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Accelerator

**NATIONAL
AUTOMOTIVE
SERVICE
COMPANY**

Parts and Accessories
Division of General
Motors-Holden's Ltd.

In this Issue:

Revised Holden Parts
Book.

Page 3.

Service Information
Pages 4, 5, 7, 8, 14, 15, 16.

Service Literature
Page 12.



FOG LAMPS

are profitable stock now!

You know from experience that fog lamps are bought all the year round—partly because people like the look of them. But at this time of the year, sales tempo quickens and the majority of lamps are sold because owners want greater driving safety.

NASCO Fog Lamps give buyers the two things they want—good looks to suit every car plus a greater degree of driving safety.

ORDER FROM THIS EXTENSIVE NASCO RANGE

TOP: Black and chrome lamp packaged as a single fog lamp kit for 1949-51 Vauxhall. Part Number 7082269. List Price: £5.18.6.

CENTRE: All chrome lamp with shallow body. Available individually and as a single lamp kit for universal fitting; also as a dual kit for Holden.

Part Number				List Price
7405301	..	..	Dual Kit for Holden..	.. .. £13.10.0
M.30548	..	..	6 Volt Kit (one lamp)	.. .. £7. 3.0
M.30549	..	..	12 Volt Kit (one lamp)	.. .. £7. 3.0
M.30436	..	..	6 Volt—Lamp only ..	.. .. £5.16.0
M.30437	..	..	12 Volt—Lamp only ..	.. .. £5.16.0

BOTTOM: Available in all chrome and black and chrome finish.

Part Number				List Price
Z.1143	..	..	6 Volt Kit—Black and Chrome lamp	.. .. £5. 0.0
Z.1145	..	..	6 Volt Kit—Chrome lamp ..	.. .. £5.15.6

All kits contain lamp (or lamps) bracket, switch and cable.

Prices are subject to Sales Tax and Fitting Charges.



BLACK AND CHROME LAMP PACKAGED AS A SINGLE FOG LAMP KIT FOR 1949-51 VAUXHALL



ALL CHROME LAMP WITH SHALLOW BODY. AVAILABLE INDIVIDUALLY AND AS A SINGLE LAMP KIT FOR UNIVERSAL FITTING; ALSO AS A DUAL KIT FOR HOLDEN



AVAILABLE IN ALL CHROME AND BLACK AND CHROME FINISH



Accelerator

Editor: M. C. WATTS
Box 2219T, P.O., Melbourne

REVISED EDITION

HOLDEN PARTS and ACCESSORIES CATALOGUE

AVAILABLE SOON

BECAUSE parts ordering is closely linked with your service and your profits, and because of the increasing demand for Holden parts, you will welcome news that a revised edition of the Holden Parts and Accessories Catalogue is expected shortly. First deliveries should be made by the printer in approximately six weeks. You can make sure of your copies by ordering now from any NASCO Distributor.

Intelligent ordering of parts has a marked effect on workshop efficiency and on the profitable operation of a parts department. Too often the job is treated casually—orders being written in haste without proper regard to part numbers or descriptions. Orders that are accurately and neatly prepared will always receive preferred attention since no time is lost trying to find out what parts are really required.

HIGHLIGHTS OF THE REVISED CATALOGUE ARE:

- ★ It covers parts and accessories for both Holden car and utility.
- ★ It is compiled so that anyone can easily and correctly interpret requirements.
- ★ Alphabetical and numerical indices are included.
- ★ The catalogue is arranged in thirteen sections—each section covering a separate group of main assemblies.
- ★ Exploded views illustrate components of 29 major assemblies making it easy to identify parts that are required. All parts illustrated are numbered and cross referenced to part numbers, description and quantity per car or utility.

Trade Nett Price is 8/6 plus Sales Tax 9d. and Postage 6d.

Another very useful tool for your workshop and parts department is the Holden Parts Identification Chart—the 30 inch by 40 inch wall poster which illustrates exploded views of 29 Holden Assemblies. This enables anyone to interpret quickly the part or parts required. When ringing through your orders you simply quote the Assembly Title (e.g. the Water Pump Assembly is Plate G) and the number against the part you need. Your source of supply for Genuine Holden Parts will have one of the charts to refer to, so that there will be no doubt about your getting the correct part or parts.

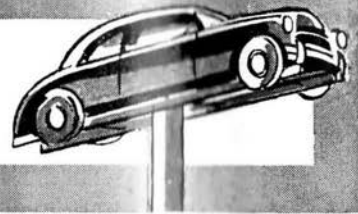
The chart will also prove helpful in your workshop as a guide to mechanics when stripping or replacing assemblies.

Copies are available now from any NASCO Distributor for 2s. 6d. including Tax and Postage.



These Samoyed pups certainly look alike but they aren't exactly the same by any means. Similarly, Genuine and non-genuine parts for General Motors vehicles often look alike though they have basic differences — differences which become apparent under operating conditions.

Service Information



HOLDEN SELECTOR LEVER AND SHAFT ASSEMBLY

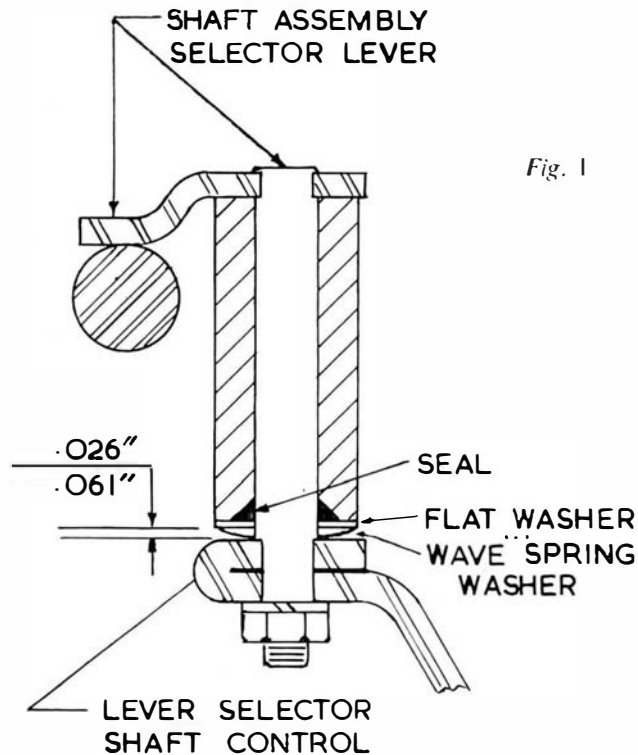


Fig. 1

To prevent the entry of water and moisture to the selector lever and shaft assembly, causing binding or partial seizure of the selector lever shaft in the selector shaft retainer, the cork seal has been relocated and is now at the bottom of the retainer, whereas previously it was at the top.

The new location of the seal not only prevents the entrance of water and moisture to the assembly, but will also allow a seepage of oil from the gear box to assist in keeping the shaft lubricated.

The revised location of the seal and assembly of the components are shown in Fig. 1.

To maintain the wave spring washer under compression the dimensions of .026-.061, as shown, must be observed during assembly.

This change becomes effective at approximately Engine No. 60500.

