

HUDSON

Service Merchandiser

Vol. 2 No. 1



January 1950

The 1950 SERVICE CAMPAIGN IS ON



Hudson's 1-2-3 Direct Service Mailing Campaign for 1950 opened with a bang at the Music Hall in Kansas City, Missouri, November 4th. Well planned and timed to the minute, this campaign promises to be one of the most effective ever launched in the interest of Hudson dealers everywhere.

The huge service display shown in above photo was exhibited throughout the country. Without exception

Hudson dealers everywhere have enthusiastically endorsed the campaign.

Directing the plan and signing up dealers, traveling representatives of the Hudson Sales Corp. of Kansas City are, left to right:

Bob Smart, Diehl Konkle, Joe McBride, R. H. Mead, K. F. Seiler, Ken Leclerc, W. E. Hull, Noel McCammon and R. M. Chestnut.

MANUALS AND LITERATURE FOR DEALER AND DISTRIBUTOR SERVICE DEPARTMENT

All the manuals, bulletins and other literature that are prepared by the factory Service Department are for the benefit of Hudson Service Salesmen, Mechanics, Stock-keepers and car owners. Single copies of practically all material prepared, have been mailed out to Zones, Distributors and Dealers. Likewise, single copies of all owner literature is included with each new car shipped from the factory.

Knowing that in most instances a single copy of certain literature and manuals is not sufficient, it is expected that the dealer will place order in the regular manner, for the necessary requirement of such as Procedure Manuals, Flat Rate or Tool catalogues. New or used car purchasers may lose or misplace their owner manuals, and every dealer should have a few copies, particularly of the current models, on hand at all times.

The foremost essential to efficient Dealer operation is an adequate supply of all factory service literature, Manuals and bulletins, that are freely accessible to those who need be familiar with factory policy and procedure. One of the most unfortunate situations is for men, who for lack of proper information are continually handling transactions that cause delay and misunderstanding, simply because they are not fully informed.

The following literature and manuals are available in quantities suitable for efficient dealer operation and may be procured on regular parts order to the Distributor or Zone office.

Mechanical Procedure Manual—1942-1947.	\$1.50
Mechanical Procedure Manual—480-490....	1.50
Body Service Manual—480-490.....	.75
Mechanical Procedure Manual—500.....	1.50
Flat Rate Manual—1942-1947.....	.50
Flat Rate Manual—480-490-500.....	.50
Minimum Tool & Equipment Manual.....	N/C
Special Tool Manual.....	N/C
Essential Tool Manual—480-490.....	N/C
Pad Replacement Certificates.....	N/C
Current Owner Manual.....	N/C
Owner Manuals—1940-1949 Inclusive.....	.25
1930-39 Master Chassis Parts Book.....	1.00
1930-39 Master Body Parts Book.....	1.00
1940-41-42 Master Group Parts Book.....	1.00
1946-1947 Group Parts Book.....	1.00
480 Series Group Parts Book.....	1.00
Current Numerical Parts Price List.....	N/C
Current Dealer Net Price List.....	N/C
Shop and Owner Supply Folder.....	N/C
Dealer Accessory Price List.....	N/C
Car Accessory Price Folders.....	N/C

Dealer Service Policies and Procedure Manual (Mailed Separately).....	N/C
Set Current Accessory Bulletins.....	N/C
Set Current Parts Bulletins.....	N/C
Set Current Replacement Policy Bulletin....	N/C
Set Current Technical Bulletins.....	N/C
Set Current Parts Merchandising Bulletin...	N/C
Set Current Service Promotion Bulletin.....	N/C
Set Current Price List Revision Sheets.....	N/C
Set Current Parts Book Revision Sheets.....	N/C
Service Bulletin Binder.....	2.50
Replacement Tags—Form 4935.....	N/C
Pre-Delivery, 1,000-Mile and 2,000-Mile Inspection Card.....	N/C
Pad Product Performance Report—Form 11048.....	N/C
Pad Dealer to Distributor Parts Order—9176	N/C
Pad Dealer to Distributor Parts Order—9461	N/C
Distributor will furnish current Monthly Parts Order Pad.....	N/C
Chassis Lubrication	} Wall Charts.....
Body Lubrication	
Drive-Master	
Overdrive	
Vacuumotive Drive	} N/C
Service Merchandisers.....	

