

Presenting two all new **Checker** AUTOMOBILES



the 6-PASSENGER STANDARD and the 8-PASSENGER *DRIV-ER-MATIC* SPECIAL SEDANS

THE NEW MODEL CHECKERS OFFER TOTALLY NEW DESIGNS

streamlined exteriors!

spacious, beautiful interiors!



the all new *Checker* 6-Passenger Standard and 8-Passenger *DRIV-ER-MATIC* Special Sedans

These totally new designs in Checker Automobiles are in a class by themselves, and are like no other Checkers you have ever seen before. A longer, lower, sleeker look is the result of the most advanced body design and styling. Conservative ornamentation gives simplicity and beauty to the new Checkers. There are many optional color schemes which are sure to attract complimentary comments. Interior appointments reflect new originality of designing. Use of

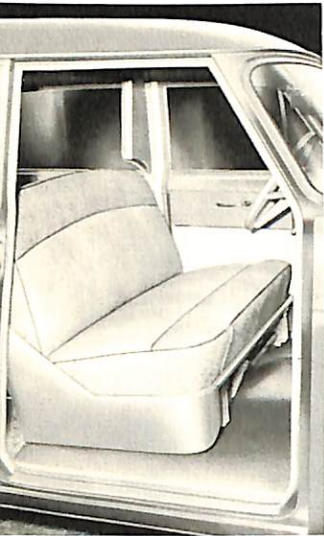
the latest and finest materials gives unique beauty and serviceability.

Incorporated in these great new models are many of the most advanced mechanical features available in the most expensive cars today. Over 30 years of constant experimentation, research and "know-how" in the manufacture, sale and operation of special built automobiles are embodied in these latest additions to the Checker family.

NEW FEATURES

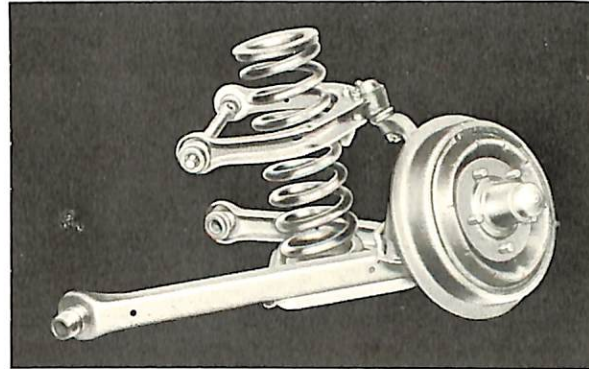
for greater driving comfort

at a minimum cost of operating!



FRONT SEAT—

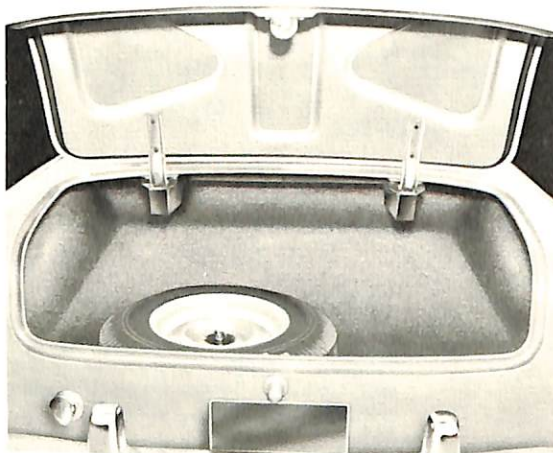
Completely new driver comfort. Finger-tip, 4-way electrical adjusting seat.



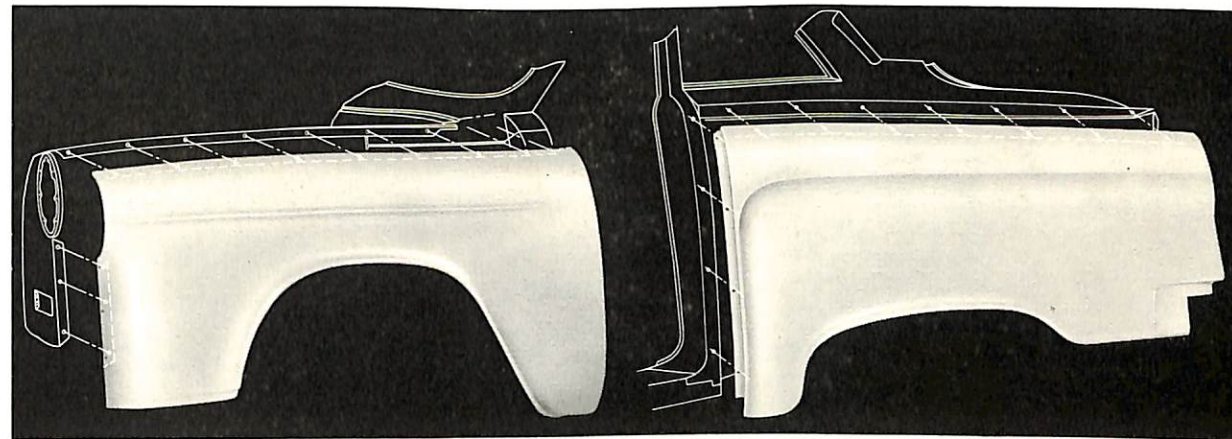
FRONT WHEEL SUSPENSION—Famed Thompson Products — ball joint type — independently mounted. Pressed steel swinging arms mounted on rubber bushing at inner ends. Movement of front wheels is about ball joints, whether up and down motion or in steering motion, ball joints cannot bind or get out of line.



HANDSOME, NEW INSTRUMENT PANEL —Welded into the body for additional strength. Every instrument within easy sight and reach and readily removable.



LUGGAGE COMPARTMENT and SPARE TIRE STORAGE—Roomy, accessible; deck lid hinge of new design; lock opens with key, automatically locks when closed.



REMOVABLE FENDERS—Outer or inner half removable in minutes without displacing any other parts. WHAT OTHER CAR HAS THIS EXCLUSIVE CHECKER FEATURE?

(See "Specifications," pages 14-15 for details.)

FRONT COMPARTMENT OF *the all new* **Checker**

6 and 8-PASSENGER SEDANS



Here is beauty and comfort and efficiency in the appointments of the new Checkers, which make for proud ownership and for the ultimate in owner satisfaction. Trim is of the latest two-tone Vinyl materials used in automotive designing, for ultra-modern interiors. This compartment is insulated from engine heat and noise by a heavy fireproof fibre glass pad. A dual purpose defroster assures clear vision when needed, and when ducts are open in warm weather they provide outside fresh air. These are a few of many reasons why Checker Automobiles will continue to be in operation in greater numbers here and in many countries throughout the world.

Conventional trim items such as fabric or Vinyl headlinings, windhose, tacking strips, and other trim covered CARDBOARD PANELS, which trap air and gather moisture causing deterioration and rusting of structural members, have all been ELIMINATED.