HOLDEN OIL LEAK — REAR AXLE SEAL

Examination of rear axle oil seals which have been removed because they were believed to be defective, reveals no fault in the seals themselves, and we suspect that the conditions given below are largely responsible for or contributory to the needless replacing of oil seals:—

- (a) Differential overfilled with oil. Drain to level of filler plug.
- (b) The breather which is located on the top of the right hand banjo section of the axle housing completely blocked or partially obstructed. This should be removed, cleaned and blown out with compressed air.
- (c) The outlet hole in the backing plate which is provided to prevent any leakage of oil past the seal from entering the brake drums and ruining the brake linings must be kept clear.

Note: To obviate the possibilities of oil being forced past good seals with consequent damage to brake linings, the above checks should be made on all units being serviced.

In a number of cases it has been found that the holes in the backing plates have been completely blocked by mud or obstructed by masking tape.

Should it be necessary to replace the oil seal, the following precautions should be observed:—

- (1) Soak the seal in Neatsfoot oil or light engine oil. It is good practice for oil seals held in stock to be kept immersed in light engine oil.
- (2) Lightly coat outer shell of seal with a non-hardening gasket cement.
- (3) Start the oil seal in the axle housing with the scraping edge of the leather inwards.
- (4) Drive the oil seal squarely and firmly against its seat with a suitable drift.
- (5) Polish off with very fine emery cloth and oil, any abrasions or scratches on the surface of the axle where it contacts the seal.
- (6) Lightly smear the axle shaft bearing receiving hole with a non-hardening gasket cement.
- (7) Carefully install axle shafts, taking care that the rougher section of the axle shaft does not damage the lip of the seal.

BODY AND SUB-FRAME REPAIRS — VAUXHALL VELOX AND WYVERN "L" MODELS

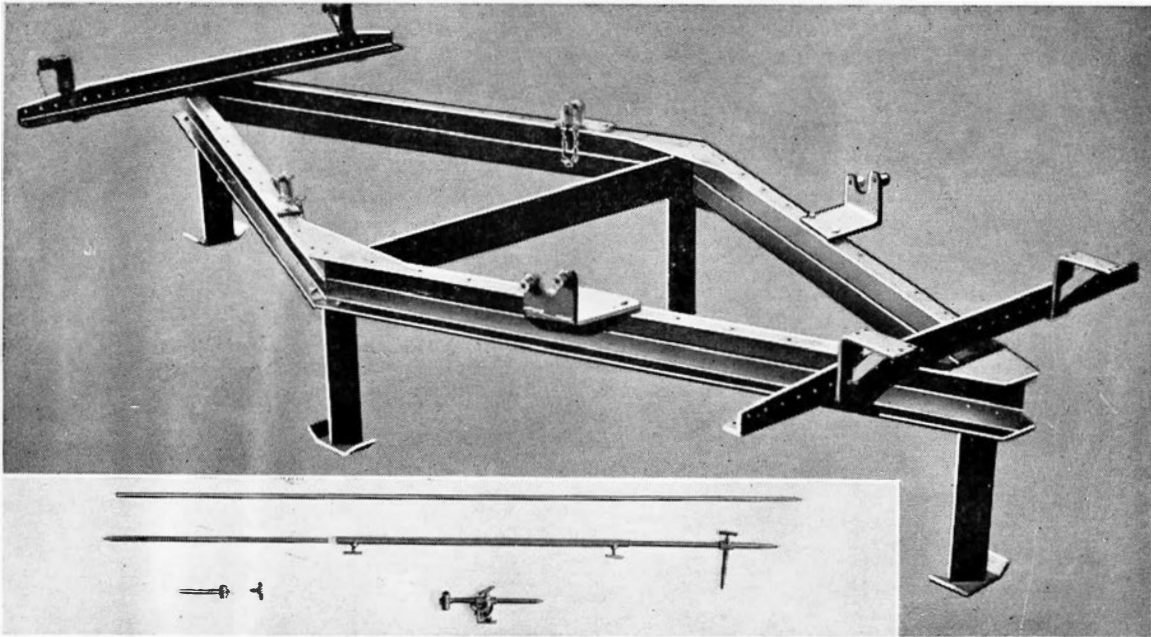


Fig. 1

Overall body and sub-frame alignment is essential on any unit for maintaining the efficiency and safety of the vehicle, and particularly so at points of attachment of mechanical parts to the body and sub-frame. Without true alignment mechanical assemblies cannot be expected to function effectively in relation to one another.

Damage to body quite often appears to be and is localised, yet on the other hand, other parts may be distorted and be out of alignment; this can only be determined by a process of checking, first commencing with the underbody at points of mechanical attachment.

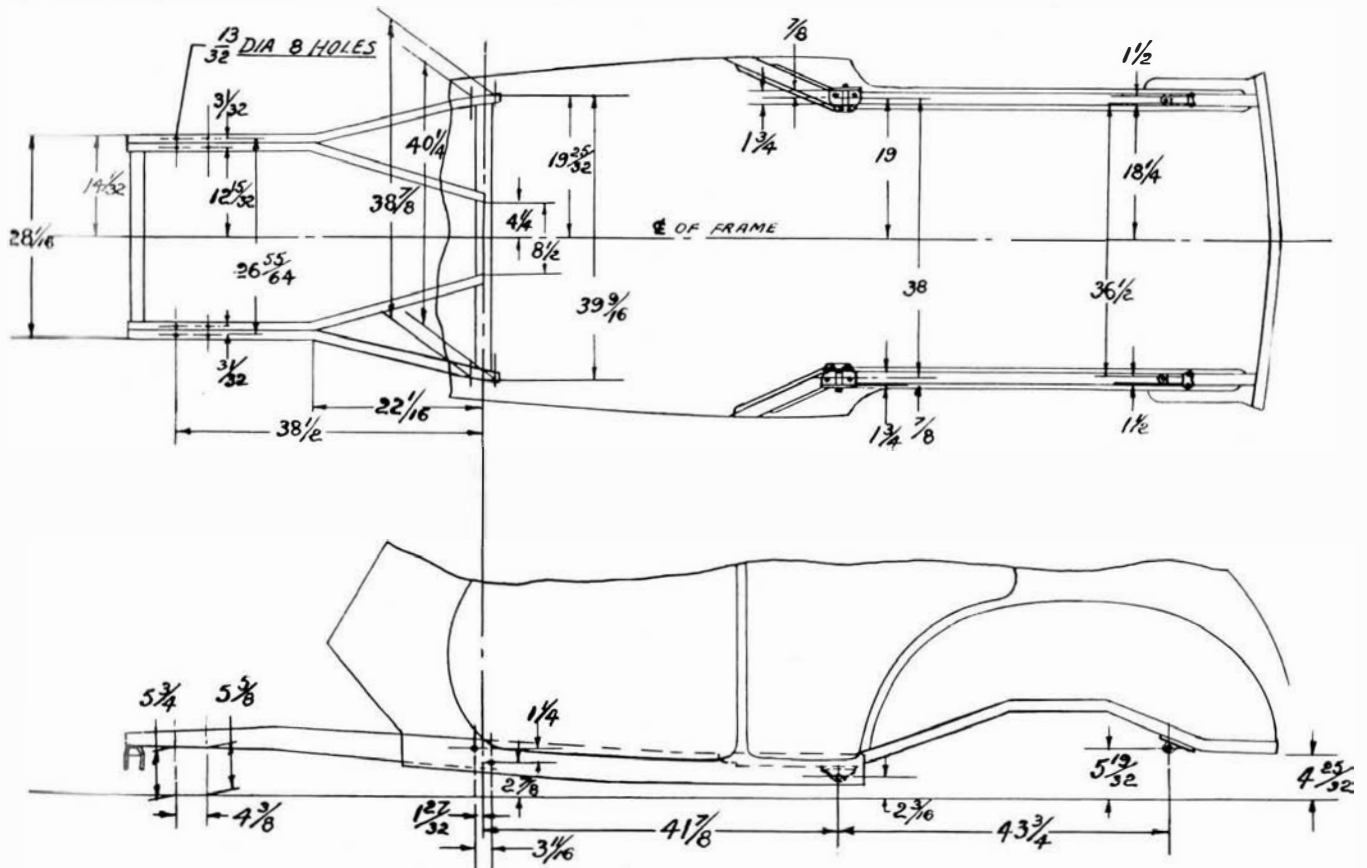
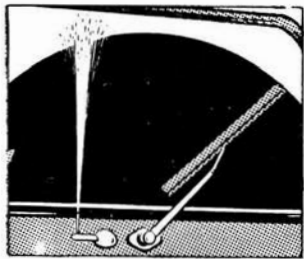