MAIN BEARING CAP OIL SEAL ALL 6 & 8 CYLINDER ENGINES

A slight change was made in the main bearing cap oil seals part number B-M 300092—placing a $\frac{1}{32}$ inch saw slot approximately $\frac{2}{3}$ length of the packing.



Dip the seal in engine oil immediately before its use, start the sawed end in the bearing cap groove. The seal must be driven until it bottoms securely; only after this should the short seals part number B-M 300093 be driven in position until they bottom against the long seals, as shown in the illustration above.

Should these seals fail to bottom properly, an oil leak may develop from that point.

QUESTIONS AND ANSWERS

Following are the answers to questions that appeared in the December issue of the Service Merchandiser. Reference is also made to where they may be found.

1. $1\frac{1}{2}$ inch clearance must be maintained between the floor board and rear face of clutch pedal. 480-490 Procedure Manual—page 7-3.
2. The clutch should be drained and refilled with $\frac{1}{3}$ pint of Hudsonite Clutch Compound every 5,000 miles. 480-490 Procedure Manual—page 7-4.
3. Exactly $\frac{1}{3}$ pint of Hudsonite Clutch Compound no more and no less. 480-490 Procedure Manual—page 7-4.
4. Recommended solution for washing out clutch is 50% carbon-tetrachloride and 50% acetone: release clutch frequently while operating engine—480-490 Procedure Manual—page 7-4.
5. Clutch need not be washed out each time Hudsonite clutch compound is replaced unless it is necessary.
6. When there is indication of grabbing or slipping then only need clutch be washed out. 480-490 Procedure Manual—page 7-4.
7. Limit of runout of clutch pressure plate is .010—check on surface plate or flywheel. 480-490 Procedure Manual—page 7-6 and 7-7.
8. Driving plate should run true within .010 at cork surfaces—when mounted on a spline shaft and rotated. 480-490 Procedure Manual—page 7-5.
9. If excessive pressure or quantity of lubricant is applied to clutch release bearing, it may result in grease being forced by the release bearing seal into the clutch. A low pressure hand gun and not over one ounce of lubricant is ideal.
10. See Disassembly and Inspection of Driving plate. 480-490 Procedure Manual—page 7-5.

Answers to the following questions will appear in the February issue of Service Merchandiser.

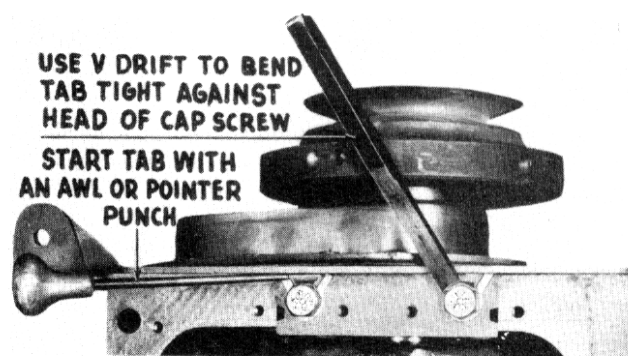
1. What is the proper clearance to be maintained between the body of clevis pin and rear end of slide link so as to obtain emergency action of the mechanical brakes?
2. What is the proper clearance between brake pedal and floor board?
3. At what point is adjustment made to correct brake pedal clearance?
4. When bleeding brakes, why should the brake pedal be returned slowly?
5. What is the factory recommended tire air pressure front—rear?
6. What would cause brakes to begin to drag and tighten up as the car is being driven?
7. With what solution should hydraulic brake cylinders be washed?
8. What would cause brake pedal to go down nearly to floor board on first application—and build up higher on repeated application?

9. What would cause brake pedal to be spongy or springy?
10. What would cause car to pull to one side?

CRANKSHAFT BEARING SCREW LOCK PLATE

A lock plate, part number B.M. 303799, is used to secure the front main bearing cap screws instead of the split type lock washers used heretofore on series 500 engines.

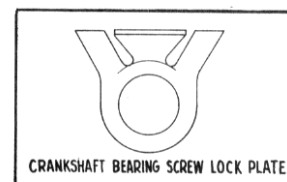
This change is for the purpose of eliminating any oil leak or seepage that might occur with the use of lockwashers.



The lock plate must be installed as shown in the illustration above, having the lock tab properly bent over to prevent the cap screws from turning. Note the first operation of bending tab up with a pointed punch, then using a V-shaped drift to secure the tab against cap screw head.

This lock plate may be used on the front bearing cap screws of all 480 and 490 6 cylinder engines.