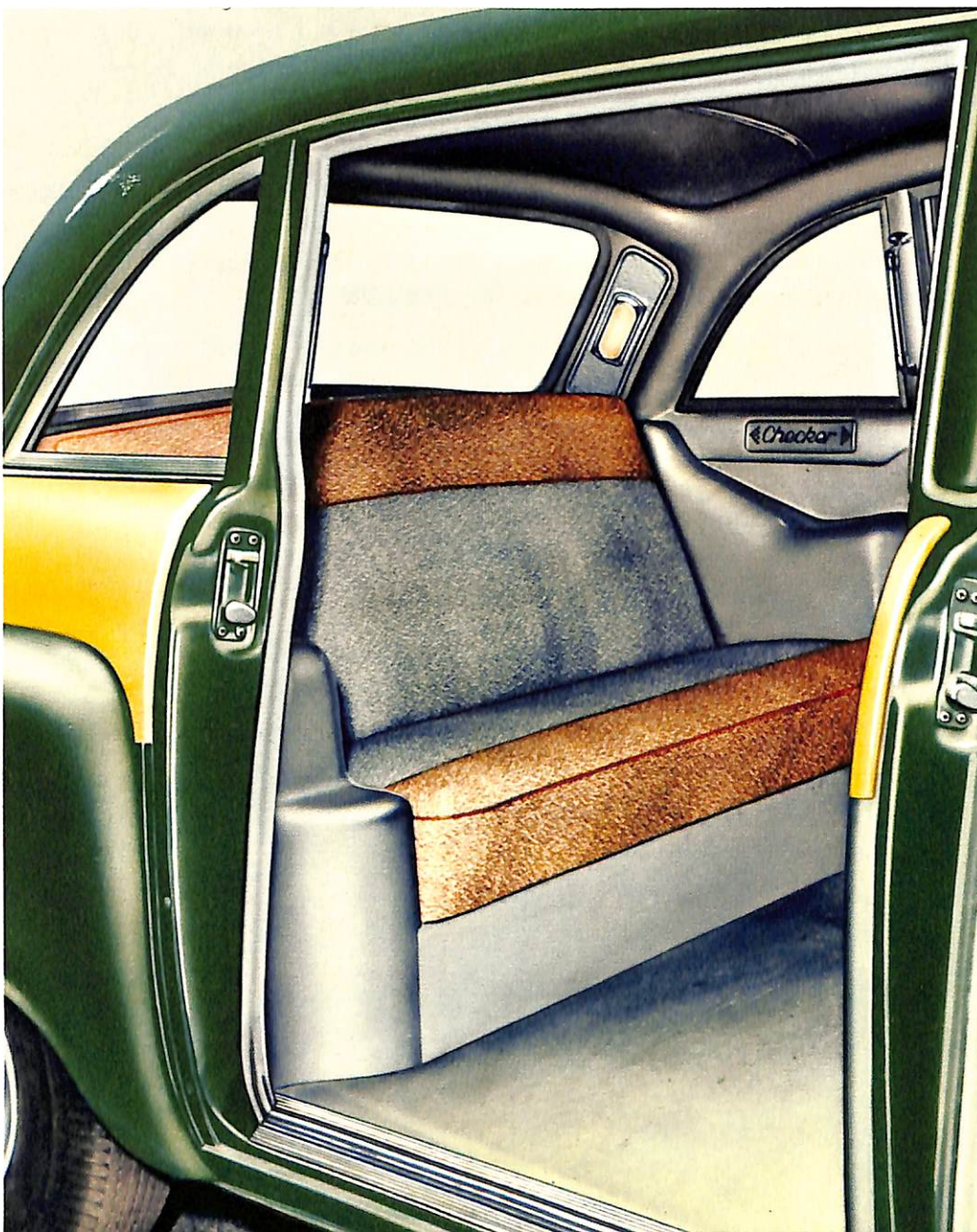
The headlining of the new models consists of a fireproof fibre glass insulating pad cemented to roof and covered with acoustic panels which will spring under impact, mini-

REAR COMPARTMENT OF *the all new Checker*

8-PASSENGER DRIV-ER-MATIC SEDANS

No other passenger car of comparable size can match the seating capacity of the Checker DRIV-ER-MATIC. A rear seat for 3 passengers, auxiliary seats for 2 passengers, and a front seat for the driver and 2 passengers provide an 8-passenger car! The sensationally new design of the auxiliary seats permits folding completely out of the way. When seats are up the passengers face the curb at a 45-degree angle, freeing passengers' knees and affording easy entrance and exit. NOTE: The flat floor — no tunnel or humps to trip over. What other car offers this exclusive Checker feature? The heater is an over-size two-directional, circulating under-seat type.

mizing injury in case of accident. The balance of the body interior from the roof to the floor consists of curved, painted surfaces with bonded rubber-bound door and window openings. All this results in an interior which is beautiful, spacious and easily cleaned. There are no sharp corners, screws or other projections which might cause injury to person or clothing. **THIS IS THE PERFECT CAR FOR A LARGE FAMILY.**



Checker's **TRADITIONAL RUGGED CONSTRUCTION**

a s s u r e s l o n g l i f e – m i n i m u m o p e r a t i n g e x p e n s e

DURABILITY is a dominant factor in Checker. Numberless owners testify to the operation of Checkers up to 150,000 miles before major repairs are required. This is triple the average car's life. **WHAT OTHER CAR COMPARES WITH THIS RECORD?**

FOR CRUISING or MAXIMUM SPEEDS the complete Checker, from bumper to bumper, is designed for maximum fuel economy, and low maintenance cost, the two principal expense factors of car operation. This is another reason why owners say the best automobile is a Checker.

INTERIORS as well as exteriors reflect this designing for durability and cleanliness as well as beauty and comfort. For instance, molded plastic and metal replace upholstery in all wall panels in the new Checkers.

THE AUTOMATIC TRANSMISSION has been proven by over five year of actual driving under all conditions.

THE POWER BRAKES, adopted by Checker, have been tested for the past 3 years in actual driving.

THE GRILLE is of two piece sheet metal construction with the parking and directional lamps, and can be easily removed and repaired.

FENDERS, vulnerable to damage, are readily and inexpensively replaceable by loosening only a dozen nuts.

UNDERCOATING is standard. And, in addition Checker applies the same material to the top of the floor. This prevents rusting due to condensation under floor mats.

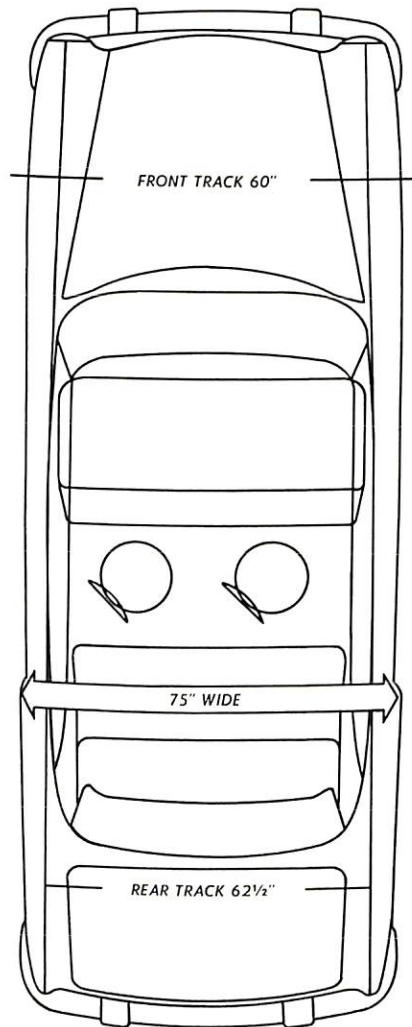
DOORS have been widened for easier entrance and exit, with no cutout for fenders. Doors are of 2-piece construction, the upper half separable from the lower half at the belt. The door upper frames are narrow, providing maximum vision.