Fig. 2



THERE IS A BRIGHT SIDE to WINTER

You can do worthwhile business with
these winter-proven accessories . . .

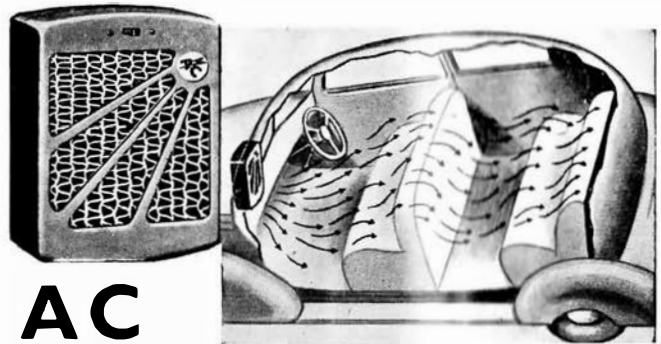


SCREEN CLEAN

*the amazing
windshield washer*

Makes winter driving far easier and safer. Screen Clean sprays clear water over the windshield from a reservoir under the bonnet. This lets screen wipers remove road splash, insects or dust. To operate just push a button on the dash—Screen Clean is vacuum-operated. Easy to install on all cars, trucks. Part Number 7080256.

List Price £6.0.0 plus tax.



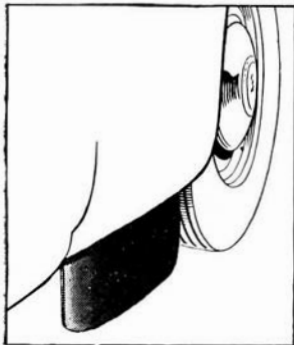
AC

CAR HEATER 12 Volt.

A neat, compact unit which you can fit to the majority of English cars in about three hours.

Combines real efficiency with a reasonable price, and costs nothing to run.

The AC Car Heater is a motoring refinement which many owners desire. Let your clients know that you can fit one now. Part No. 1571512. List Price: £16.10.0 plus tax

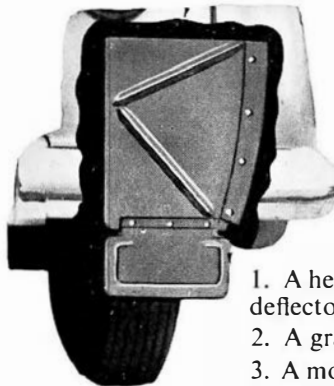


FRONT FENDER HOLDEN MUD FLAPS

Developed for owners who travel consistently over wet, muddy roads. The mud flaps protect paint work round lower sections of the doors.

Instructions for fitting together with the necessary parts are included with each kit. Part Number 7405278.

List Price: £1.15.6 plus tax.



REAR FENDER HOLDEN MUD FLAPS

Each NASCO Rear Fender Mud Flap is an assembly consisting of:

1. A heavy gauge sheet metal gravel deflector, ribbed for extra strength.
2. A gravel deflector to fender seal.
3. A moulded black rubber flap with a steel insert which gives extra weight and ensures effective service at all speeds.

Fitting instructions and attachments supplied.

Holden Sedan

Part Number 7405309. List Price: £2.18.9 plus tax.

Holden Utility

Part Number 7405412. List Price: £2.7.6 plus tax.

SERVICE INFORMATION—continued.

To ensure correct alignment and facilitate repair operations a basic or universal body jig with Vauxhall attachments (see Fig. 1) is now available through Servex Tool Distributors. Included with this equipment as part of the standard package is a set of trammels.

The four removable legs or supports of the body jig are located at each corner of the diamond frame and centrally across or longitudinally in relation to the body. With the body attached to the jig the removal of any one leg, as required, allows the assembly to be rolled to either side or tilted up or down at front or rear, thus obtaining a convenient working height for the operator. The assembly is well balanced, rendering the tilting operation easy to effect.

Checking Alignment of Underbody and Mechanical Attachment

Place the damaged vehicle in an elevated position (on a hoist or over a pit) and check locations of mechanical attachment for alignment with trammel to dimensions as shown on Fig. 2.

Should the check reveal the distortion to be of a minor nature or confined to the rear end of the body, it should be possible to correct the trouble without having to remove major mechanical sub-assemblies.

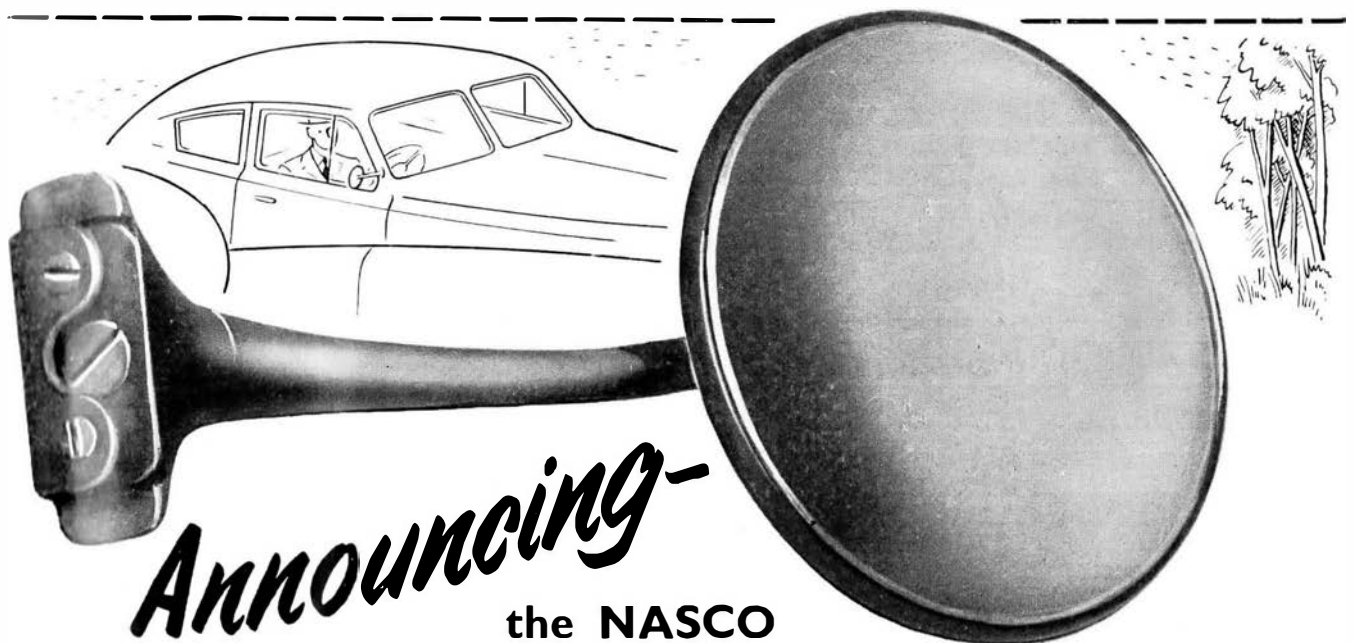
In the event that the front end of body or front sub-frame is extensively damaged or distorted at locations not readily accessible, the front sheet metal (fenders, grille, etc.), engine and rear axle assembly, should be removed and, if necessary, remove front sub-frame from body.

