

Roger Huntington's name was synonymous with then-current knowledge about high performance. You will enjoy reliving history as you turn the pages of this automotive performance classic.

Author: Frank Honsowetz

Price: \$24.95

ISBN: 978-1-931128-04-9

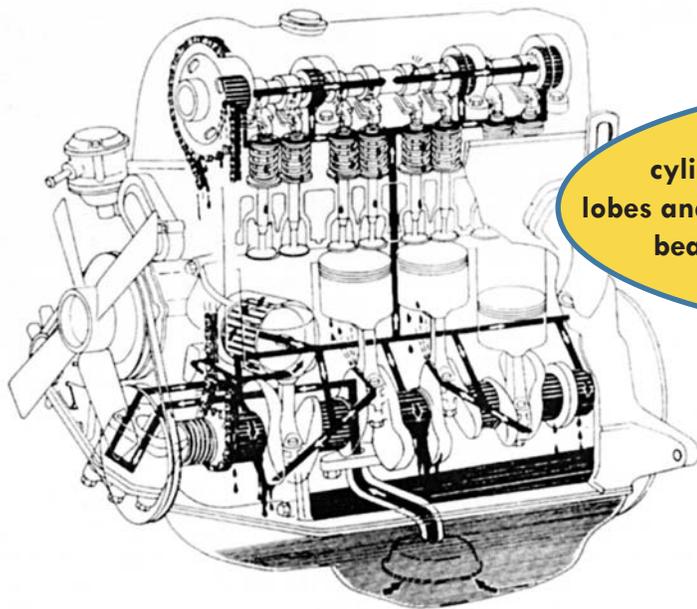
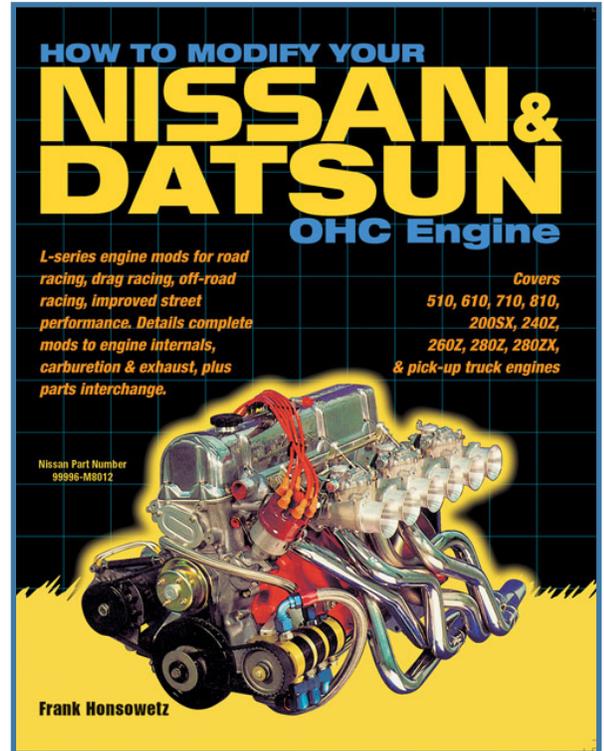
Dimensions: 11 x 8.5 x .5 inches

Weight: 0.94 lbs

L-series engine mods for road racing, drag racing, off-road racing & improved street performance. Covers 510, 610, 710, 810, 200SX, 240Z, 260Z, 280Z, 280ZX and pick-up truck engines. Frank Honsowetz, Nissan/Datsun racer, tells how to choose L-series engine parts, prepare and assemble them for optimum power and durability. Lubrication, ignition and exhaust systems are covered in detail. Bonus section covers how to choose, tune and maintain Mikuni/Solex, DCOE Weber and SU carburetors.

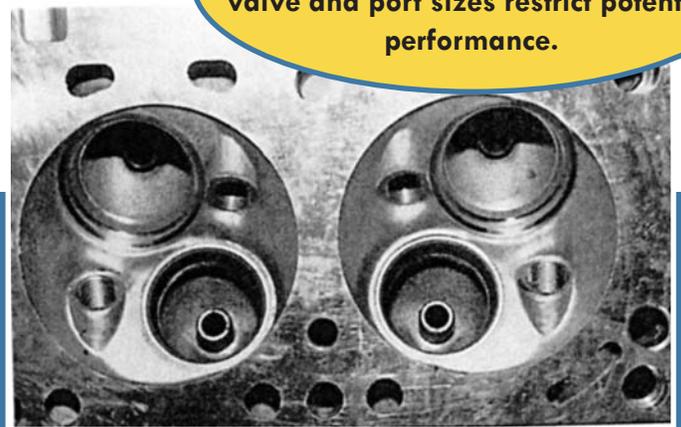
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Production oiling system of four-cylinder L-series engines use direct oiling for cam lobes and rockers arms. Note that the number 2 and 4 main bearings feed two connecting-rod bearings each. Drawing courtesy Nissan.

Twin-plug, hemi-chamber of Naps-Z head is desirable, but valve and port sizes restrict potential performance.



