

THE
MOST TALKED ABOUT
AUTOMOBILE
IN THE WORLD
TODAY

Announcing



Tom - I just
thought that
Tommy might
like to see
this - OK?

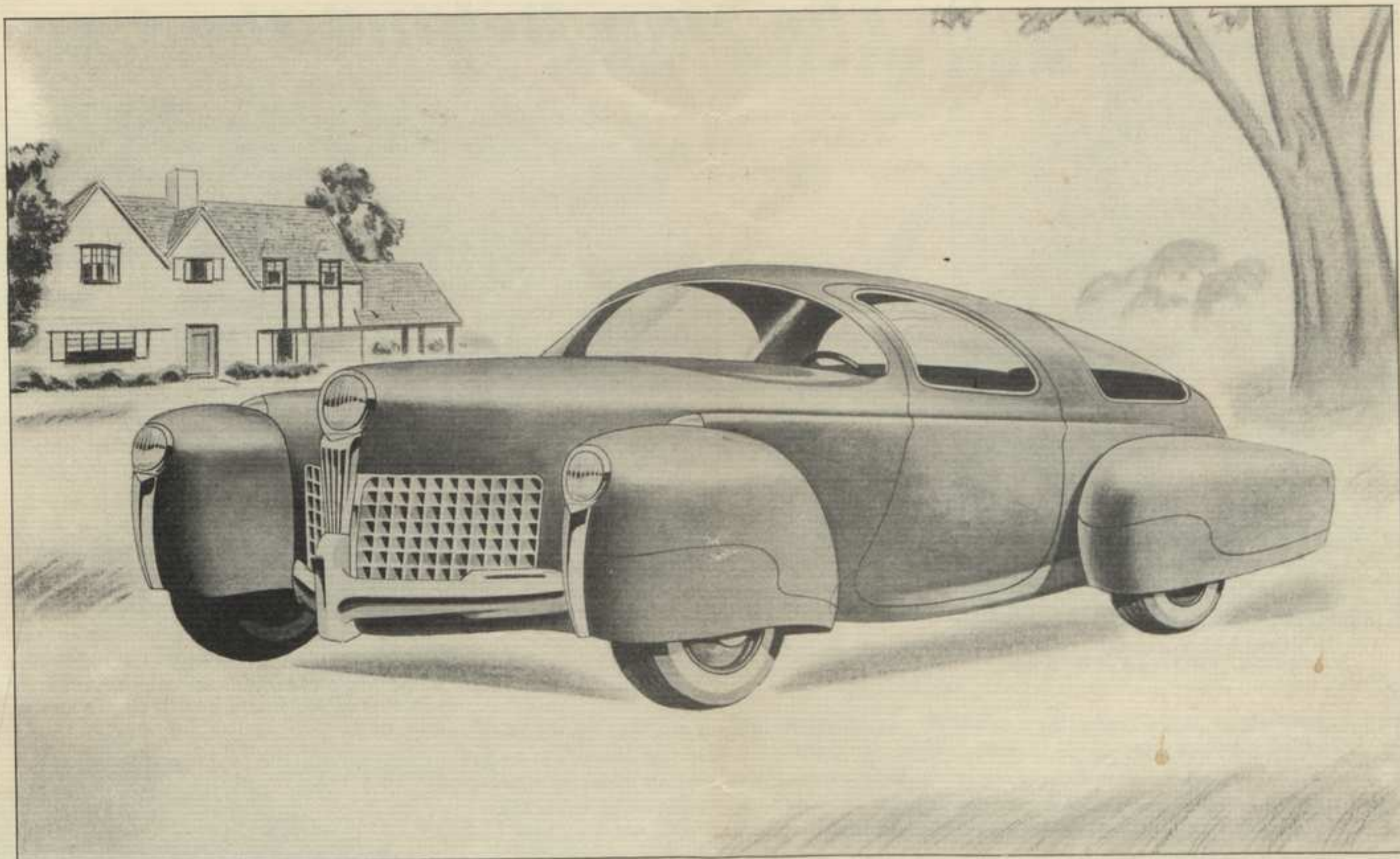
Jan

The **TUCKER** Torpedo



The **TUCKER** *Torpedo*

For those who demand the most in safety . . . who want something new in distinction and comfort . . . who wants to go places . . . for the engineer who knows and appreciates the genius of creating and producing a really great car . . . for these and thousands more who have been accustomed to the best, here is the Tucker Torpedo . . . *the rear engine car of proven advantages* . . . proved for years on the toughest of all testing grounds — the Indianapolis Speedway. Here is the medium-priced car that has more individuality than any car in the world to-day. Thousands are talking about it. Soon they will be driving it . . . the Tucker Torpedo, the truly modern automobile.



AMERICA'S MOST MODERN AUTOMOBILE

Sleek, safe and fast, the rear-engine Tucker Torpedo brings custom-built performance to the medium price field. Enjoy unequalled comfort in this roomy 126-inch wheelbase car, free from the noise, vibration, heat and fumes of a conventional automobile. Feel the surging drive of its 150 horsepower engine, unshackled by excess weight. Drive safely with full vision front and rear, and experience big car performance with small car economy.