This illustration also shows marking on head of cap screws that are used on number 1 or front main bearing cap only.



SERVICE CLUB MEETING REPORTED

Mr. F. H. Butterworth, of Boston Zone Office, reports the following Service and Parts Managers Club meeting at the Narragansett Hotel, Providence, R.I., November 16th, and attended by 27 members of that council.

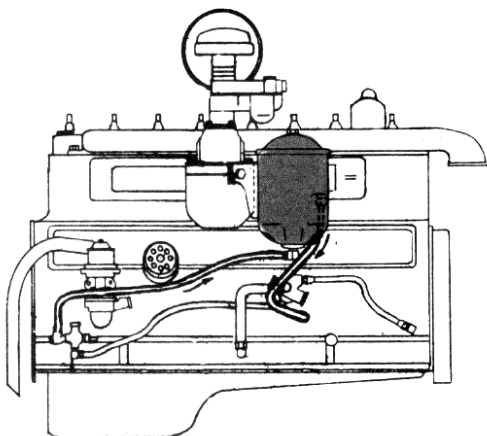
At the Captain Leonard House, Agawan, Mass., on November 29th, fifteen members of that Service and Parts Managers Club attended meeting.

At their first meeting 27 members of the Springfield, Mass., Service and Parts Managers Club elected the following officers:

Mr. William Dennison.....	President
Mr. E. A. Cardner.....	Vice President
Mr. Henry Walton.....	Secretary

These meetings are a source of real worthwhile information to every Service and Parts Manager. Our congratulations to all officers and best wishes for success.

HUDSON-FRAM OIL FILTER INSTALLATION 480 AND 490 SERIES (8 CYLINDER)



Remove right front fender dust shield and extension. Remove rear oil line and elbow from oil pump and check valve.

Disconnect teleflash light wire from check valve and remove check valve. Install off-set adaptor and replace check valve. Reconnect teleflash light wire and screw $\frac{1}{8}$ " plug into end of adaptor.

Screw three-way elbow into oil pump.

Install new rear oil line between oil pump and check valve.

Mount filter on bracket and mount bracket on manifold heat riser using bolts and spacers provided. Be sure to reuse present washer, Hudson #18308, under headbolt, also use spacer under bracket.

Screw inverted flare elbow into filter inlet and install filter inlet pipe between three-way elbow and elbow at filter inlet.

Screw other inverted flare elbow into filter outlet.

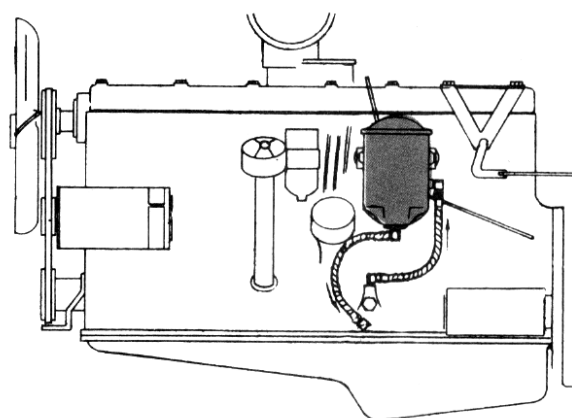
Screw inverted flare connector into tapped hole on top side of adaptor. Install filter outlet and connector.

Check oil level, adding extra quart for filter. Run engine for five minutes and check all connections for leaks. Recheck oil level and bring level up to "full" mark on gauge.

IMPORTANT: Should idling oil pressure be lowered to the extent of lighting teleflash signal, the restrictor contained in kit 303759 should be inserted into the swivel end of the inlet hose. The Oil Pipe to Check Valve Adapter of the later oil filter kits has an oil passage-way reduced to $\frac{1}{16}$ inch and therefore require no restrictor.

If oil filter cover gasket leaks tighten cover bolt $\frac{1}{4}$ turn.

HUDSON-FRAM OIL FILTER INSTALLATION 480 AND 490 SERIES (6 CYLINDER)



NOTE: If equipped with drivemaster unit, disconnect vacuum and air lines to shifting unit. Loosen the four bolts that hold the plate of the drivemaster unit to left side of engine. Hold this plate out, away from engine, and proceed as follows:

Remove $\frac{1}{8}$ " pipe plug above relief valve boss and screw in street elbow. Screw $\frac{1}{8}$ " P.T. end of inlet hose into elbow. Elbow should face up towards rear of engine.