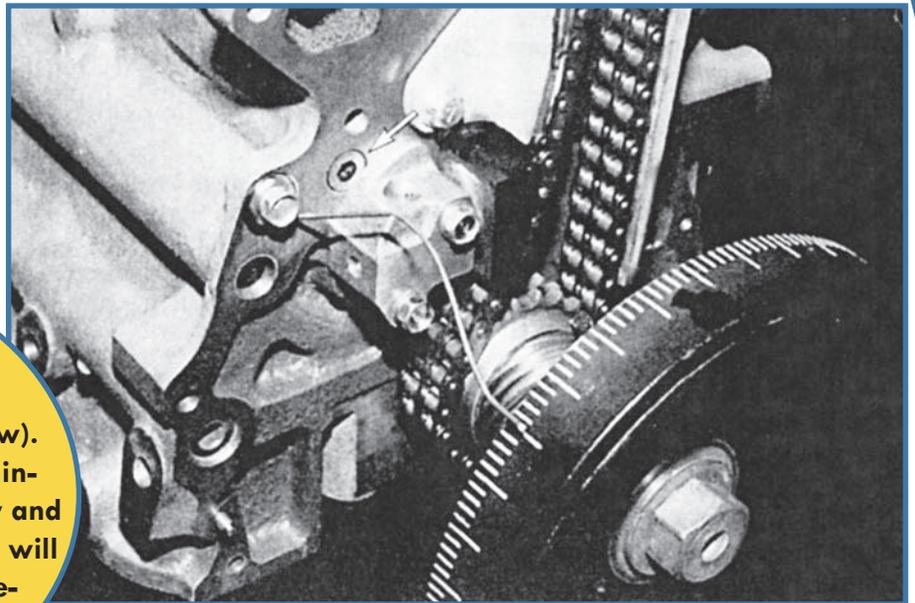
Don Devendorf won 1982 IMSA GTO Championship in his "awesome" 280ZX Turbo. Car was so competitive it out-qualified many GTP cars.

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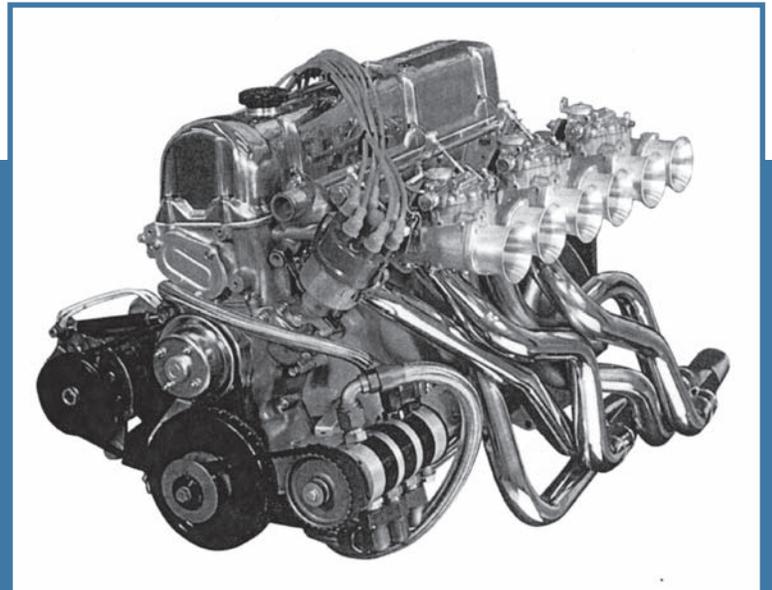


At right is stock L16/
L24 connecting rod. At left is
prepped rod. Note pin-hole location
(arrows). A similar hole (not visible)
is on the opposite side of the pin boss
in the same location.



Note oil-gallery
plugs in front of block.
Top plug is installed as it must
be—flush with front of block (arrow).
Plug seals main oil gallery. Remain-
ing two plugs seal oil-pump supply and
discharge galleries because engine will
use dry-sump oil system. Conse-
quently, these passages must
be plugged.

- All aspects of modifying the Nissan/
Datsun L-series engines are covered.
- More than 500 photos, drawings and
charts.



Author: Tom Monroe

Price: \$19.95

ISBN: 9781931128032

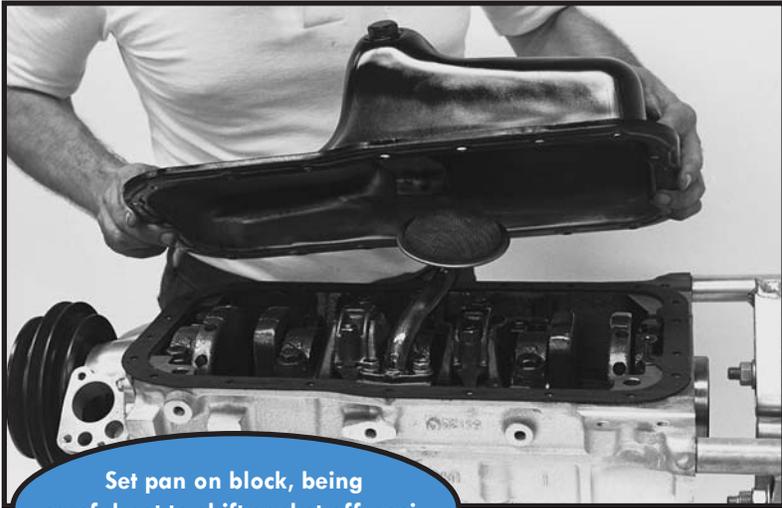
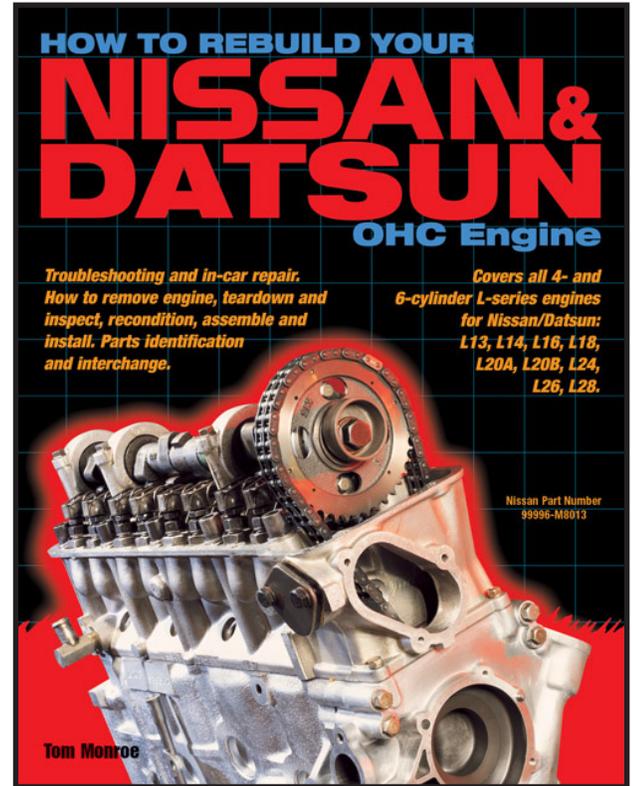
Dimensions: 11 x 8.5 x .5 inches