Checkers

ARE CONVENTIONAL SIZE OUTSIDE

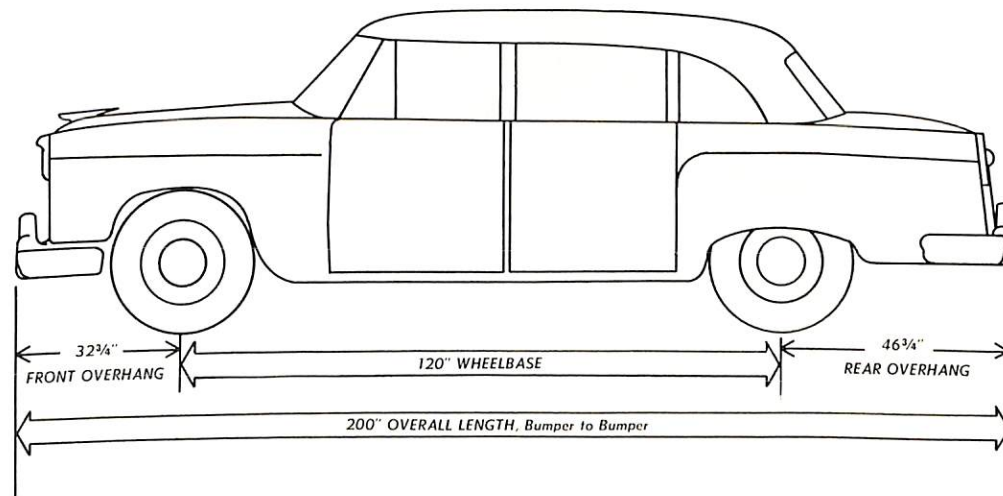
BIG CARS INSIDE

Checker offers 30% more passenger space inside than in other 5-passenger standard pleasure cars. This is accomplished by moving engine forward, reducing the front and rear overhang, plus unique designing. Overall length is comparable with the 3 most popular pleasure cars, still you are riding comfortably cradled between the front and rear wheel suspension.



WHAT OTHER 8-PASSENGER CAR CAN MATCH THE FOLLOWING DIMENSIONS?

The new Checker wheelbase is only 120"
Overall length is only 200"
Diameter of the turning circle is only 37'

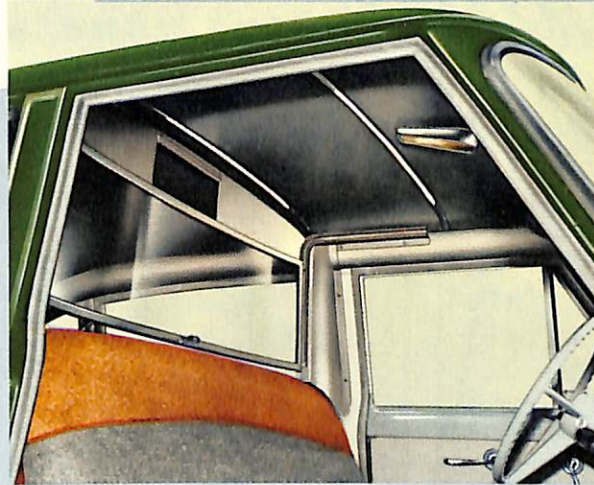


new features
of the 8-passenger
DRIV-ER-MATIC SPECIAL
Checker

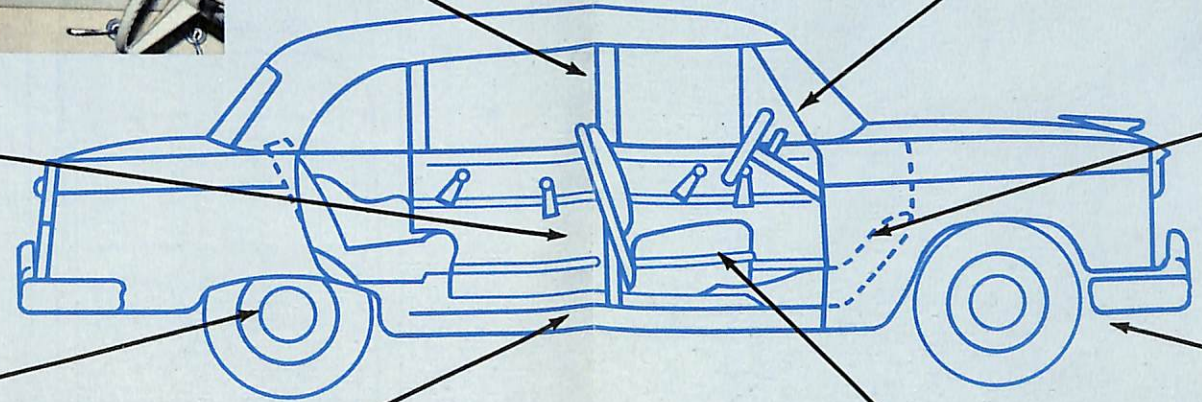
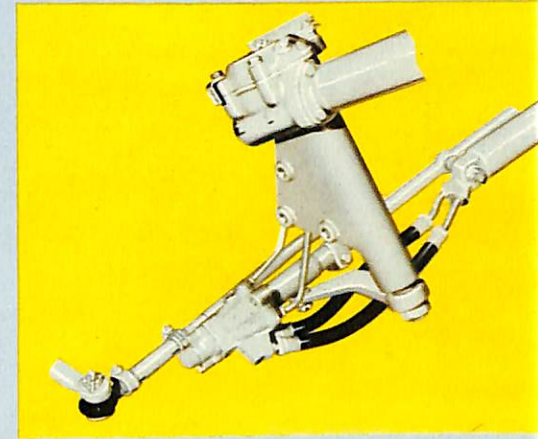
BEAUTY COMFORT

with Checker econo

NEW AUXILIARY SEATS—
Another exclusive Checker feature.

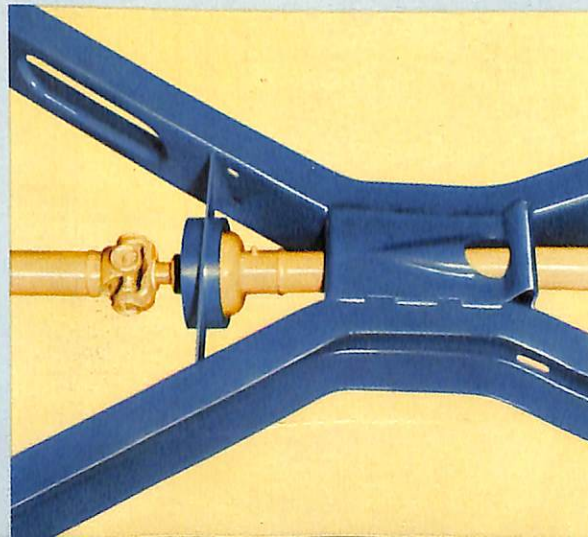


NEW PARTITION— Slides against roof when not needed for privacy.



POWER BRAKES—
Extra large; bonded lining; master cylinder under hood.

PROPELLER SHAFT and CENTER UNIVERSAL JOINT— Means less shaft whip; design permits **FLAT** rear compartment floor.