PRESTON THOMAS TUCKER

LONG recognized as an authority on design and building of racing cars Preston Tucker enters the passenger car field to offer the American public an automobile combining advanced engineering features never before used on a stock car, yet proved over years on the toughest of all testing grounds, the 500-mile Speedway at Indianapolis.

From the Speedway have come the major improvements found in automobiles today—four-wheel brakes, rear view mirrors, aluminum pistons, silicon steel valves and individual wheel suspension. Now from the Speedway comes the Torpedo, first of a line of precision built, distinctive passenger automobiles to bear the Tucker trademark. Unhampered by obsolete design and production methods, Tucker has de-

veloped a modern, rear-engine automobile with the most advanced engineering principles in any automobile offered American motorists today.

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After finishing at Cass Technical school in Detroit, Preston Tucker studied engineering, commercial law and business management in college extension courses. He entered the automobile industry as office boy for D. McCall White, Vice-President in charge of engineering for the Cadillac Motor Car Company, under whose tutelage he learned engine and chassis design. About 1921, Tucker joined the Ford Motor Company and gained invaluable experience in major departments including traffic, inspection, foundry and production. Entering the sales field in 1925, he subsequently became sales manager for Studebaker. He was distributor and wholesale manager for Chrysler at Memphis; Pierce Arrow zone manager at Buffalo, and Packard distributor at Indianapolis, where his association with the late Harry Miller began 18 years ago.

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With Miller, Tucker helped design cars that won 14 out of 16 Speedway events in which they were entered, tough grinds equal to 50,000 miles of ordinary driving that could be survived only by the finest cars ever built. But even as Tucker was building a reputation in the racing field he was looking forward to the day when he could produce a medium priced passenger car that would have built into it the same advantages in safety, design and engineering that have made racing cars superior.

No engineer ever worked harder than Preston Tucker to apply the lessons learned on the Speedway and to bring greater safety, pleasure and comfort to the everyday motorist. For into the Torpedo is built safety in bal-

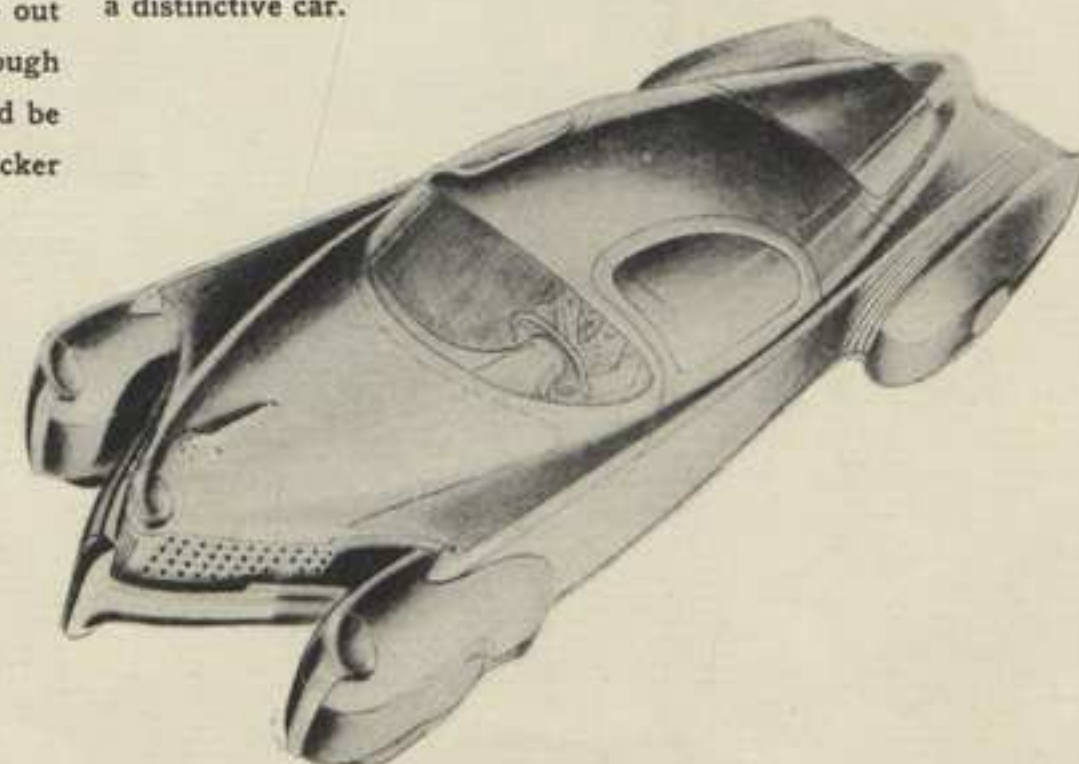
anced design, road stability at all speeds . . . positive brakes that stay in adjustment . . . full vision unobstructed by corner posts . . . safety in night driving with directional illumination and lights protected by every known means against failure . . . power and accelerations to get out of tight spots. The Torpedo has all these and more.