Remove $\frac{1}{8}$ " pipe plug below relief valve boss and screw in other street elbow. Screw $\frac{1}{8}$ " P.T. end of return hose into elbow. Elbow should face up and towards front top of engine. (If equipped with drivemaster unit, replace unit.)

Mount filter on the two studs on left side of engine. (Drivemaster unit plate is held by these same two studs.) Leave drivemaster attaching nuts on studs. Use spacer washer on left forward stud. If car is not equipped with drivemaster unit, use bolts and lock-washers provided, for mounting filter onto engine.

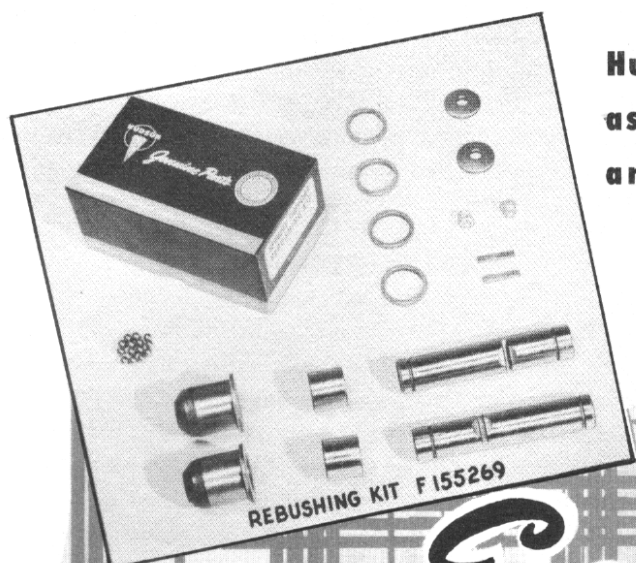
Using temporary fittings plug to prevent crushing, screw inverted flare elbow into filter outlet. Connect swivel* end of return hose to elbow.

Using temporary fittings plug to prevent crushing, screw other inverted flare elbow into filter inlet. Connect swivel end* of inlet hose to elbow. Check oil level, allowing for filter. Run engine for five minutes and check all connections for leaks. Recheck oil level and bring level up to "full" mark on gauge.

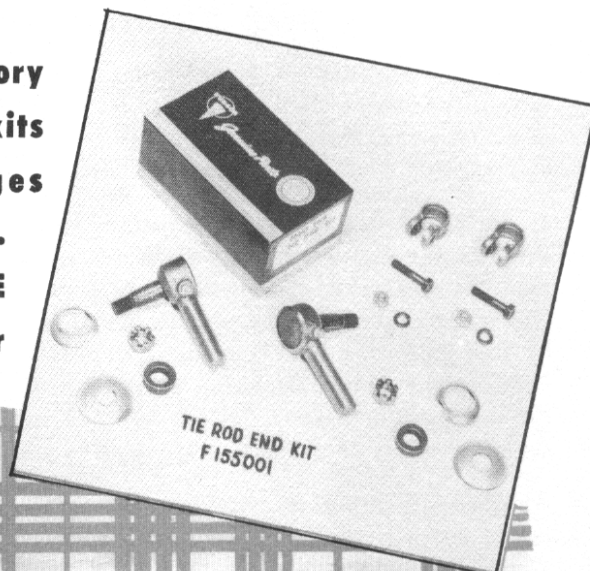
CAUTION: *Connect swivel end of hose finger tight, then use two wrenches to prevent twisting of hose while making joint tight.

IMPORTANT: Should idling oil pressure be lowered to the extent of lighting teleflash signal, the restrictor contained in kit 303759 should be inserted into the swivel end of the inlet hose. The Oil Pipe to Check Valve Adapter of the later oil filter kits has an oil passage-way reduced to $\frac{1}{16}$ inch and therefore require no restrictor.

If oil filter cover gasket leaks tighten cover bolt $\frac{1}{4}$ turn.