POWER SEAT— tip, four-way c

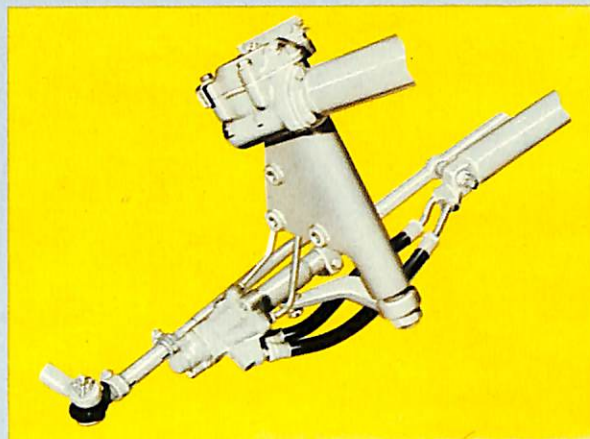
(See "Speci

UTY COMFORT

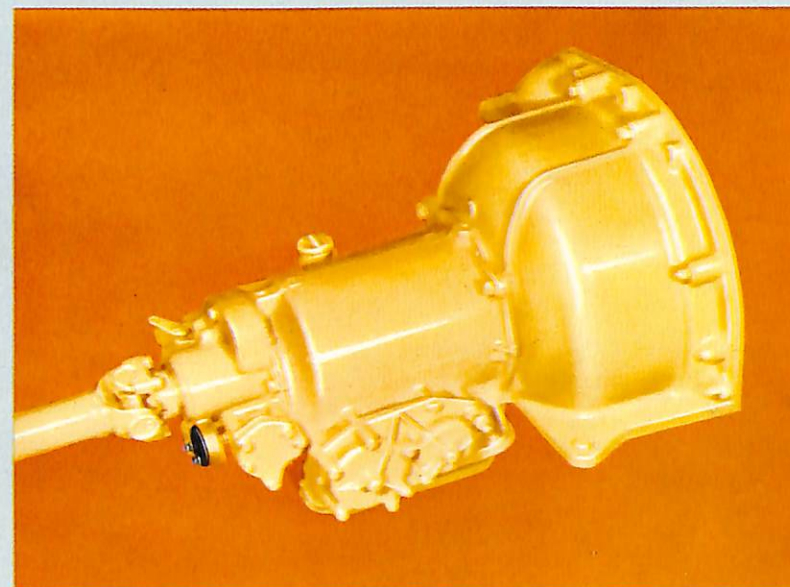
with Checker economy



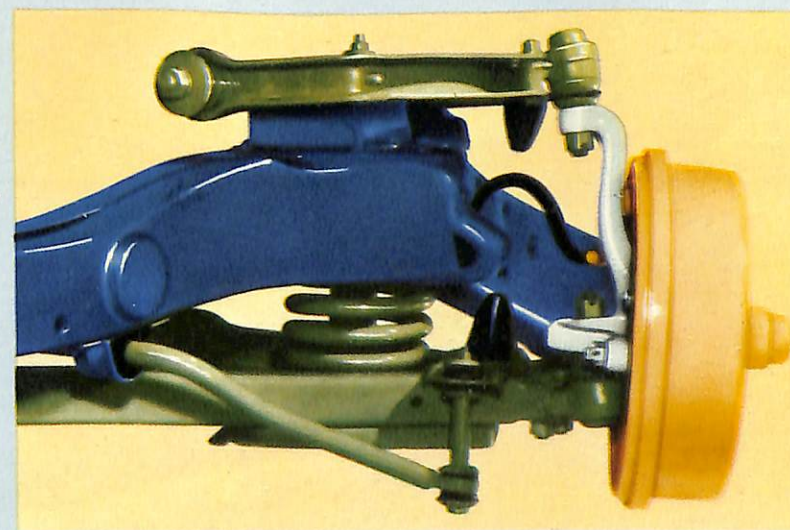
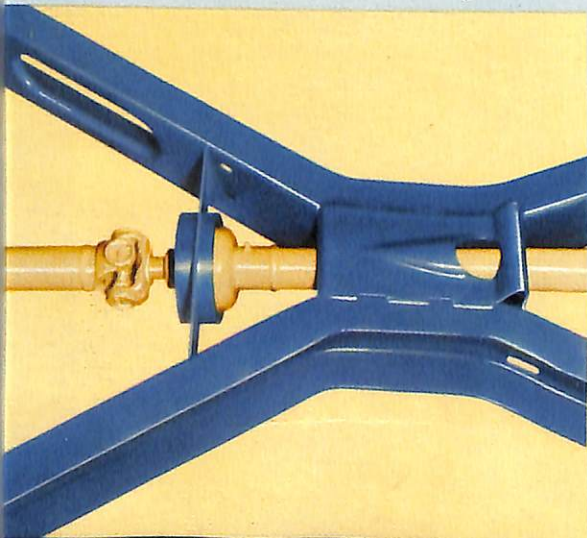
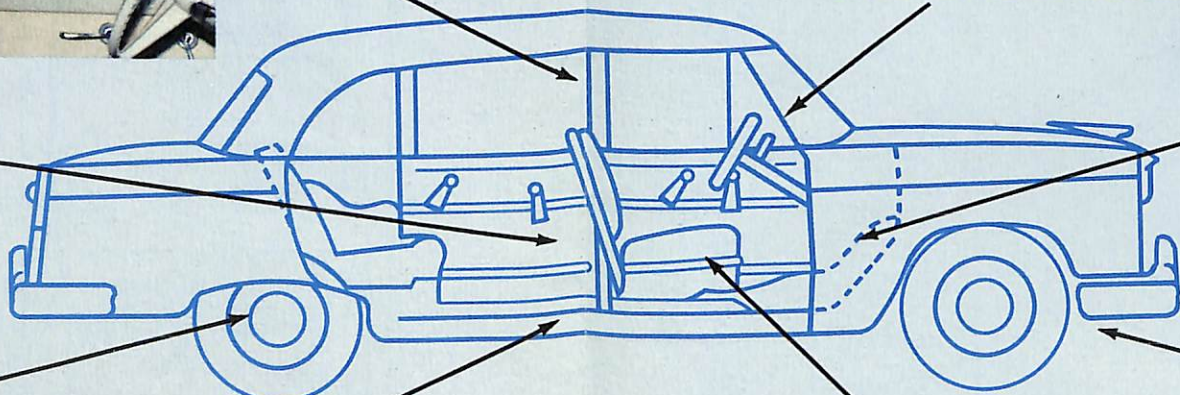
NEW PARTITION— Slides against roof when not needed for privacy.



SAFETY POWER STEERING—
Reduces driver fatigue at least 80%.

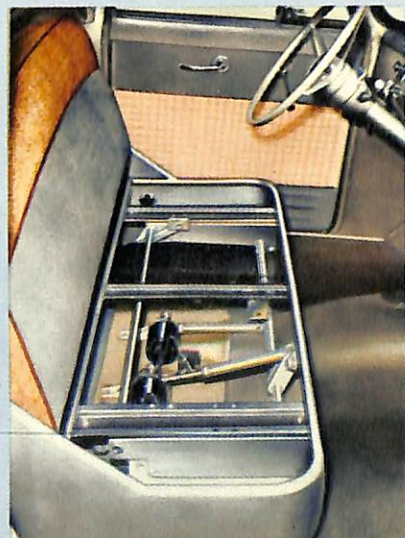


AUTOMATIC TRANSMISSION with Torque Converter — Equipped with anti-creep protection.



POWER SEAT— Fingertip, four-way control.

FRONT WHEEL BALL JOINT SUSPENSION— The greatest advance in riding comfort.