Weight: 1.06 lbs

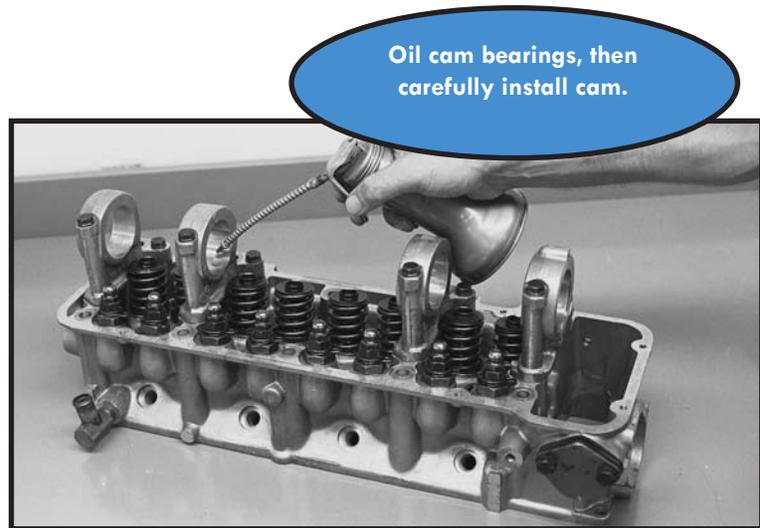
For all Nissan/Datsun 4- and 6-cylinder L-series engines. Parts identification and interchange. Concise text leads you through each engine rebuilding step. Gives comprehensive information on how to diagnose, remove, tear down, inspect, recondition, assemble and install. Includes all steps necessary to do a professional, quality rebuild. Bonus sections include parts identification and interchange as well as in-vehicle cylinder head and timing chain repair. More than 500 photos, drawings and charts. Learn how to breathe new life into your Nissan/Datsun L-series engine. Do it right with this book.

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Set pan on block, being careful not to shift gasket off position.



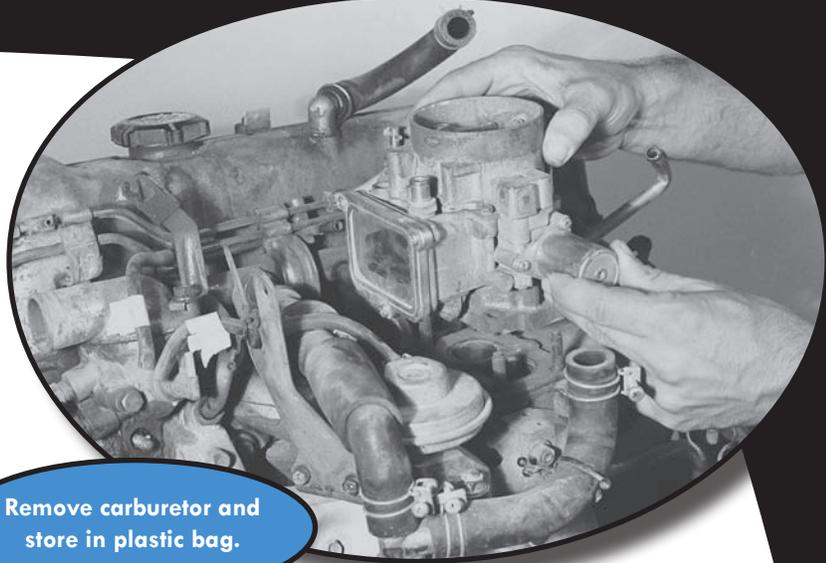
Oil cam bearings, then carefully install cam.



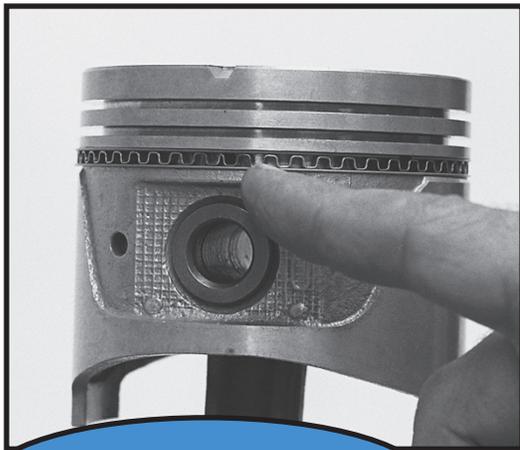
Bearings for L20B lined up and ready to go into block: Note small holes in bearing halves for number-1 journal. They also fit in rear bearing bore, so be careful. Hole is needed in insert at front that installs in block, not cap. It feeds chain oiler and tensioner. Note width difference between bearing inserts. Narrow inserts install in number-2 and -4 bearing bores in four-cylinder engines and number-2, -3, -5 and -6 bearing bores in sixes.