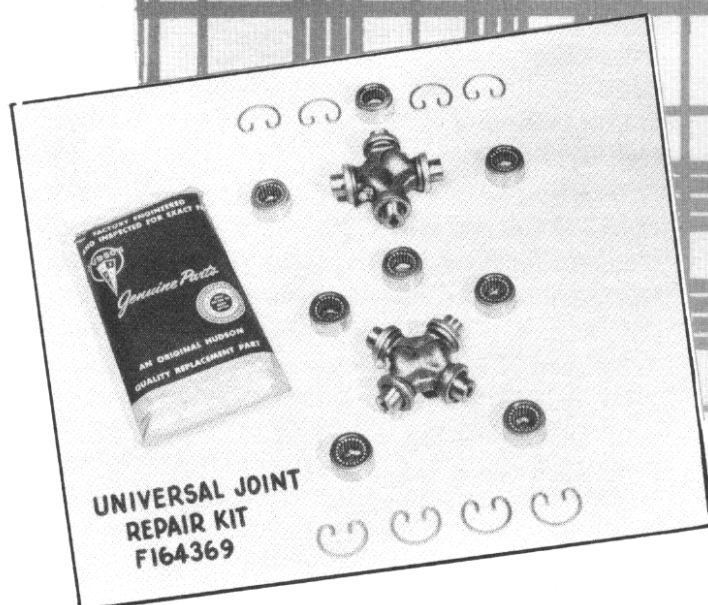


Hudson factory
assembled kits
and packages
are the ...
KEY NOTE
... for



Economy

- Enables mechanics to quickly obtain needed parts by asking for one package.
- Space saver for Parts Managers in their Parts bins.
- Increased Parts Business to Wholesale trade through attractive displays.
- Time saver in writing repair orders.
- Assures Hudson Owners of a complete repair job with Genuine Hudson Engineered parts.



**BUY THE ECONOMY KITS AND SAVE
TIME, LABOR AND MONEY**

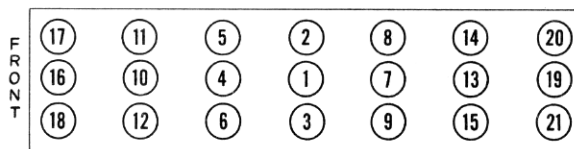
CYLINDER HEAD INSTALLATION

Small and unsuspected cylinder head gasket leaks are perhaps more often the forerunner of conditions of overheating, loss of cooling liquid as well as difficult starting and poor engine performance.

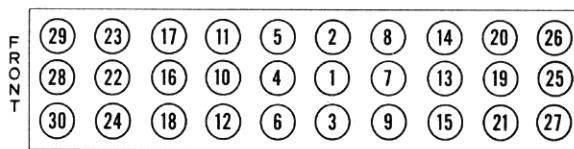
A good cylinder head gasket installation requires that first the surfaces of both the head and block be perfectly clean and accurate within .010 of one inch. The gasket—always of the type for that engine—must be free from dirt, breaks or wrinkles. It must not over-lap any water circulating holes or project into the combustion chamber at any point. Use no oil, sealer or water on gasket but apply *clean and dry*.

Another very important point is to be sure the gasket is the correct one to be used with a cast iron or aluminum cylinder head. The gasket to be used with the aluminum cylinder head does not have copper lining but a treated steel lining so as to avoid galvanic corrosion. All cylinder head gaskets supplied by Hudson Service Dept. have a coating that is adequate to insure a satisfactory seal, when properly tightened down.

All water circulating holes between head and block should be cleaned out before installing head. See that all studs are tight in block. When the cylinder head is placed in position and cap screws or nuts have been run down to contact, it is very important that they be drawn up gradually in the proper sequence, to the correct foot lbs. torque. This becomes all the more necessary as compression pressures increase; always follow tightening in the order shown in the illustration below.



SIX CYLINDER HEAD



EIGHT CYLINDER HEAD

Follow this initial tightening the engine is warmed up to operating temperature and all nuts or cap screws are again checked for proper tightness. During the interval of 300 to 500 miles of operation following installing a new cylinder head gasket, the capscrews or nuts should be checked and torqued up to specifications while the engine is hot.

With increased horsepower, cars are stressed higher and it therefore becomes necessary to adhere closely to engineering torque recommendations. So that every mechanic should have full information in this connection the complete torque specification recommendation is listed below. This applies to 480-490 and 500 series.