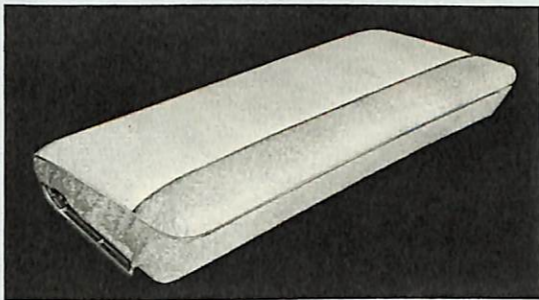
(See "Specifications," pages 14-15 for details.)

new features
of the 6-passenger
STANDARD Checker

LONG LIFE LOW OPERATING EXPENSE HIGH

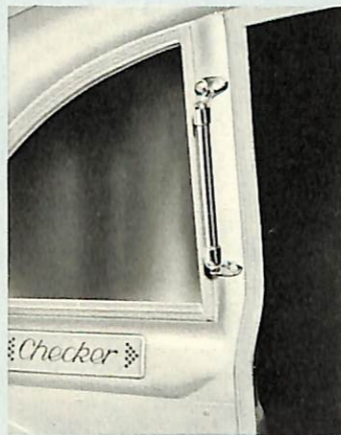


BATTERY

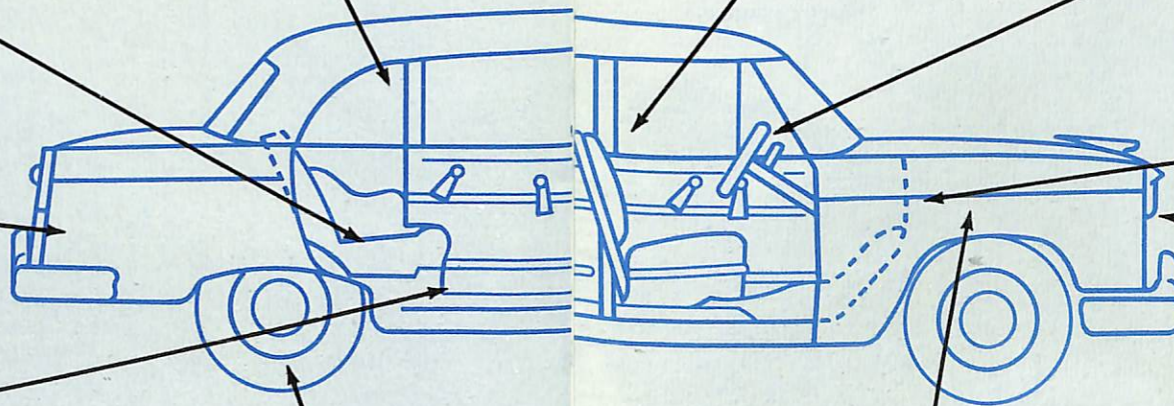
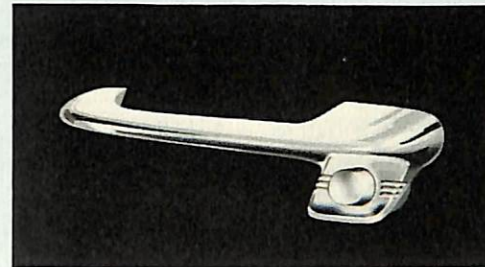


REAR SEAT CUSHION

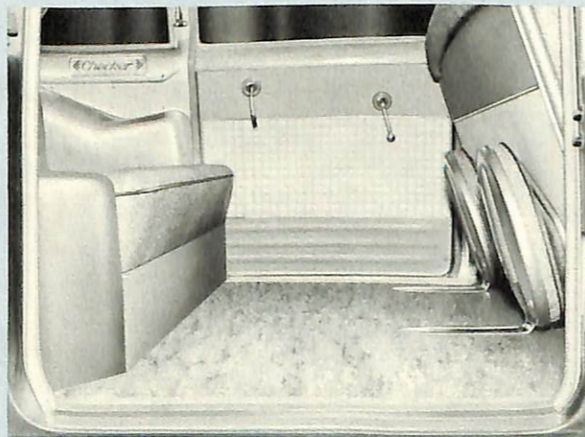
GRAB HANDLE



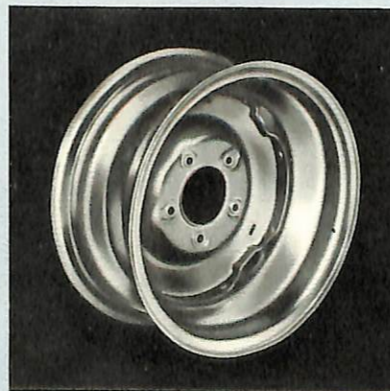
HARDWARE



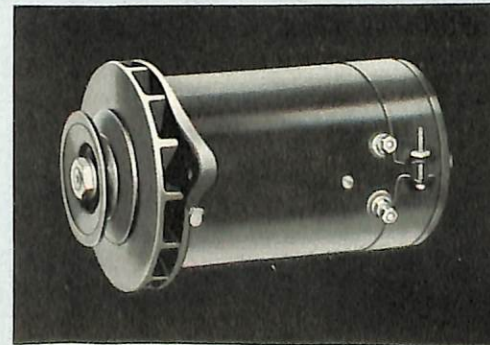
GAS TANK



FLAT FLOOR and MATS — No humps



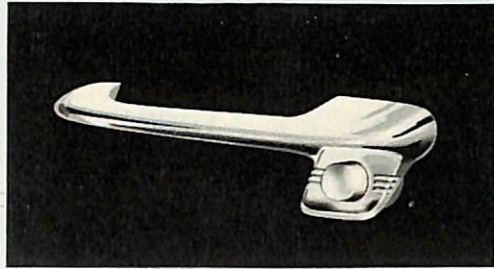
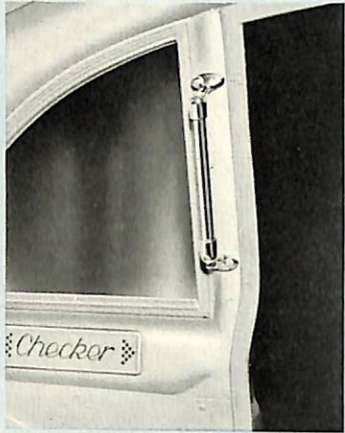
WHEEL RIM