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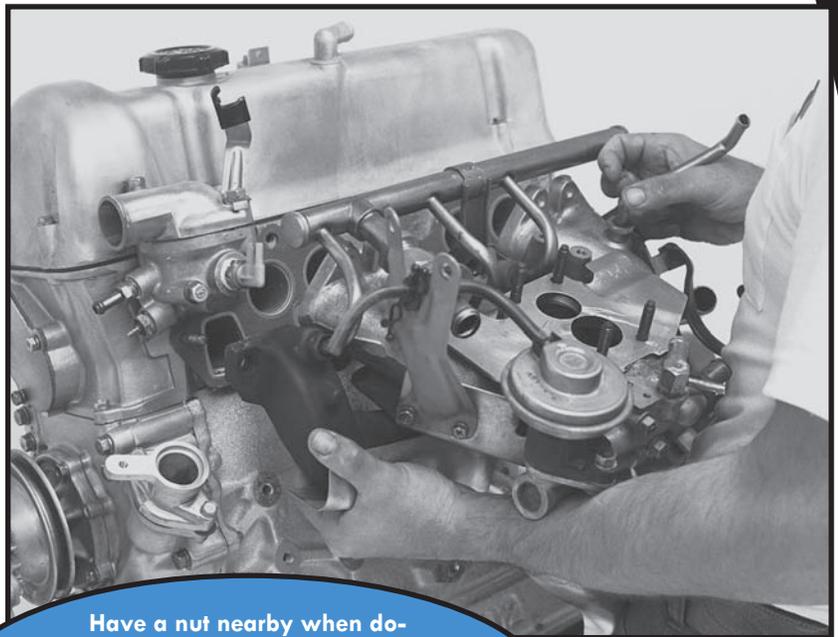
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Remove carburetor and store in plastic bag.



Don't forget to check the expander/spacer ends.



Have a nut nearby when doing this. When manifold is in place, install nut on stud to hold it in place. After you have all nuts and bolts loosely installed, torque them according to specs.



Tom Monroe, SAE is the author of several books on rebuilding engines and preparing racing engines.

Author: Wick Humble

Price: \$24.95

ISBN: 9781931128025

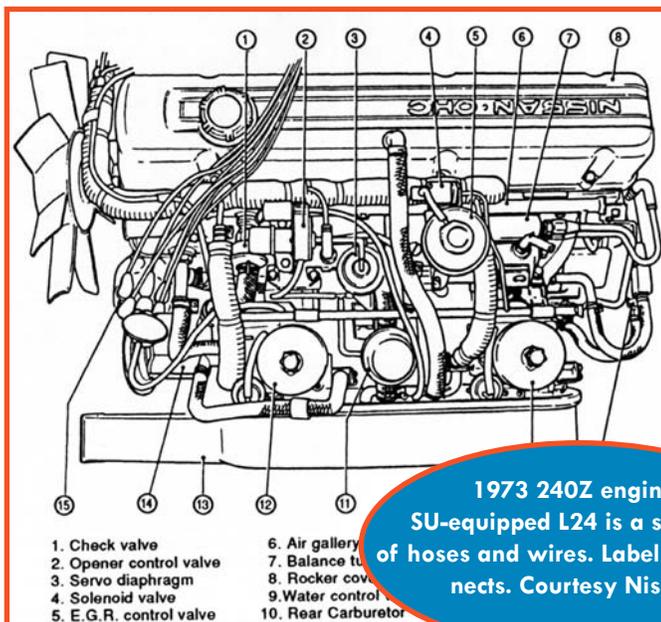
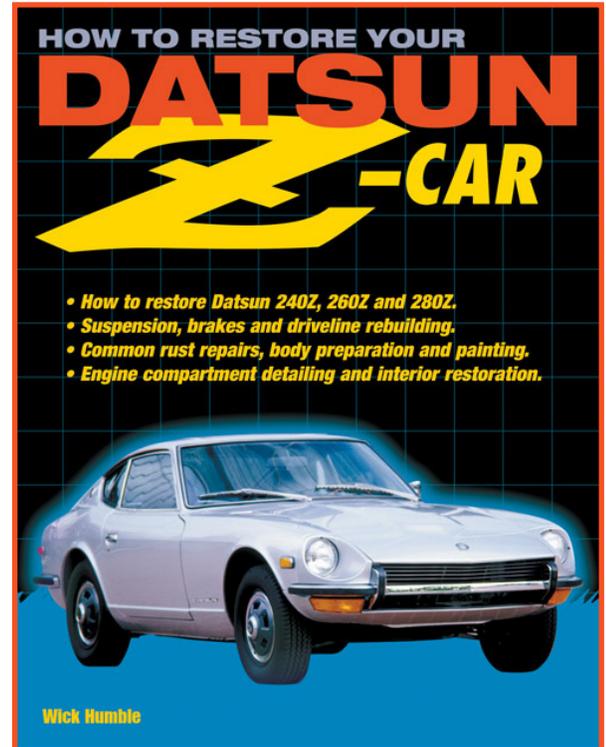
Dimensions: 11 x 8.5 x .5 inches