TORQUE SPECIFICATIONS

Name	Size	Ft. Lbs.
Axle diff. case cap screw.....	$\frac{1}{16}$ -14	40-45
Axle wheel bearing adjusting nut.	$\frac{3}{8}$ -24	30-35
Axle drive gear bolt.....	$\frac{1}{16}$ -20	50-60
Axle carrier brg. cap screw.....	$\frac{1}{2}$ -13	55-65
Axle (rear) drive shaft nuts.....	$\frac{3}{4}$ -20	125-200
Battery hold-down bolt nut.....	$\frac{5}{16}$ -24	2-3
Brake anchor pin nut.....	$\frac{5}{8}$ -18	80-90
Brake control tube nut.....	$\frac{3}{8}$ -24	8-9
Breather tube and valve cover bolt (8 cyl.).....	$\frac{5}{16}$ -18	2 $\frac{3}{4}$ -3 $\frac{1}{4}$
Clutch throwout finger retainer..	$\frac{1}{16}$ -20	40-45
Clutch cover bolts.....	$\frac{5}{16}$ -24	20-25
Clutch cover driving lug.....	$\frac{1}{16}$ -20	40-45
Clutch housing cap screw.....	$\frac{1}{16}$ -14	40-45
Connecting rod bolt.....	$\frac{3}{8}$ -24	40-45
Camshaft gear bolt.....	$\frac{3}{8}$ -16	20-30
Crankshaft brg. cap stud (8 cyl.)..	$\frac{1}{2}$ -20	70-80
Crankshaft brg. cap screw (6 cyl.)	$\frac{1}{2}$ -13	75-80
Cylinder head cap screws (6 cyl.)	$\frac{1}{16}$ -14	60-65
Cylinder head studs (8 cyl.).....	$\frac{1}{16}$ -14	45-50
Cylinder support plate bolt.....	$\frac{3}{8}$ -16	20-30
Cylinder head water outlet bolt..	$\frac{3}{8}$ -16	20-30
Diff. carrier to housing bolt.....	$\frac{3}{8}$ -24	35-40
Engine mounting bolt (rear)....	$\frac{1}{16}$ -14	40-50
Engine mounting bolt (front)...	$\frac{1}{16}$ -20	40-45
Flywheel bolts (8 cyl.).....	$\frac{3}{8}$ -24	40-45
Front frame anchor bracket bolt.	$\frac{1}{2}$ -20	20-25
Manifold (intake) stud.....	$\frac{5}{16}$ -18	12-15
Manifold (exhaust) stud.....	$\frac{3}{8}$ -16	20-30
Overdrive to trans. case bolt.....	$\frac{3}{8}$ -16	20-30
Oil pan bolt.....	$\frac{5}{16}$ -18	15-20
Prop. shaft companion flange nut	$\frac{3}{4}$ -16	90-100
Prop. shaft "U" bolts.....	$\frac{5}{16}$ -24	20-25
Prop. shaft center brg. supt. bolt.	$\frac{5}{16}$ -24	20-25
Prop. shaft center brg. supt. c/m bolt.....	$\frac{3}{8}$ -24	25-30
Pedal rod nut.....	$\frac{1}{16}$ -20	25-30
Spark plugs.....	14 M.M.	20-25
Speedometer housing screw.....	$\frac{5}{16}$ -18	15-20
Strg. arm (outer) nut.....	$\frac{3}{4}$ -16	110-116
Strg. arm (center) nut.....	$\frac{5}{8}$ -18	50-60
Steering gear shaft nut.....	$\frac{7}{8}$ -14	125-140
Strg. gear to frame bolt.....	$\frac{1}{16}$ -20	50-60

TORQUE SPECIFICATIONS (Cont'd)

Name	Size	Ft. Lbs.
Strg. spindle to backing plate bolt nut.....	$\frac{3}{8}$ -24	25-30
Strg. spindle nut.....	$\frac{11}{16}$ -18	75
Strg. spindle support clamp bolt.	$\frac{3}{8}$ -24	40-45
Strg. spindle supt. arm (lower) pivot to frame bolt.....	$\frac{7}{16}$ -20	60-70
Strg. spindle supt. arm (upper) pivot to frame bolt.....	$\frac{1}{2}$ -20	60-70
Strg. spindle supt. arm to support bolt nut.....	$\frac{13}{16}$ -11	100-120
Steering wheel nut.....	$\frac{5}{8}$ -18	20-30
Tie rod end stud nut.....	$\frac{1}{2}$ -20	60-70
Timing gear cover bolt.....	$\frac{5}{16}$ -18	15-20
Transmission comp. flange lock nut.....	$\frac{3}{4}$ -16	90-100
Vibration dampener screw.....	$\frac{3}{4}$ -16	100-120
Water pump to cylinder bolt....	$\frac{3}{8}$ -16	20-30
Water pump fan blade bolt.....	$\frac{5}{16}$ -18	12-15
Wheel hub bolts.....	$\frac{1}{2}$ -20	60-65

CALLING ALL SERVICE AND PARTS MEN

Each month, beginning with this number, your Service Merchandiser will award three cash prizes of \$5.00, \$3.00 and \$2.00 for the first, second and third winners of the best suggestions of an improvised tool, method of merchandising parts or accessories, trouble shooting or short cut for a service operation, etc.