GENERATOR

L I F E L O W O P E R A T I N G E X P E N S E H I G H G A S M I L E A G E

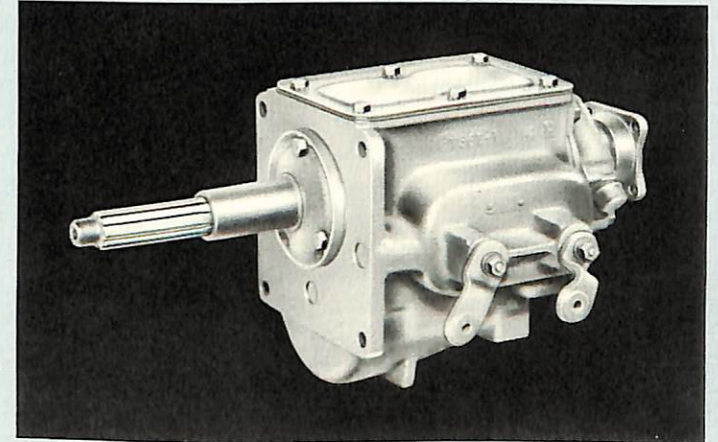
DOOR HANDLE



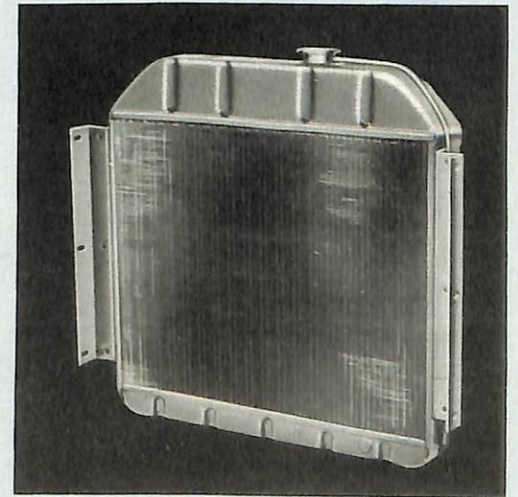
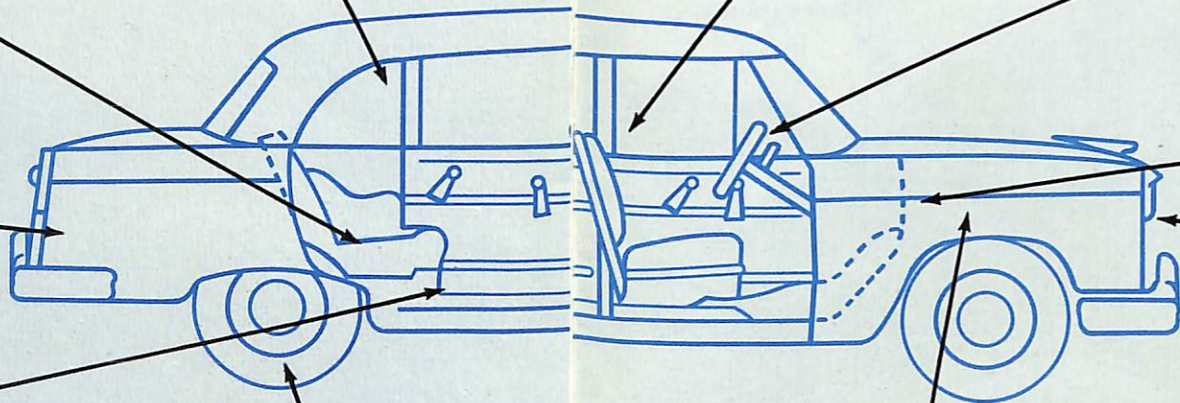
HARDWARE



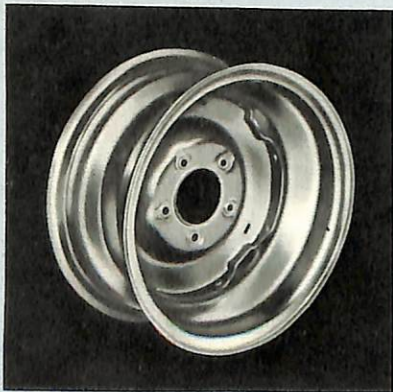
STEERING WHEEL



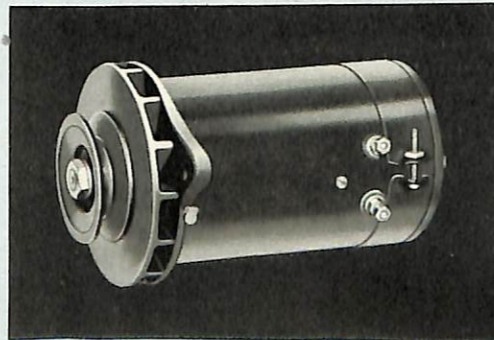
STANDARD TRANSMISSION



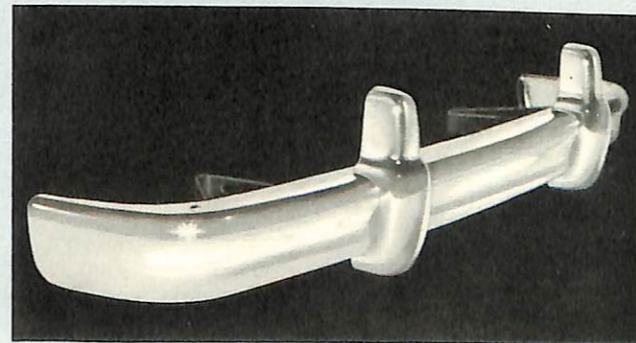
RADIATOR



WHEEL RIM



GENERATOR



BUMPER

Operates at a much lower cost per mile than most 5-passenger pleasure cars. The result of over 30 years experience manufacturing, selling and operating custom cars.

(See "Specifications," pages 14-15 for details.)

THE RUGGED PERFECTLY-BALANCED *Checker* CHASSIS

PROPELLER SHAFT:

Spicer needle bearing type with center support ball bearing in a new type rubber mounting at frame X-member.

AUTOMATIC TRANSMISSION —

DETROIT GEAR: Torque convertor type with automatic planetary gear train. Convertor incorporates a solid drive with convertor locked out in high gear for elimination of slippage. Automatic three forward transmission and one reverse — hydraulically controlled. Automatic low gear start shift to intermediate gear is smooth and automatic, and has been proven worthy in operation.

POWER STEERING: Power is applied to the turning of the front wheels by hydraulic pressure built up by a pump on the end of the generator. This unit operates in conjunction with the standard steering gear.

POWER BRAKES:

Power applied by vacuum through Bendix Hydrovac through the hydraulic brake system master cylinder.



BATTERY: Battery mounting located in the rear trunk compartment under floor.

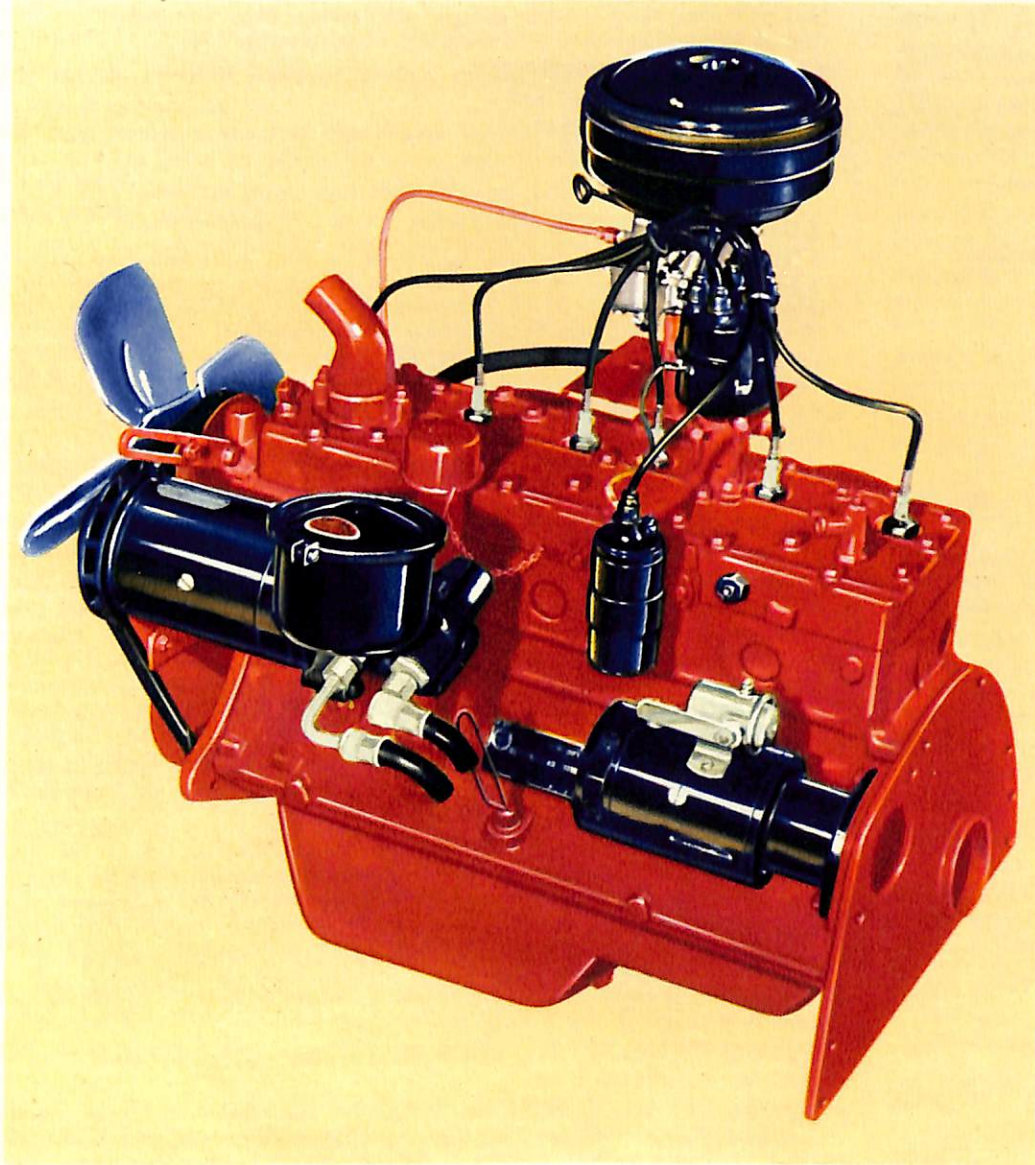
SUSPENSION: Front springs — Coil springs of chrome steel. Rear springs — Semi-elliptic — 2" wide, 55" long, 5 leaves.