With the mechanical and sheet metal parts removed from the body and frame, pick out two or more mounting points of the body undamaged, and assemble the corresponding brackets to the trestle. (Usually the front rear-spring attaching points.)

Place the body on the trestle and attach to brackets. Proceed with the repair of the underbody and frame, using the remaining brackets for progressive checking and finally bolting in position.

Note: For method of checking the upper structure and the application of the body jack for repairs we refer you to the Vauxhall Body Service Manual, available from NASCO.

Continued on page 8.



EXTERNAL REAR VIEW MIRROR

DOOR MOUNTING TYPE . . . with special lead base backing to ensure safe, anti-glare vision and indefinite life

★ **Adjustable.** A variable tension ball and socket joint allows convenient adjustment by the driver.

★ **Right or Left Hand.** The mirror has a flat lens, 4½" diameter, and can be converted from right to left hand mounting simply by adjusting the screw on the attaching bracket.

★ **Quality product.** Rich chrome plating of the mirror

case and bracket gives an immediate impression of excellent quality.

The NASCO Anti-glare Mirror is designed for Holden Sedan and Utility but is suitable for most other cars. The bracket fits on the leading edge of front doors.

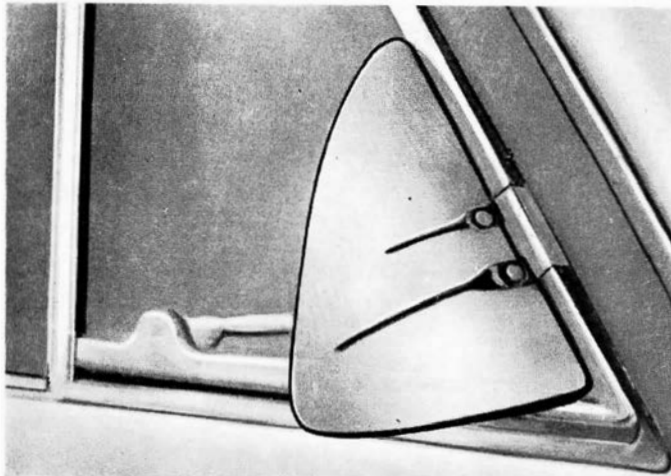
A great contribution to safe driving particularly in winter when the rear light glass tends to mist up.

Part Number 7404690

List Price: £1.15.0 plus tax

Announcing NASCO VENTEES

*for increased motoring comfort
in all weathers*



WHAT THEY ARE: A pair of moulded plastic deflectors with a chrome plated spring steel clip rivetted on their leading edge.

The deflectors clip securely on to the no-draught windows.

WHAT THEY DO: Ventees deflect the streams of air scooped in by no-draught windows. Air is forced down around the front seat and floor, away from the faces of driver and passenger. This is an advantage not only in winter but also in summer because cool air is circulated more effectively.

In wet weather, rain water is prevented from dropping off the Ventees into the car by a moulded lip along the lower edge.

- ★ Can be fitted to most vehicles.
- ★ Available in red, green, blue or clear plastic.

M.30620	..	..	..	Ventees Set—Red
M.30621	..	..	..	Ventees Set—Green
M.30679	..	..	..	Ventees Set—Blue
M.30803	..	..	..	Ventees Set—Clear

List Price: 15/- plus tax.

SERVICE INFORMATION—*continued.*

STEERING GEAR BOX BEDFORD K, M, O AND S

When servicing any of the subject vehicles it is advisable to check for tightness the retaining nut holding the steering drop arm to the steering drop arm shaft. If not already fitted, it is advisable to fit a $\frac{7}{8}$ in. lock washer in service to prevent loosening of the nut on the shaft.

FRONT HUB BEARING ADJUSTMENT— BEDFORD K, M, O AND S

The factory recommendation for correctly adjusting the front hub bearings on Bedford Models K, M, O, and S is as follows, and the method outlined below should be carefully followed:—

1. Tighten the inner hexagonal nut, using moderate hand pressure on an 11 in. lever in order to seat the bearings.
2. Slacken off the inner nut.
3. Grip the cylindrical surface of the box-spanner by hand and re-tighten the nut.
4. Slacken back $\frac{1}{5}$ to $\frac{1}{4}$ of a turn (72° to 90°) on the box spanner.
5. Fit the tab locking washer and the outer hexagonal nut.
6. Tighten the outer nut and turn the tab washer to lock the nuts.

The end float of the Front Hub on the bearings after a correct bearing adjustment has been made should be: Minimum, .002 in.; Maximum, .012 in.

FRONT END BODY RATTLES: VAUXHALL LIP AND LIX

Should a rattle develop beneath the instrument panel, remove the windscreen garnish moulding and examine the air duct for vibration against the edge of aperture through which it passes.

To eliminate the rattle, tighten all attaching parts and liberally coat all round the upper corner formed by the duct and instrument panel with Black Elastic Cement (NASCO M.6412).

Alternatively—if an owner has no intention of fitting a heating unit he may agree to the removal of air ducts which serve no other useful purpose.

RADIATOR PRESSURE CAP SERVICE PACKAGE—BEDFORD K, M AND O

In order to prevent overheating on the subject model trucks caused by the loss of the radiator coolant, a special service package, Part No. 7385027, is now available from NASCO.

The pressure cap package can be fitted to all K, M, and O models with a minimum amount of reworking to the existing radiator filler neck, and it is suggested that vehicles be converted to a pressure system as soon as possible.

To fit the service package, proceed as follows:—

1. Unscrew the existing radiator cap.
2. With a hacksaw, cut off the filler neck level with the top of the radiator shell.

Continued on page 14.

**Effective
street-
front
display
by**



BRIDE & WEBSTER *Auto Electrical Specialists*

★ There's lots in this window for the passer-by to see.

It features practically everything electrical for cars and trucks including Delco Remy, AC and NASCO equipment. Also there's a particularly interesting display titled "Three stages of ARMATURE RE-WIRING".

Partners in Bride and Webster, Glenhuntly Road, Elsternwick, Melbourne are Norm Bride and Leo Webster—Auto electrical service specialists and confirmed believers in the value of display.



The new Air Chief Auxiliary Car Radio Speaker fits flush in the parcel shelf above the back seat or in any

other position where there's space. The diameter is seven inches.



Air Chief AUXILIARY SPEAKER for all car radios. Part Number M.30776. List Price £3.8.6 plus tax, plus 20/- installation.