This contest is open to all Distributor's and Dealer's service and parts personnel. Include a cut, photo or sketch if necessary to clarify. All suggestions received between the first and the last of each month will be eligible for entry in that month's contest. The service committee will award prizes on the basis of most applicable and qualified in originality, practicability and time saving.

All suggestions become the property of the factory and the prize winners will be published in the following month's issue of the Service Merchandiser. The decision of the judges will be final. Please bear in mind any suggestions pertaining to change in design or altering the physical form of any standard part cannot be considered.

There are no application blanks, no entry fees and no holds barred. Look around—you may have something that will carry off first prize with ease, and come early to avoid the rush.

NOTE: DO NOT FAIL TO sign your entry with your name, position and Dealer's name; also state how long you have been in the employ of Hudson Service. Mail direct to the factory, mark for attention Service

Merchandiser. Every entry will be acknowledged.

WATER SEAL

Our engine assembly department has for some time been using a preparation known as water seal on all studs and plugs that open into the engine water jacket. This has proven to be the most effective and satisfactory seal of anything that has heretofore been used.

Of a rubber base, it does not become hard or offer difficulty in the removal of any part on which it is used, yet completely eliminates water leak. This water seal may be procured on regular *parts order* by simply specifying WATER SEAL Part Number B-M 302836—and the quantity desired.

DRIVE-MASTER POWER CYLINDERS MUST BE LUBRICATED

When the power cylinders are assembled both the felt and the packing (leather) are well saturated with vacuum cylinder oil and ONE OUNCE of vacuum cylinder oil is placed in each cylinder.

Even though the oil is not exposed or there may be no leakage whatsoever, this small amount of oil eventually becomes dissipated. Dry power cylinders result in sluggish action of clutch release and gear shifting. This is particularly manifest in the gear shift power cylinder, which if dry and sluggish will not complete the shift fully and result in contact failure in the selector switch.

It is recommended that every 10,000 miles ONE OUNCE of shock absorber fluid be placed in each of the power cylinders. The oil may be injected through the pipe plug opening of the clutch power cylinder. The connection at the rear of gear shift power cylinder should be removed for lubrication. If possible the oil should be sprayed in the cylinder so as to be deposited over the entire cylinder circumference.

Shock Absorber fluid is listed among the factory approved maintenance accessories as part S.P. 151694 for the 1 quart size and S.P. 151965 for the 1 gallon size.

WHEN USING FAST CHARGERS

on batteries in cars, the engine must *NOT* be operated. Reports from the field indicate that in instances where the engine was operated while a Fast Charger was cut in on the battery, damage to the relay occurred.

HERE ARE THE NATIONAL AWARD WINNERS HUDSON LIQUID GLAZE CAMPAIGN

"A" DEALERS Parts and Accessory Salesmen

POSITION	NAME	DEALER	NATIONAL AWARDS POINTS EARNED
FIRST	ERWIN MILLER	J. Kovacs Garage Schenectady, N. Y. N. Y. Zone	60,000
SECOND	M. B. RICHARDSON	Hermann Sls. & Serv., Det., Mich. Detroit Zone	40,000
THIRD	EVERETT C. GRAHAM	Douglas Hudson Mtrs. Louisville, Ky. Cinc. Zone	20,000

Service Salesmen

FIRST	PAUL RAY	Wile Mtr. Sls. Columbus, Ohio Clev. Zone	60,000
SECOND	EVERETT C. GRAHAM	Douglas-Hudson Mtrs. Louisville, Ky. Cinc. Zone	40,000
THIRD	⊙ M. B. RICHARDSON	Hermann Sls. & Serv. Detroit, Mich. Detroit Zone	15,000
FOURTH	⊙ LAWRENCE BRAUN	Ray Mtrs., Inc. Chicago, Ill. Chicago Zone	15,000
FIFTH	ALBERT ADDUCI	Ray Mtrs., Inc. Chicago, Ill. Chicago Zone	9,000
SIXTH	ARNOLD SCHMIDT	J. Kovacs Garage Schenectady, N. Y. N. Y. Zone	8,500

⊙ Tie in third and fourth place.