This wholly new chassis has long life built into every part. The X-Member type frame with box section rails are joined in the forward part by two tubular cross

members, and the rear portion of frame at pickup is joined with another tubular section, plus front and rear cross members.

HORSEPOWER TO SPARE

IN *Checkers*



This famous precision-balanced Continental engine assures smooth performance, and yields horsepower to spare at all speeds and under all driving conditions, with minimum gas consumption. This powerful engine has a proven record of long life, with minimum need of repair. All accessories and fittings are located for quick service and easy replacement.

(See "Specifications," pages 14-15 for details.)

Checker

6 - P A S S E N G E R S T A N D A R D

Features Common to Both Models

GENERAL SPECIFICATIONS:

Wheelbase.....	120"
Overall Length (Bumper to Bumper).....	200"
Turning Circle.....	37'
Tread Front.....	60"
Tread Rear.....	62½"

ENGINE:

Continental F-6226, 6-Cylinder, L Head Type, 3-5/16 Bore, 4¾" Stroke.
Compression Ratio 6:7-1. Develops 89 HP.
Front Seal — Chicago Rawhide — Chrome Hub.
Moraine Durex 100 — Bronze Backed Bearings on Crankshaft and Rods — Replaceable Type.

RING SET-UP:

Chrome Plated Top Piston Ring 3/32" Wide.
Two Rings ⅛" Taper Face — Compression.
One Oil Ring with Expander.
One Ring Below Piston Pin — Wiper.

Anodized Pistons.

Ferrox Treated Valve Guides.

CRANKSHAFT: Crankshafts are properly counter weighted and statically and dynamically balanced.

OILING SYSTEM: Full pressure feed to all main connecting rod and camshaft bearings, as well as tappets and timing gears. Suitable oil pressure is maintained from idle to maximum speed through an adjustable by-pass valve.

FUEL SYSTEM: Zenith 1¼" downdraft carburetor with built in automatic choke. Oil bath type carburetor air cleaner. Carter Mechanical fuel pump. Baffle and air scoop for fuel pump to prevent vapor lock. Fuel tank — 22 gallon capacity.

COOLING SYSTEM: Centrifugal water pump with impeller mounted on ball bearings. Water Jackets are full length. Radiator of fin and tube type — 16 quart capacity.

IGNITION: Electric Auto-Lite IGC type distributor with full automatic advance. Moisture proof coil and cables. Champion 18 MM spark plugs.

STARTING MOTOR: Electric Auto-Lite MCL heavy duty double coil type. With solenoid switch. Turnkey type starter switch on instrument panel.

BATTERY: Battery mounting located in luggage compartment under floor.

PROPELLER SHAFT: Spicer needle bearing type with center support ball bearing in a new type rubber mounting at frame X-member.

FRONT WHEEL SUSPENSION: Thompson products ball joint type of latest design.

REAR AXLE: Spicer semi-floating type. Hypoid ring gear and pinion. Axle shafts 1¼" diameter. Axle tube 2¾" diameter. Spring seats 50" centers.

BRAKES: Service: Four wheel Wagner hydraulic. Self centering—adjusting.

PARKING BRAKE—REAR WHEELS: Brake lever with improved ratchet lock, release by turning handle. Mounted to left of driver on brackets inside of body cowl.

SUSPENSION: Front springs—Coil springs of chrome steel.
Rear springs—Semi-elliptic—2" wide, 55" long, 5 leaves.

SHOCK ABSORBERS: Gabriel telescopic hydraulic, double acting. Ride stabilizer bar at front end.

STEERING GEAR: Ross model ratio 19:1 cam and lever type. Steering wheel 18" diameter.

WHEELS: Budd steel, balanced with drop center 15" rims.

TIRES RECOMMENDED: 7:10 x 15 and 6:70 x 15.

FRAME: This wholly new chassis has long life built into every part. The X-Member type frame with box section rails are joined in the forward part by two tubular cross members, and the rear portion of frame at kickup is joined with another tubular section, plus front and rear cross members.

FRONT AND REAR BUMPERS: These one piece bumpers wrap around the lower part of the fenders and provide maximum protection to both the fenders and to the head and tail lamps. Two bumperettes are provided on each bumper.

Body

GRILLE: This is of two-piece sheet metal construction incorporating the parking and directional lamps. It can be easily removed and repaired without disturbing other parts.

FENDERS: All four fenders are removable in minutes. They are of two-piece construction so designed that the outer half may be removed for repair without disturbing the inner half, or both may be removed as an assembly without disturbing or removing other parts. The headlamp is secured to the front inner fender by a structural ring and need not be disturbed when the outer fender is removed.

HOOD: Hood assembly is easily detached from the body by the removal of four bolts, alignment is practically automatic. The hood lock is of a new and compact design, incorporating a built-in safety catch.

BODY: The body is of an entirely new design with ultra modern exterior and interior. The interior of the body, excluding front, rear and auxiliary seats, is of steel structural members featuring curved design having infinitely greater strength than the conventional structure now used in automobile bodies, thus providing greater safety protection to the riding public when accidents occur. It also provides the utmost in sanitary conditions.

Trim such as the head lining, door panels and seat cushions are in the latest and most modern automotive design.

WINDSHIELD: The windshield is of semi-wrap-around design, providing clear and undistorted vision.

WINDSHIELD DEFROSTER: The windshield defroster system is arranged to spread a blast of air over the entire windshield glass and also can be used to circulate fresh air into the driver compartment summer or winter.

8 - P A S S E N G E R *DRIV-ER-MATIC* S P E C I A L

INSTRUMENT PANEL: Welded into the body for additional strength. Every instrument within easy sight and reach and readily removable.

DOORS: The doors are of two-piece construction, the upper half being separable from the lower panel at the belt. The rear doors are hinged on the center post and in open position present more space for entrance and exit than that provided on conventional stock cars.

The door hinges are of the concealed type, with a built-in door check and hold open device incorporated.

The door locks are operated by a pushbutton handle on the exterior. The interior handles must be lifted to unlock the door. Any downward pressure positively locks the door.

DRIVER'S SEAT: The driver's seat is of tubular design permitting deep comfortable seat cushions, with a manually operated seat adjustment mechanism available.

PARTITION: The easily removable partition is of a revolutionary new design which takes no room from the passenger and when open is entirely out of the way.