Supplied with fifteen feet of lead, switch, screws, nuts, washers and fitting instructions.

With this speaker, back seat passengers enjoy the full pleasures of radio entertainment. Tone throughout the entire car is noticeably richer. Volume in the front seat can be maintained at a pleasant listening level.

Station selection and volume control of the Auxiliary Speaker are both governed by the main set.

Everyone who has a car radio now—irrespective of make—and every buyer of a new car radio is a likely prospect for this extra refinement to car radio reception.

Earn
 worthwhile
EXTRA
PROFITS
 from these
 NASCO
 regular
 sellers

NASCO

CAR WASH

Dissolves dirt and grease. Eliminates need to use chamois for drying car after wash. 8 oz. 3/6. 1/2 Gallon £1.6.0.

NASCO

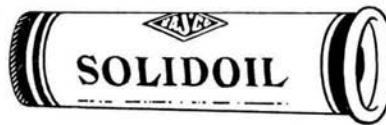
CAR CLEANER

Quickly removes dead paint pigment and "bloom", preparing paint surface for polishing. 8 oz. 3/7; 16 oz. 5/6. 1/2 Gallon 18/8.

NASCO

CAR POLISH

Recommended for polishing the whole car—paint, chrome and glass. Brings out the natural brilliance of paint. Doesn't rain spot. 8 oz. 3/7; 16 oz. 5/6. 1/2 Gallon 18/8.



NASCO
SOLIDOIL

A high quality stainless stick lubricant for eliminating squeaks and lubricating door latches, striker plates, sticking windows, filing cabinets, swivel chairs, zip fasteners. 2/6.



NASCO

POWERSEAL

Fast drying, hard setting gasket cement ideal for permanent assemblies and for making unions leak-proof of petrol, vapour, kerosene, hot or cold oil, grease and water. 4/9.

NASCO

Leather Preservative and Cleaner

For preserving or cleaning leather in good order and for rejuvenating leather that's been neglected.

M.6409. 8oz. tube 6/-.



NASCO

BLACK ELASTIC CEMENT

For cementing trim to metal, and for waterproofing round windows. Ideal as a filler and sealer between rubber channels and metal flange when replacing windshields.

M.6412. 6oz. tube 4/-.



NASCO

FOUR POINT SOCKET WRENCH



1 1/16" ; 3/4" ; 1 1/8" ; 7/8" across flats.

Part Number Z.4270. £1.12.9.

AC SPARK PLUGS



The only plugs with patented Coralox Insulators. A product of General Motors. From 7/6.

NASCO

KLEER-VU

Amazing new solution for prevention of interior window misting. One application lasts 36 hours.

M.30775.

7oz. bottle 4/-.



NASCO

PUSH-PULL SWITCHES



Available singly or in carton of twelve. Part Number M.10147. 4/-.

VAUXHALL

Cloth Upholstery Cleaner

Removes oil, grease, dirt and stains from cloth upholstery, seat covers, clothing. 7076477. 1 pint 4/9.



NASCO

WHISK BROOM

A strong little broom which is just the thing for sweeping out car interiors. 5/-.



LISLE *Magnetic*

DRAIN PLUG

Extra protection for vital parts in engine, gear box, rear axle. Replace ordinary drain or fill plugs on all popular cars and trucks. From 6/3.



NASCO COOLING SYSTEM CLEANING FLUID

Removes accumulated rust and scale increasing cooling system efficiency. M.30139. 26 fluid ozs. 4/6.



All prices shown are list prices and subject to Sales Tax

SERVICE LITERATURE

for the workshop and for the owner

Limited numbers of the manuals and instruction books listed below are available until present stocks are exhausted.

WORKSHOP MANUALS:

CHEVROLET—1946-49 Passenger Cars. A 270 page manual with 350 illustrations and diagrams. 18s. including postage.

BEDFORD K.M.O. £1.0.0 including postage.

VAUXHALL BODY SERVICE: Covers all H, I and J imported models. There's a supplement on 1949 imported Velox and Wyvern. 15s. including postage.

GMH STANDARD TIMES: Tabulates times that should be taken for service

jobs on 1946-48 GMH vehicles including Holden. 8/10 including postage.

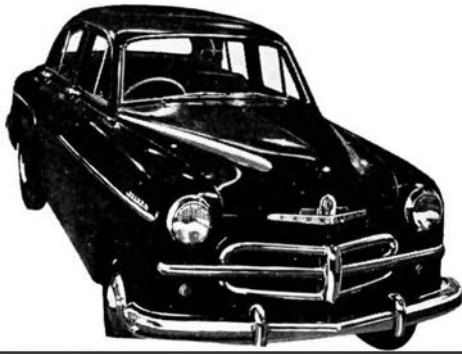
ROCHESTER CARBURETTOR SERVICE: Outlines service data on Rochester Carburettors which have been standard equipment on Chevrolet Cars, Pontiac and Oldsmobile since 1949. Available free.

Owner Instruction Books	Price includes postage
1934 Chevrolet Maple Leaf ...	1/9d.
1934 Chevrolet Truck ...	1/9d.
1935 Chevrolet Truck, Commercial and Maple Leaf ...	1/9d.
1937 Chevrolet Maple Leaf ...	1/9d.
1938 Chevrolet Maple Leaf ...	1/9d.
1939 Chevrolet Truck and Commercial ...	1/9d.
1941 Chevrolet Passenger ...	1/9d.
1941-42 Chevrolet Truck and Maple Leaf ...	1/9d.
1946 Chevrolet Passenger ...	1/9d.
1946 Chevrolet Truck and Maple Leaf ...	1/9d.
1947 Chevrolet Passenger ...	1/9d.
1947 Chevrolet Truck and Maple Leaf ...	1/9d.
1948 Chevrolet Passenger ...	1/9d.
1948 Chevrolet Truck and Maple Leaf ...	1/9d.
1949 Chevrolet Truck and Maple Leaf ...	2/3d.
1949 Chevrolet Passenger ...	3/9d.
1951 Chevrolet Passenger ...	3/3d.
1950 Chevrolet Passenger ...	2/3d.
1950 Chevrolet Truck and Maple Leaf ...	3/3d.
1940 G.M.C. ...	1/9d.
1941 G.M.C. ...	1/9d.
1946 G.M.C. ...	1/9d.
1947 G.M.C. ...	1/9d.
1948 G.M.C. ...	1/9d.
1949 G.M.C. ...	2/3d.
1936 Oldsmobile "8" ...	1/9d.
1936 Oldsmobile Truck ...	1/9d.
1937 Oldsmobile Truck ...	1/9d.
1938 Oldsmobile Truck ...	1/9d.
1941 Oldsmobile "6" and "8" ...	1/9d.
1946 Oldsmobile "ACE" ...	1/9d.
1947 Oldsmobile ...	1/9d.
1948 Oldsmobile ...	1/9d.
1949 Oldsmobile ...	4/9d.