"B" DEALERS Parts and Accessory Salesmen

FIRST	WM. KINKADE	Whiting Mtr. Sls. Whiting, Ind. Chicago Zone	60,000
SECOND	ED PERKINS	Herb Waldman Mtr. Co., Las Vegas, Nev. L. A. Zone	40,000
THIRD	ARTHUR H. FORREY	I. H. Nolt., Lanc., Pa. Phila. Zone	20,000
FOURTH	JUDY CRANE	Hanson Auto Co. Salinas, Calif. Berkley Zone	10,000
FIFTH	EDWARD J. STANKE	Tyjeski Mtr. Co. Cleveland, Ohio Cleveland Zone	9,000
SIXTH	GEORGE JACKSON	Whiting Mtr. Sls. Whiting, Ind. Chicago, Zone	8,500
SEVENTH	WM. KENNEDY	Kirk-Stamper Mtr. Co. Great Bend, Kansas Kansas City Zone	8,000
EIGHTH	LES STONBURNER	Leimert Park Mtrs. Los Angeles, Calif. L. A. Zone	7,500
NINTH	⊠ FLOYD ROWE	Leimert Park Mtrs. Los Angeles, Calif. L. A. Zone	6,500
TENTH	⊠ M. LIEBER	L. & S. Mtrs. Hartford, Conn. New York Zone	6,500
ELEVENTH	⊠ JOHN H. BOMAN	Mark Boman Mtr. Co. Gadsden, Ala. Atlanta Zone	6,500

"B" DEALERS (Cont'd) Parts and Accessory Salesmen

POSITION	NAME	DEALER	NATIONAL AWARDS POINTS EARNED
TWELFTH	GLENN CARR	Kirk-Stamper Mtr. Co. Great Bend, Kansas Kansas City Zone	5,000

Service Salesmen

FIRST	★ E. L. NOBLE	Herb Waldman Mtr. Co. Las Vegas, Nev. L. A. Zone	40,000
SECOND	★ ARTHUR H. FORREY	I. H. Nolt Lanc., Pa. Phila. Zone	40,000
THIRD	★ GEORGE JACKSON	Whiting Mtrs. Sls. Whiting, Ind. Chicago Zone	40,000
FOURTH	M. LIEBER	L. & S. Mtrs. Hartford, Conn. N. Y. Zone	10,000
FIFTH	C. W. BOEHLER	Snyder Auto Co. York, Pa. Phila. Zone	9,000
SIXTH	WM. KINKADE	Whiting Mtr. Sls. Whiting, Ind. Chicago Zone	8,500
SEVENTH	JACK BRIXEY	Riley Mtr. Co. Okmulgee, Okla. Kansas City Zone	8,000
EIGHTH	ED PERKINS	Herb Waldman Mtr. Co. Las Vegas, Nev. L. A. Zone	7,500
NINTH	▲ EDWARD J. STANKE	Tyjeski Mtr. Co. Cleveland, Ohio Cleveland Zone	6,750
TENTH	▲ GLENN CARR	Kirk-Stamper Mtr. Co. Great Bend, Kansas Kansas City Zone	6,750
ELEVENTH	◆ RICHARD MORENCY	Herb Waldman Mtr. Co. Las Vegas, Nev. L. A. Zone	5,500
TWELFTH	◆ WM. KENNEDY	Kirk-Stamper Mtr. Co. Great Bend, Kansas Kansas City Zone	5,500

⊠ Tie in ninth, tenth and eleventh places.

★ Tie in first, second and third places.

▲ Tie in ninth and tenth places.

◆ Tie in eleventh and twelfth places.

"C" DEALERS Parts and Accessory Salesmen

FIRST	AUGUST LINGERSKI	Mt. Oliver Mtr. Sls. Pitsbg., Pa. Pitsbg. Zone	60,000
SECOND	JOHN MEYER, JR.	Gregg & Roemke Imp. Co., Woodburn, Ind. Det. Zone	40,000

Service Salesmen

FIRST	AUGUST LINGERSKI	Mt. Oliver Mtrs. Sls. Pitsbg., Pa. Pitsbg. Zone	60,000
SECOND	ROY F. ARMSTRONG	Roy C. Armstrong San Gabriel, Calif. L. A. Zone	40,000
THIRD	LEONARD WOODYATT	Kellen Mtr. Sls. Dixon, Ill. Chicago Zone	20,000