REAR SEAT: The rear seat is of extra deep construction with heavy duty seat and back springs, and is trimmed with vinyl upholstery material.

FLOOR MATS: The floor mats are of rubber construction, insulated from heat and noise by pads. The passenger compartment is exceptionally easy to clean, the pad being of a water resistant material.

REAR DECK LID: The rear deck lid is mounted on a hinge of new design. The lock is key operated to open and is automatically locked when closed.

TAIL AND DIRECTIONAL LAMPS: The tail and directional lamp bulbs readily changed from the luggage compartment without use of tools.

6 - Passenger Standard — Regular Equipment

GENERATOR: 45 amp. output capacity. Electric Auto-Lite GGU. Ball bearings front and rear of armature shaft. Voltage regulator Auto-Lite VBA.

BATTERY: 15 plate — 115 amp. hr. at 20 hour rate.

CLUTCH: Borg and Beck 10" single plate with special Thermoid 219 x 16 heavy duty woven asbestos facings with spiral inserted copper wire on spring cushioned type driven member. Grease fitting on throwout bearing.

TRANSMISSION: Warner gear, special heavy duty, with large bearings. Three speeds and reverse. Helical gears and syncro-mesh for second and high. Spur gear for first and reverse giving extra strength and long life.

REAR AXLE: Spicer semi-floating type. Hypoid ring gear and pinion. Standard ratio 4.09 to 1. Optional 4:55 to 1 and 5:86 to 1.

GEAR SHIFTER: Simplified design with control lever on steering column, below steering wheel.

REAR WINDOW: Rear window — fixed. Mounted in rubber.

NOTE: Any items shown as regular equipment on the 8-Passenger Driv-er-matic Special may be obtained as optional equipment on the 6-Passenger Standard. Prices will be quoted on request.

8 - Passenger *DRIV-ER-MATIC* Special — Regular Equipment

REAR AXLE: Spicer semi-floating type. Axle ratio 3:54 to 1.

AUTOMATIC TRANSMISSION — DETROIT GEAR: Torque convertor type with automatic planetary gear train. Convertor incorporates a solid drive with convertor locked out in high gear for elimination of slippage. Automatic three forward transmission and one reverse — hydraulically controlled. Automatic low gear start shift to intermediate gear is smooth and automatic, and has been proven worthy in operation.

POWER BRAKES: Power applied by vacuum through Bendix Hydrovac through the hydraulic brake system master cylinder.

POWER STEERING: Power is applied to the turning of the front wheels by hydraulic pressure built up by a pump on the end of the generator. This unit operates in conjunction with the standard steering gear.

DRIVER'S SEAT: A four-way electrically operated seat adjusting mechanism is provided.

AUXILIARY SEATS: The folding auxiliary seats are of a new design and provide easier exit and entrance.

Optional Equipment — Both Models

ENGINE: Low compression cylinder head with 5:43 to 1 ratio for low speed, low grade fuel operations when desired.

RADIATOR: Fin and tube type tropical — with increased cooling efficiency for use in hot climates.

50-AMP GENERATOR

W.S.W. TIRES

ROOF MOUNTED ANTENNA FOR 2-WAY RADIO

HEAVY DUTY SHOCK ABSORBERS

HEAVY DUTY REAR SPRINGS

OIL FILTER

W/S WASHERS

OUTSIDE REAR VIEW FENDER MOUNTED
MIRROR

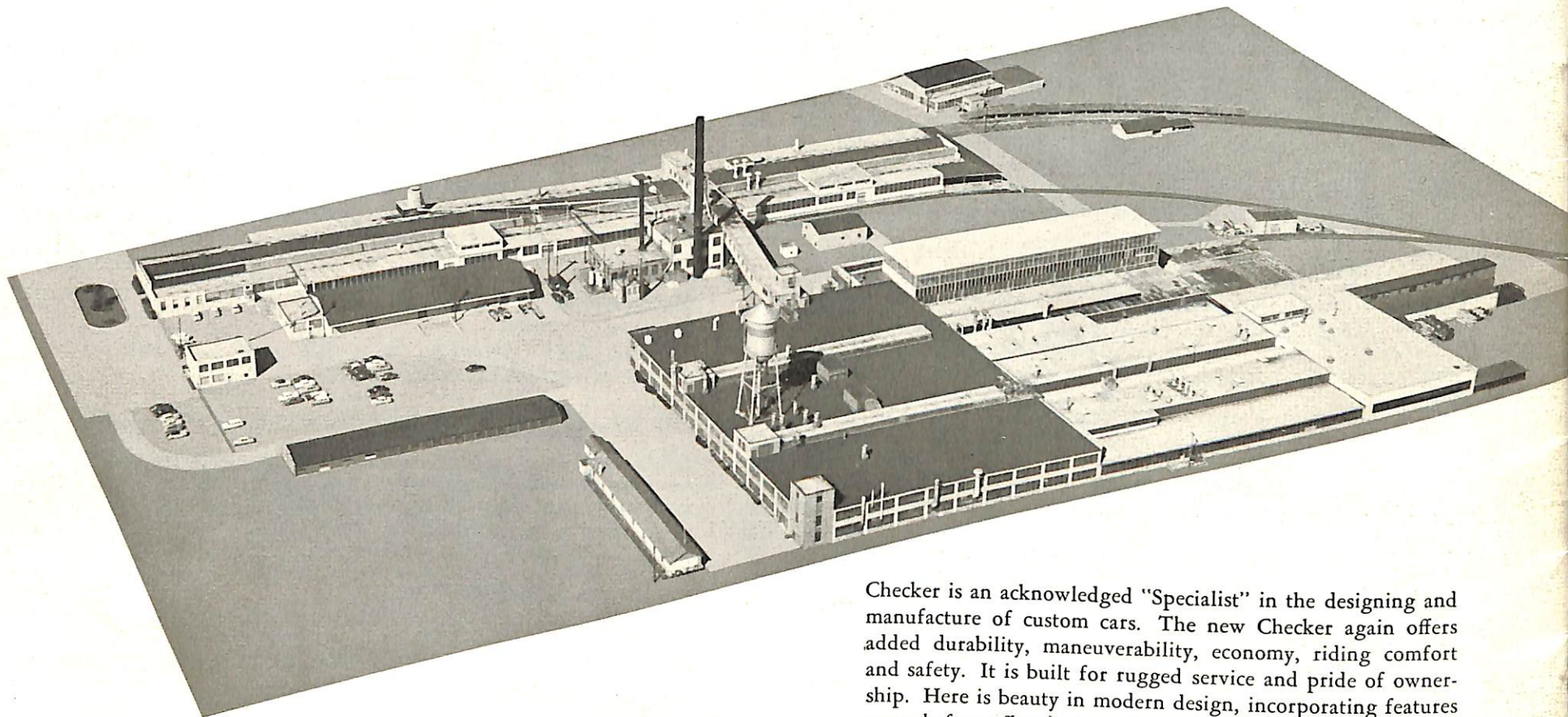
TOOL KIT AND JACK

BULKHEAD HEATER

Prices Quoted on Request

1952

Checker BUILDERS OF AUTOMOBILES SINCE 1922



Checker is an acknowledged "Specialist" in the designing and manufacture of custom cars. The new Checker again offers added durability, maneuverability, economy, riding comfort and safety. It is built for rugged service and pride of ownership. Here is beauty in modern design, incorporating features never before offered, at a price that demands the earnest attention of every potential owner of a new car.

CHECKER CAB MFG. CORP., KALAMAZOO, MICH.
Designers and Builders of Custom Cars for Over 30 Years