Owner Instruction Books	Price includes postage
1936 Pontiac ...	1/9d.
1938 Pontiac "6" and "8" ...	1/9d.
1939 Pontiac "6" and "8" ...	1/9d.
1940 Pontiac "6" and "8" ...	1/9d.
1941 Pontiac "6" and "8" ...	1/9d.
1946 Pontiac ...	1/9d.
1948 Pontiac ...	1/9d.
1949 Pontiac ...	4/9d.
Holden ...	2/3d.
1933 Buick ...	1/9d.
1934 Buick ...	1/9d.
1938 Buick ...	1/9d.
1946 Buick ...	1/9d.
1927 Cadillac ...	2/3d.
1930 Cadillac ...	2/3d.
1934 Cadillac ...	2/3d.
1936 Cadillac ...	2/3d.
1937 Cadillac ...	2/3d.
1938 Vauxhall "25" ...	1/9d.
1939 Vauxhall "25" ...	1/9d.
1950 Vauxhall "Velox" and "Wyvern" ...	2/3d.
1934 Bedford B X C ...	1/9d.
1934 Bedford "W" ...	1/9d.
1936 Bedford B X C ...	1/9d.
1939 Bedford Carryall ...	1/9d.
1940 Bedford K.M.O. ...	1/9d.
1940 Bedford Carryall ...	1/9d.
1940 Bedford ½ Ton Utility ...	1/9d.
1946 Bedford K and M ...	1/9d.
1946 Bedford "O" ...	1/9d.
1946-47 Bedford ½ Ton Utility ...	1/9d.
1949 K and M Bedford ...	2/3d.
1950 Bedford "O" ...	2/9d.
1949 PC Bedford ½ Ton Utility ...	2/3d.

★ ★ ★

Orders for Workshop Manuals and Owner Instruction Books on this page should be sent to your usual NASCO Distributor with a cheque to cover the cost of your order.



For the NEW VAUXHALL

NASCO SEAT COVERS

Three new NASCO Seat Covers Sets have been produced for the recently announced Vauxhall Velox and Wyvern models.

Each set is made from Ryjack material which has proved exceptionally popular with owners since it was introduced several years ago.

Ryjack tailors well, doesn't wrinkle, doesn't fade, is easy to clean and isn't damaged by a burning cigarette butt.

You'll notice there's a variation between prices for the Velox and Wyvern Seat Covers—that's because the Velox Covers are made to fit the centre arm rest in the back seat. Wyverns aren't fitted with a folding arm rest.

Details of the NASCO Seat Cover range for Vauxhall are set out below.

M.30817	"Wyvern"	Candy Check Blue	List Price: £14.1.0
M.30818	"Velox"	Candy Check Green	List Price: £15.3.6
M.30819	"Velox"	Rug Tartan Brown	List Price: £15.3.6

ALL PRICES ARE SUBJECT TO SALES TAX.



NASCO WHEEL TRIM RINGS

Gleaming chromium plated brass rings which enhance the brilliant styling of this year's Velox and Wyvern models.

The rings are held on securely by twelve phosphor bronze spring clips, evenly spaced round the circumference of each ring.

Serrating of the clips helps ensure a rigid fitting.

NASCO Wheel Trim Rings are easy to install—no special tools are required. A rich coating of chromium gives resistance to rust and corrosion.

Available as a set of five or singly.

Part Number 7405455. Set of five £8.18.6.

Prices are Subject to Sales Tax.

Show-place of the North

EAGER'S NEW PARTS DEPARTMENT

OBVIOUSLY this department is too big and grand for the average service station. However, the design is really outstanding and it has a number of features that you could well copy on a smaller scale.

Among the highlights are glass-fronted counter showcases, use of the steel bin shelves for display, extensive counter space for customer service and excellent lighting.

Eagers distribute Genuine GM-H Parts and



Approved NASCO accessories throughout Queensland from offices at Newstead, Brisbane, Townsville, Toowoomba and Mackay.

They should be proud of their new headquarters.

SERVICE INFORMATION—continued.

3. Clean and flatten the bottom end of the radiator overflow pipe and solder securely to seal it against pressure; the end of the pipe may be bent up for convenience.

Note: It may be found on some radiator cores that the top of the overflow pipe projects into the filler neck opening; if this condition exists, the overflow pipe should be set down low enough to clear the new filler neck assembly seat.

4. Unsolder the threaded portion of the original radiator cap and discard it.
5. Tin the inside face of the filler neck to a depth of $\frac{1}{4}$ in. below the cut off edge. Use an asbestos shield to keep the heat off the painted radiator shell if a torch or blow lamp is used for the tinning operation.
6. With the short overflow pipe positioned to the front of the core, insert the new filler neck assembly in the remaining portion of the original filler neck and solder all round in order to obtain a pressure tight connection.
7. Place the pressure cap inside the chrome-plated radiator cap and drill through the four holes in the corners of the plate, using a $\frac{3}{32}$ in. drill. Rivet the parts together using the four rivets supplied in the package.
8. Fit the completed radiator cap to the radiator and turn down tightly.

Operators should be warned that as the radiator is under pressure, the cap should be removed by turning only to the first notch for several seconds to allow the pressure to escape, and then turning the remainder of the way to the stop where the cap can be lifted off the filler neck. To disengage the cap entirely without stopping to vent the pressure may result in the cap blowing off and scalding the person removing the cap.

Important Note: In addition to the fitting of the Pressure Cap to the radiator, remove the thermostat and drill out the existing $\frac{1}{16}$ in. by-pass hole in the thermostat valve to $\frac{3}{16}$ in. diameter and add a second $\frac{3}{16}$ in. hole directly opposite.

OIL CONSUMPTION—ALL CARS, TRUCKS

Every serviceman should realize the factors affecting oil consumption. He should know that friction, speed, load, and heat to which an engine and the engine oil is subjected are important factors having direct bearing on the oil consumed. He must use this knowledge in his customer contacts and make every effort to acquaint the motorist with these factors so that he too will be aware of their effect on the operation of his vehicle. Perhaps the following facts will be of some help to the serviceman and enable him to give logical explanations to the motorists on this subject.

First, it should be remembered that even the best engine, in the best possible condition, using the best

oil, must and will consume some oil. The lubrication of the cylinder walls of an engine is performed by a very thin film of oil which remains on the cylinder wall after the piston moves downward following combustion and, therefore, is exposed directly to the flame of combustion. It is logical then, to expect that some oil will be burned during each explosion cycle. In order for oil to carry on its cooling functions, it must be exposed to high temperatures and, therefore, it is subject to evaporation and oxidation during this period.

High engine speeds radically increase the rate of oil consumption. The higher the speed, and the longer the period of operation at high speeds, the greater the rate of consumption. This is true because when engines are run at high speeds for relatively long periods, heat is developed which thins out the oil and results in higher oil usage.

Very often motorists are prone to consider the rate of oil consumption a criterion of the quality of an oil. Such methods of evaluating the quality of an oil are misleading. It is comparatively easy to reduce oil consumption by increasing the viscosity or S.A.E. grade of the oil used. This method of saving oil is both deceptive and dangerous because the heavier oil may permit an increase in the rate of wear due to friction as a result of its inability to penetrate into the closely fitted parts when cold. While the difference in viscosity between an average S.A.E. 20 and S.A.E. 30 oil at 210°F. (the approximate operating temperature of an engine at high speeds) may not seem very great, that difference may have a potent effect upon the rate of wear and the efficiency of oil cooling in an engine.

It is impossible to list all the variables of driving conditions, engine conditions, and other factors which may affect the rate of oil consumption, but a little common sense analysis of the conditions will often reveal that the motorist whose engine uses too much oil, or doesn't use any oil is the victim of misleading and incomplete circumstantial evidence.