Weight: 1.50 lbs

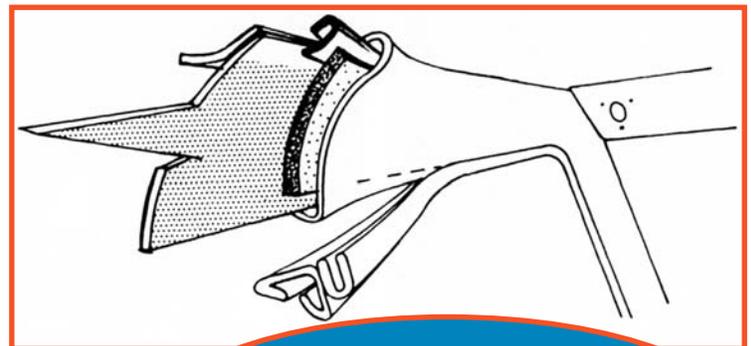
A thorough, step-by-step guide for restoring 240Z, 260Z, 280Z sports cars. Datsun parts-ID drawings included. Recapture the excitement and value by restoring your Z to like-new condition using the detailed restoration procedures given in this book. Wick Humble discusses the pluses and minuses of "frame-up" or "staged" restoration. Packed with info--over 500 photos and drawings, plus a bonus section that includes 32 Datsun parts illustrations. Use this books to return your Z-car to its original glory! Covers all aspects of Z-car restoration!

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1973 240Z engine, SU-equipped L24 is a snakepit of hoses and wires. Label all disconnects. Courtesy Nissan.



Here is how side rail is covered; front header is similar. Remember how material folded under pinch molding? Weatherstrip hides lower weld flange very handily. Shaded area is where adhesive is applied.

Phantom 240Z: Datsun commissioned a series of illustrations to be done for the initial Z-car introduction. This cutaway drawing by Yoshihiro Inomoto and a red non-phantom version were issued to dealers as a poster. They are collector's items now. Courtesy Nissan.

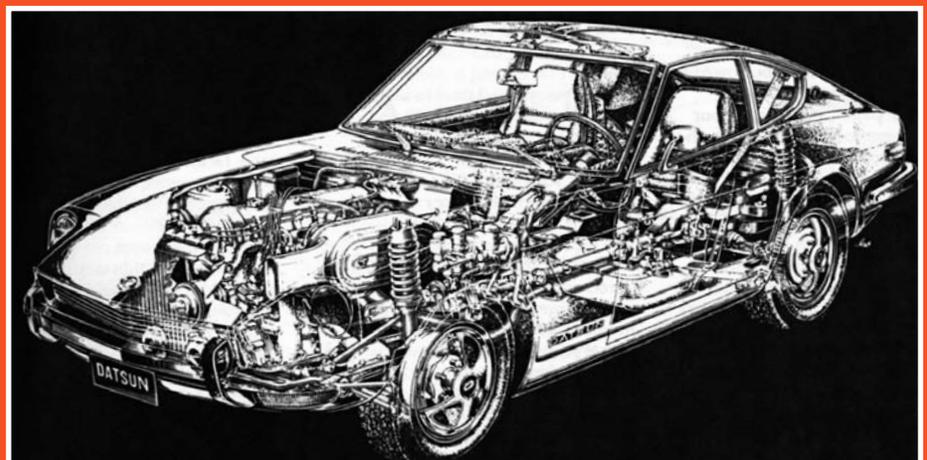


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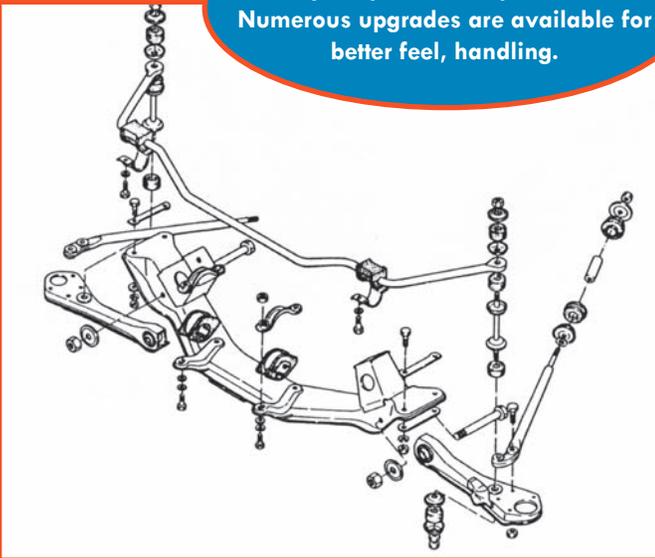
FRONT FENDER, HOOD LEDGE & HOOD (FROM AUGUST '73 2 SEATER)