Contaminants

Motorists are often misled into believing that they have encountered an exceptionally economical oil consumption operation when, after driving 800–1000 miles at normal speeds and in city operation only, they find they have used no oil. Very often investigations of these cases have proved that while the oil level remained at relatively near the full mark after a period of this type of operation, an analysis of the oil revealed that the level had been maintained to a great extent by fuel dilution and water condensation. In other words, the contaminants were collecting in the oil at about the same rate as the oil was being consumed. This is particularly true of engines in good condition because their rate of consumption is naturally low and it doesn't take a great deal of contamination to compensate for the low rate of oil consumption.

Continued on page 15

SERVICE INFORMATION—continued.

When the motorist who seldom drives for long periods of time at high speeds does start on a long trip and does not drain and replenish the crankcase with fresh oil, liquid contaminants which may have accumulated in the crankcase during the period of the engine's comparative inactivity will evaporate very rapidly and carry off some of the light portions of the oil. This may lead to the following complaint: "I had only driven a few miles when I discovered my crankcase oil was low and it took two quarts to bring it up to level." The question then arises: "Why should my engine suddenly use so much oil?" The answer based on the foregoing is obvious. The oil had been consumed previously and the increased temperatures at high speeds quickly evaporated the accumulated dilution.

Viscosity

Viscosity is the ability of an oil to flow under various temperature conditions. When an oil is hot it will flow faster than when it is cold and vice versa. During the operation of an automotive engine, its temperatures, pressures and speeds will vary over a wide range. The climatic conditions under which an engine is operated will influence the temperature of the engine and thus the performance of the oil.

In cold weather particularly, the oil should be thin bodied in order to permit easy starting and quicker distribution of the oil to the various working parts of the engine.

The question of oil viscosity or the correct grade of oil to use in a given engine is closely related to the question of oil consumption.

Considerable time and money is spent to give the motorist the best recommendations as to what viscosity or S.A.E. grade of oil should be used in an engine. Occasionally, however, a serviceman is called upon to explain why a certain viscosity oil should be used.

To begin with, any oil that is used has four duties to perform—lubricate, cool, clean and seal. To lubricate the oil must be light enough to penetrate between the closely fitted parts of the engine.

Obviously a light oil will cool better than a heavy oil, also the cleaning action of a light oil is more effective than that of a heavy oil. In sealing, a heavier oil generally is more desirable, but the heavier oils do not penetrate between the closely fitted piston rings and cylinder walls when cold, which results in high friction and wear.

Basically, then the best grade of oil to use is the lightest oil that can be used economically.

HAND BRAKES—HOLDEN

When reporting service complaints on Hand Brake operation always advise the type of cable fitted to the vehicle. As an option both Overseas and Australian production cable assemblies are used. These can be identified as follows:—

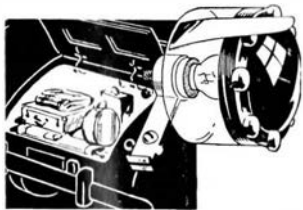
Continued on page 16.



FOR HOLDEN



TWO LAMPS



NASCO
Luggage Compartment Lamp

An easy-to-fit lamp which lights as the boot lid is raised. In addition to illuminating the luggage compartment automatically, the lamp affords extra safety at night because it acts as an auxiliary tail light.

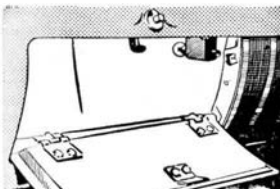
M.30577. List Price: £1.3.0 plus tax.



NASCO Glove Box Lamp

Takes up little space and effectively lights the glove box. Operates automatically when the glove box door is opened. Although designed for Holden, the lamp is suitable for most cars.

7405405. List Price: 10/- plus tax.



TWO LOCKS

NASCO

Anti-Theft Steering Lock

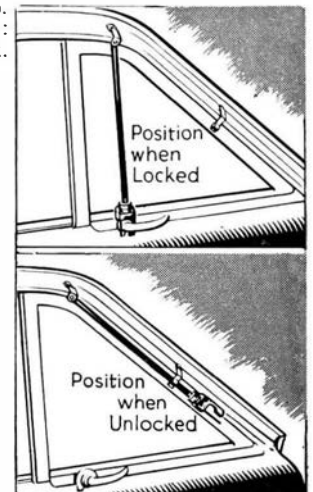
The lock fits over a spoke of the steering wheel and under the gear lever. With the lock fitted it is impossible to engage the gears or steer the vehicle successfully. M.30566 Laminated type. List Price: £1.2.6. M.30724 Brass type. List Price: £1.12.6. Prices subject to tax.



NASCO

Anti-Theft Window Lock

One end attaches to the leading edge of the front door channel. The other fits over the lock catch of the no-draught window. M.30789. List Price: £2.2.6 plus tax.



SERVICE INFORMATION—continued.

Overseas type—the conduit consists of closely formed strands, around the outside of which is a number of spaced turns of .048 wire.

Australian type—conduit very similar in appearance to an armoured cable.

CLUTCH “DRAG” OR “SPIN”—HOLDEN

Several clutch pressure plate and cover assemblies have been returned from the field; these were apparently replaced to correct a clutch “spinning” condition.

These assemblies were dimensionally checked and found to be O.K. As a further check they were assembled into a vehicle, and their operation could not be faulted.

Investigation of “clutch spin” on a vehicle that had had the clutch pressure plate and cover assembly changed twice, again revealed no defect in the pressure plate assembly.

Further investigation on this particular vehicle revealed that the “clutch spin” was caused by the flywheel spigot bearing keeping the clutch gear in motion for some time after the clutch was disengaged.

Examination of the clutch gear disclosed a fairly deep score mark on the bearing surface of the spigot

end—this score mark was apparently sufficient to create a slight drag.

ENGINE NOISE — TRANSFERENCE TO FRONT COMPARTMENT—HOLDEN

Some engine noise which varies in intensity is being conveyed to the driving compartment by means of the choke control and cable assembly.

The noise in some instances is quite audible and reveals itself in the form of a “whirring” or constant “ticking” noise when the engine is speeded up above idling speed—it is also pronounced at a speed of approximately 35 m.p.h. on the road.

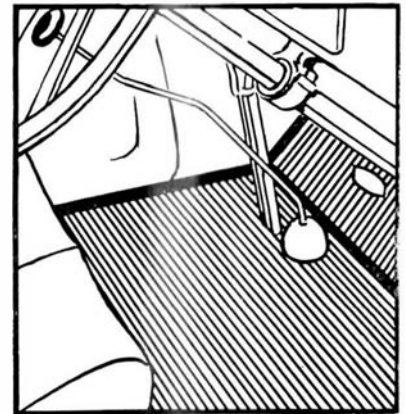
To isolate the noise referred to above it is only necessary to put a light strain with the hand on the outer choke cable.

To correct the condition remove the inner choke wire, then with a pair of side cutting pliers gently force the side cutting edge between the coils of the outer choke cable to slightly open the coils. This should be done in a reverse direction in two places about two inches apart on the section of the cable between the instrument panel and dash panel. (This in effect puts a very slight kink in the outer casing and stops the wire vibrating).