Item	Description	Qty	Item	Description	Qty	Item	Description	Qty
1	Assy-Front Fender RH	1	24	Nut-Joint Retainer	4	50	Washer-Spring M6	1
2	Assy-Front Fender LH	1	25	Cam-Screw with Washer	4	51	Washer-Plain M6	1
3	Panel-Front Fender Front RH	1	26	Nut-Joint Retainer	4	52	Screw-Machine M6	1
4	Panel-Front Fender Front LH	1	27	Cam-Screw with Washer	4	53	Cap-Insulator Front Strut Mounting	2
5	Assy-Lid Battery Inspection RH	1	28	Sealing-Head Lamp Support	2	54	Rubber-Sealing Slide	2
6	Assy-Lid Battery Inspection LH	1	29	Filler-Baffle Front Fender	2	55	Clip-Sealing Rubber	12
7	Shim-Adjust	2	30	Rubber-Cushion	2	56	Tray-Battery	1
8	Screw-Machine M5x.08	4	31	Packing-Battery Cover	2	57	Cover-Battery	1
9	Bolt-Hex Head Lamp Support to Hood Ledge	4	32	Bumper-Battery Cover	2	58	Cap-Battery Cover	1
10	Washer-Plain Head Lamp Support to Hood Ledge	4	33	Washer-Lock	4	59	Assy-Guide Air Intake RH	1
11	Washer-Spring Head Lamp Support to Hood Ledge	4	34	Case-Head Lamp RH	1	60	Assy-Guide Air Intake LH	1
12	Bolt-Hex Fender to Hood Ledge	6	35	Case-Head Lamp LH	1	61	Plate-Guide Air Intake	2
13	Washer-Plain Fender to Hood Ledge	6	36	Screw-Machine	4	62	Screw-Tapping	8
14	Washer-Spring Fender to Hood Ledge	4	37	Nut-Flange	6	63	Rubber-Flange Cover	2
15	Screw-Machine Cowl Top to Fender	4	38	Assy-Hood Ledge RH	1	64	Assy-Hood	1
16	Washer-Plain Cowl Top to Fender	4	39	Assy-Hood Ledge LH	1	65	Assy-Hinge Hood RH	1
17	Washer-Spring Cowl Top to Fender	4	40	Gusset-Hood Ledge Corner Rear RH	1	66	Assy-Hinge Hood LH	1
18	Screw-Machine Fender to Pillar	2	41	Gusset-Hood Ledge Corner Rear LH	1	67	Screw-Machine M6	10
19	Washer-Plain Fender to Pillar	2	42	Assy-Rein Hood Ledge RH	1	68	Bar-Torsion Hood Hinge RH	1
20	Washer-Spring Fender to Pillar	2	43	Assy-Rein Hood Ledge LH	1	69	Bar-Torsion Hood Hinge LH	1
21	Screw-Machine Fender to Sill	4	44	Bumper-Hood	1	70	Sealing-Mud Guard	1
22	Washer-Plain Fender to Sill	4	45	Screw-Machine M6	4	73	Rubber-Mud Guard	2
23	Washer-Spring Fender to Sill	4	46	Assy-Frame Battery Fix	1	74	Screw-Tapping M5	4
			47	Rod-Battery Support	1	75	Screw-Machine	6
			48	Cushion-Battery Fix	1	76	Assy-Rod, Hood Support	1
			49	Nut-Hex M6	1	77	Comp-Hood Bumper	2
						78	Washer-Lock	2



Datsun Z-car

Front suspension is beautifully simple and easy to rebuild. Numerous upgrades are available for better feel, handling.



- A valuable resource for anyone restoring a Z-Car
- Engine and drivetrain
- Interior trim restoration, glass installation
- Rust repair, body and paint

Author: Roger Huntington

Price: \$14.95

ISBN: 978-1-555611-37-8

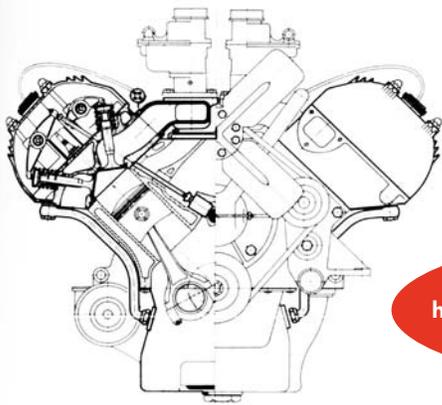
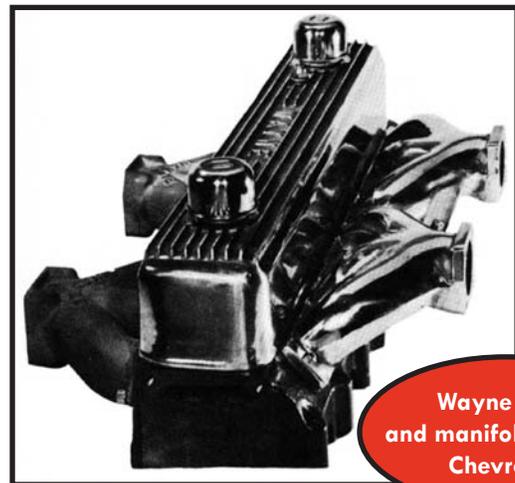
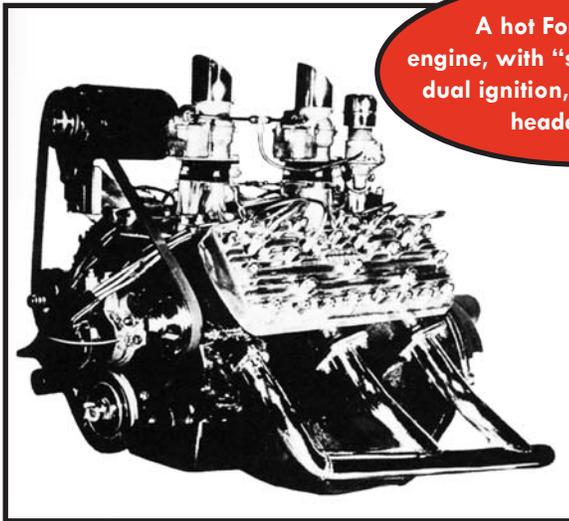
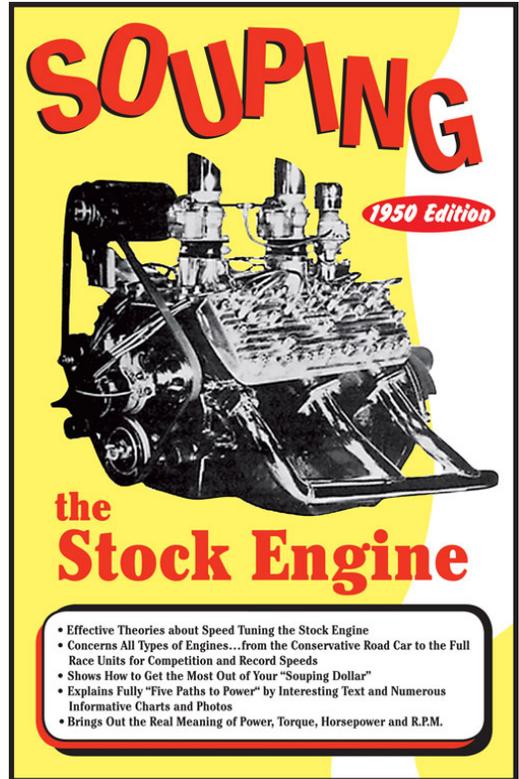
Dimensions: 8.5 x 5.5 x .5 inches

Weight: 0.56 lbs

Reprint of the 1950 classic, this true hotrodders' guidebook provides effective methods for tuning all types of stock engines from the conservative road car to full-race capability. Includes general engine performance, stock-engine characteristics, and basic planning for modifications. Shows classic speed equipment manufactured by Ardun, Champion, Edmunds, Frenzel, Iskenderian, JE Pistons, Kong, Nicson, Nordec, Riley, Spalding, Stephens-Frenzel, Tattersfield, Tattersfield-Baron, Vertex, Wayne, Weiland and Zoller. Reprinted from the original 1950 edition.

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Side view of the
Chevrolet 217 cu. in. engine.

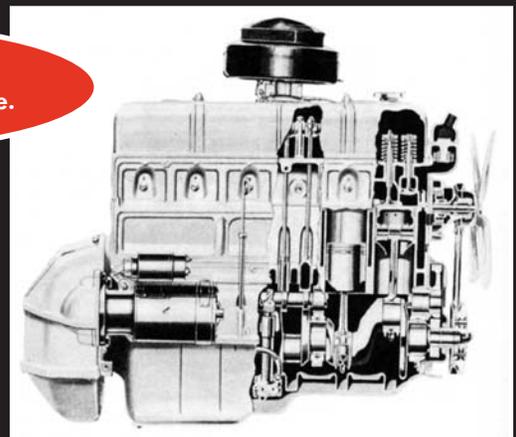
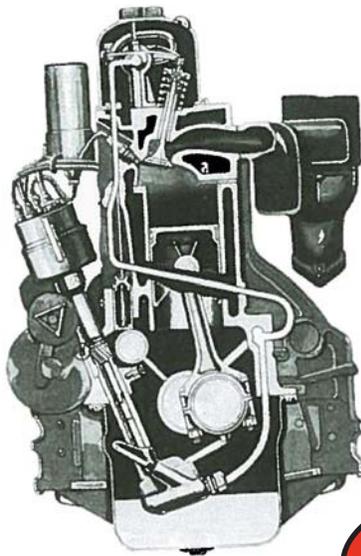


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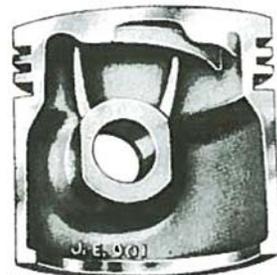
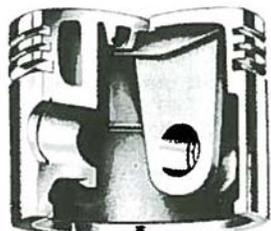
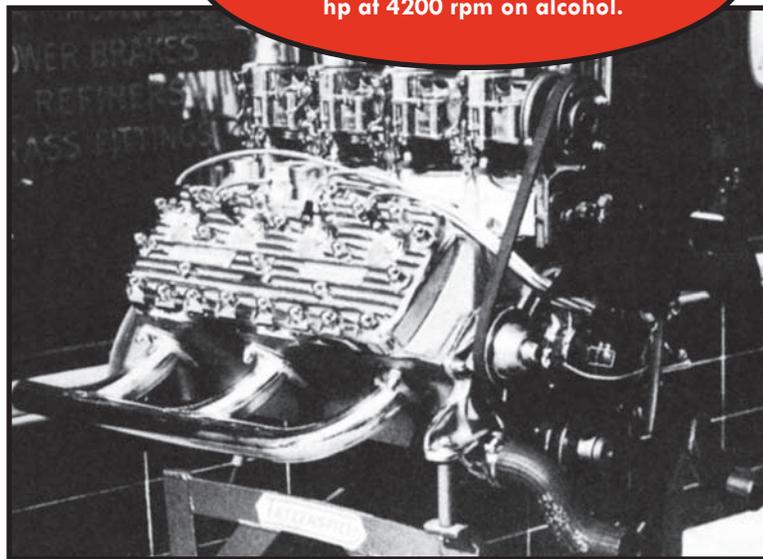
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Cutaway of a typical Chevrolet overhead-valve engine.