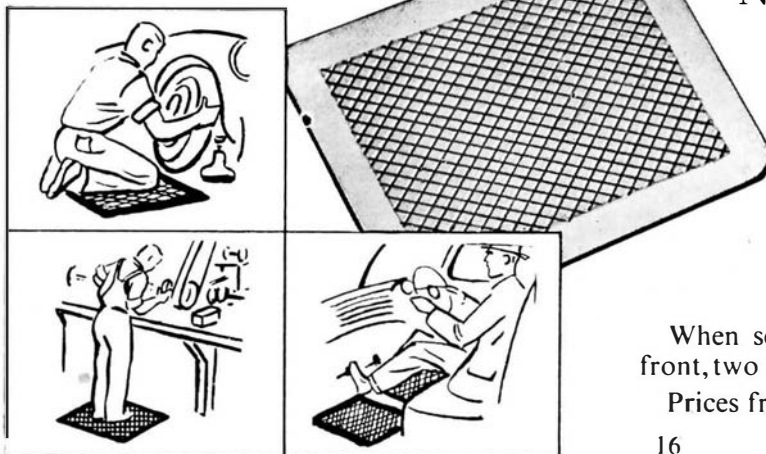
- 39" x 46" x 36"
- 43" x 50" x 36"
- 46" x 55" x 34"
- 49" x 57" x 36"

Plain from £1.17.0
Felt-backed from £3.1.6 plus tax.



It's rather amazing how conscientious an owner can be about keeping his car spick and span and yet he'll drive with a worn front mat. Whenever you run into one of these owners, suggest that you put in a new mat for him. He'll be as pleased as Punch.

NASCO Front Floor Mats—made from heavy-duty rubber—are available either plain or felt-backed in the sizes above.



NASCO KAR MATS

Attractive rubber mats available in five colours—black, green, brown, red, blue. They're practical, too, because the surface of each mat has diamond shaped recesses which hold the dirt. To clean, you just pick the mat up and flex it.

NASCO Kar-Mats are a sound investment because they protect original floor coverings and make it easy to keep a car neat inside.

When selling, recommend a set of four—two for the front, two for the back. Choice of sizes 16" x 18", 16" x 22". Prices from 17/- to 28/6 plus tax.

3 new HOLDEN accessories

NASCO EXHAUST EXTENSION and DEFLECTOR



This is a streamlined accessory, specially engineered for Holden, and it has two main selling appeals. It deflects exhaust gases downward away from the rear end. It adds a bright spot to the back of the car.

The NASCO Exhaust Extension for Holden is manufactured from polished stainless steel which ensures years of service without rusting or deterioration in any way.

The reasonable price and utility of this accessory will put it in the popular class. Mark it down as a "must" for your stock. Part Number 7405419. List Price 15/- plus tax.

NASCO ALL-WEATHER WINDOW SHIELDS



Steel attachments, four to a set, which prevent wind and rain beating in when the windows are lowered a few inches. Owner can enjoy fresh air even when it's raining.

The window shields are certain to be a profitable accessory, particularly in Winter. They're easy to fit and instructions are supplied with each package. On top, the shields are prime coated ready for spraying to buyers' requirements. The under side is painted green. Part Number 7405473. List Price £4.0.0 plus tax, for set of four.

NASCO WHEEL TRIM RINGS



A sparkling addition to Holden good looks and a valuable addition to the NASCO range of accessories for Holden.

NASCO Wheel Trim Rings are made from brass with a heavy, rust-resistant coating of chromium. The rings press into the outer edge of each wheel rim. Twelve phosphor bronze spring clips, evenly spaced round the circumference, hold the rings securely. Serrating of the spring clips gives extra rigidity.

Installation is quick and quite simple—no special tools are necessary. Part Number 7405455. Set of five—
List Price £8.18.6 plus tax.

These rings are also suitable for other cars with 15" wheels.



These new products are available now. As soon as you get stock, feature them in your displays.

Glare claims its share of the road toll

Too often you read of road accidents caused through the driver being temporarily blinded by glare. Often these accidents are fatal. Rarely does the driver escape injury and serious damage to his car. Two common causes of temporary night blindness are:—

1. Reflection in the rear vision mirror of headlights approaching from the rear.
2. The bright flame of a match which has been struck to light a cigarette.

To counter these hazards and provide extra night driving safety, NASCO offers these accessories of interest to every careful, thinking owner—the new

NASCO External Rear View Mirror (reviewed on Page 5), the NASCO Anti-Glare Mask and NASCO Cigarette Lighters.

Availability of the Anti-Glare Mask was announced in last issue of "the Accelerator". It's a sheet of dark blue plastic which fits over the rear view mirror and is held there by clips top and bottom. When not in use, the mask is held up out of the line of vision by two cam action hinges. To bring the mask into operation and eliminate dazzle from following cars, you just flick the mask down.

Price of this new safety accessory is 12/6 plus tax.

NASCO Cigarette Lighters are automatic, electrical, pop-out types designed for instrument panel fitting. An important selling feature is the availability of spare parts—both the plunger assembly and element assembly being serviced.

Four different NASCO Lighters are available—6-volt Universal Lighter £1.10.0, 12-volt Universal Lighter £1.12.6, Holden Lighter £1.15.6, Vauxhall Lighter £1.10.0. Prices are plus tax.

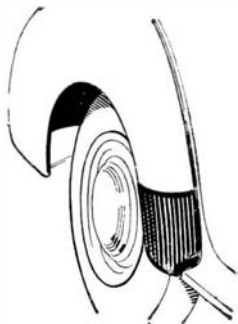
Now that winter is with us in earnest, owners are more safety conscious than ever. That means better prospects than ever for you to sell NASCO Safety Accessories.



These are two accessories approved by General Motors which every 1949–51 Vauxhall owner really should have. Let your regular clients know that you can arrange

fitting and you'll sell to a big percentage.

It's also worth remembering these accessories whenever you're selling a second-hand Velox or Wyvern.



Fender Protectors for 1949-51 Vauxhalls

For protecting rear fenders from flying gravel or stones. The protectors also help guard the paint from accidental kicks by passengers getting in or out of the car.

Part Number M.30601. List Price: £1.8.0 plus tax.



Petrol Cap Lock Kit for 1949-51 Vauxhalls

An efficient locking device. The mechanism is kept free from dust by the spring loaded shield. Fitting takes only a few minutes.

Part Number 7087060. List Price: £1.2.9 plus tax.



To meet a known demand-

NASCO INTRODUCES A NEW

OIL FILTER PACKAGE

Specially engineered for Holden

THIS is a "replacable element" type oil filter approved by General Motors Engineers for Holden.

The package includes oil filter, mounting bracket and clamps, copper inlet and outlet tubes with threaded sleeve type fittings and all necessary attaching parts.

EASY TO FIT: Comprehensive fitting instructions are included with each package. You'll find that the assembly is neat and compact. Moreover, it's readily accessible when the time comes to renew the element.

CONTROLLED FLOW: The amount of oil passing through the filter is controlled by a special filter outlet connector which ensures an adequate oil flow to all engine moving parts.

Holden owners who travel consistently in dusty areas will be quick to appreciate the extra engine protection provided by this accessory. It should prove a profitable addition to your stock.

Part Number 7405426. List Price: £5.12.0.
plus tax

★ ★ ★



Stock is available now from NASCO Distributors and General Motors Dealers



PARTS AND ACCESSORIES

are obtainable from the **Authorised Distributors** listed below:

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COVENTRY MOTOR REPLACEMENTS PTY. LTD.
Perth, Kalgoorlie.
SYDNEY ATKINSON MOTORS LTD.
Perth.

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LOOK FOR



THE SIGN