Spalding dual ignition for Chevrolet.

Tattersfield-Baron quad manifold on a full-race Merc block; this engine has 295 cu. in. and develops 228 hp at 4200 rpm on alcohol.



Cutaways showing the construction of typical J.E. racing pistons for stock engines.

Roger Huntington was known as the dean of automotive technical writers in the early era of hot rods and racing performance. Although wheelchair-bound due to a swimming accident at age 15, this didn't stop Roger in his quest for automotive knowledge. You just never knew when or where you would see Roger—at drag races, at press introductions at GM, Ford, or Chrysler, out “test-driving” as he rode along and got impressions of how a new car handled and performed. Then he would write about what he learned and what he felt about the car. His byline appeared in almost every automotive magazine in the 1950s and 1960s including *Auto Car*, *Motor Trend*, *Car Life*, *Road & Track*, *Car & Driver*, and *Hot Rod Magazine* to name a few. He wrote a regular column for *Speed & Custom Dealer* for more than 15 years.

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Authors: Don Taylor y Ron Mangus

Price: \$24.95

ISBN: 9781931128193

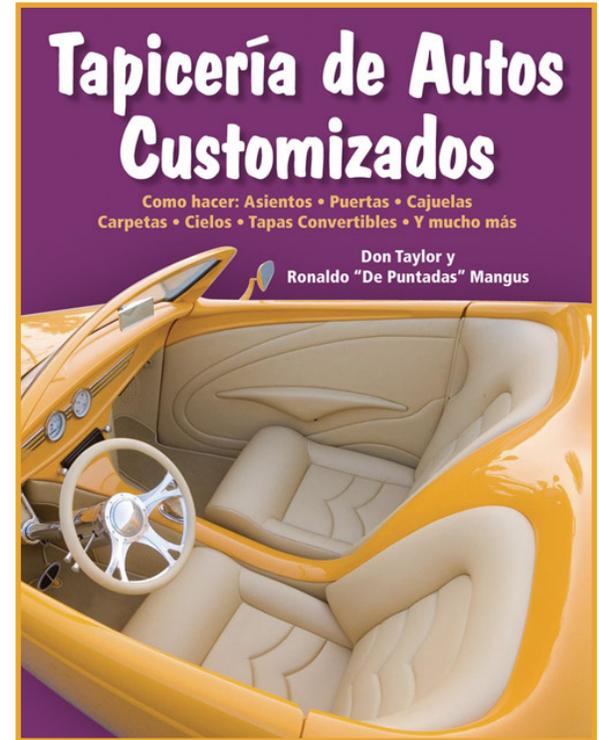
Dimensions: 11 x 8.5 x .5 inches

Weight: 1.75 lbs

Don Taylor y Ron Mangus, especialistas en la creación de interiores, comparten con el lector toda una vida de experiencia y secretos en tapicería de automoviles. Sus precisas instrucciones paso a paso muestran como convertirse en todo un profesional en la personalización de interiores. Cientos de fotografías detallan todo lo necesario para lograr interiores tan deslumbrantes y dignos de premios como los de los autores de este fantástico libro.

CLIC PARA
MUESTRA

CLIC PARA
PORTADA



Vea cómo el estilo "duro" del hot rod "tecno" de arriba contrasta con la combinación de "duro" y "suave" del Mercury del 49. Uno tiene la impresión de que los asientos podrían usarse en la sala de una casa. Note cómo fluye el diseño del interior, con curvas que unen la consola central al tablero de instrumentos y se extiende hasta abarcar las puertas. Es realmente un interior espléndido.



Pete usará in ribete tubular con un alambre dentro para sujetar la cubierta a la armazón. Dado que hay que hacer muchos ribetes, utiliza cinta de muselina.



George adhiere la pieza recortada al panel con cemento. Para terminarlo va a envolver el ribete alrededor del la fibra y lo adherirá con cemento a la parte trasera. Las dos "colas" del ribete superior quedarán envueltas alrededor de la fibra y serán engrapadas del reverso.



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Desde el centro, trabaja hacia atrás; luego, desde el centro hacia el frente. Puede ver su mano derecha detrás del cuero, manteniéndolo separado de la espuma mientras que con su mano izquierda lo presiona con fuerza. También usa la mano derecha para jalar el material.



Bueno, aquí está, listo para entregar. El cliente lo vio y quedó encantado con él. Realmente es un trabajo de primera.



Este es el panel de la puerta terminado. Se cortaron las llamas del vinilo y se transfirieron. Incluso el apoyabrazos está incorporado a las llamas. Este es un elemento que constantemente llama la atención en todas las exposiciones y salidas grupales de este tipo de automóviles.



Los autores y su profesión

Don Taylor se crió en el negocio de la personalización de autos, ya que era la profesión de su padre. Luego él también llegó a ser un especialista en personalización de autos, e inculcó el oficio en sus dos hijos a medida que éstos crecían. Don se convirtió en un experto maestro en la materia y escribió en manual Automotive Upholstery Handbook para California Bill's Automotive Handbooks, así como otros seis libros para HPBooks sobre los temas de reconstrucción de motores, restauración y chapa y pintura.

Ron Mangus comenzó su carrera de costura y tapicería en 1969 con su hermano, Ernie Yanez, quién se esforzó mucho en que Ron tuviera un buen comienzo. Un descapotable de dos plazas con el interior hecho por él ganó el premio America's Most Beautiful Roadster en Oakland Roadster show. Su trabajo ha recibido numerosos premios al mejor interior en varias exhibiciones de autos.