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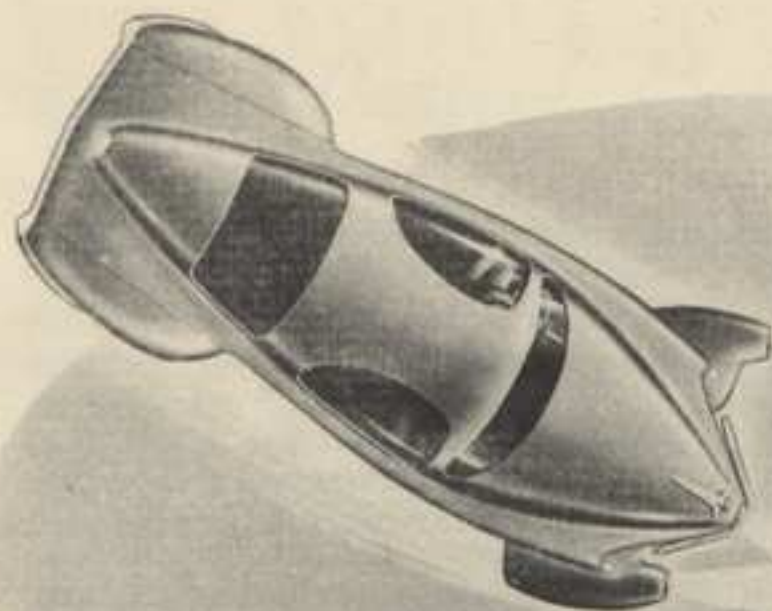
To build the revolutionary rear-engine Torpedo, Tucker has associated with him men from the top ranks of automotive industry, men who have held key positions with major companies and who now pool their experience, knowledge and skill to make the Tucker Torpedo the finest engineered car ever built.

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These men already have built a smoothly functioning organization to keep a constant flow of raw materials streaming to assembly lines. Now they are establishing a dealer organization to speed the delivery of finished Torpedoes to discriminating motorists. Today the Tucker leads the industry in offering, without competition, an automobile that will set new standards for the sheer pleasure of driving and pride of owning a distinctive car.

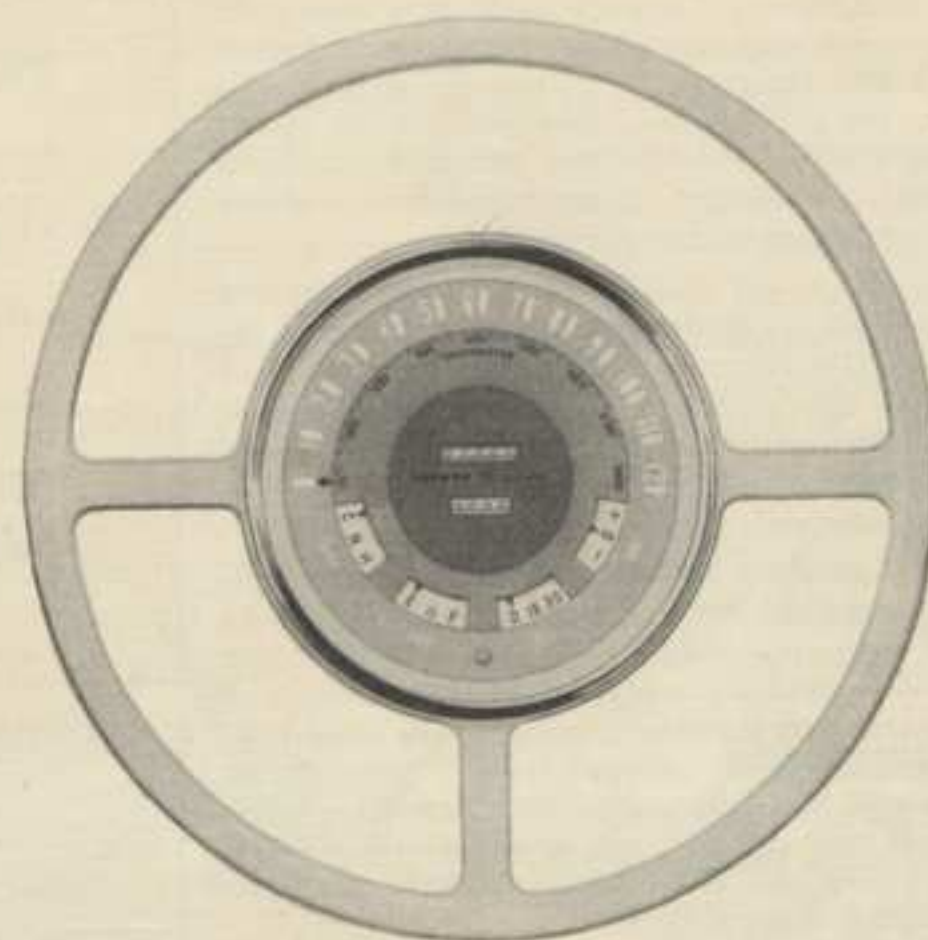
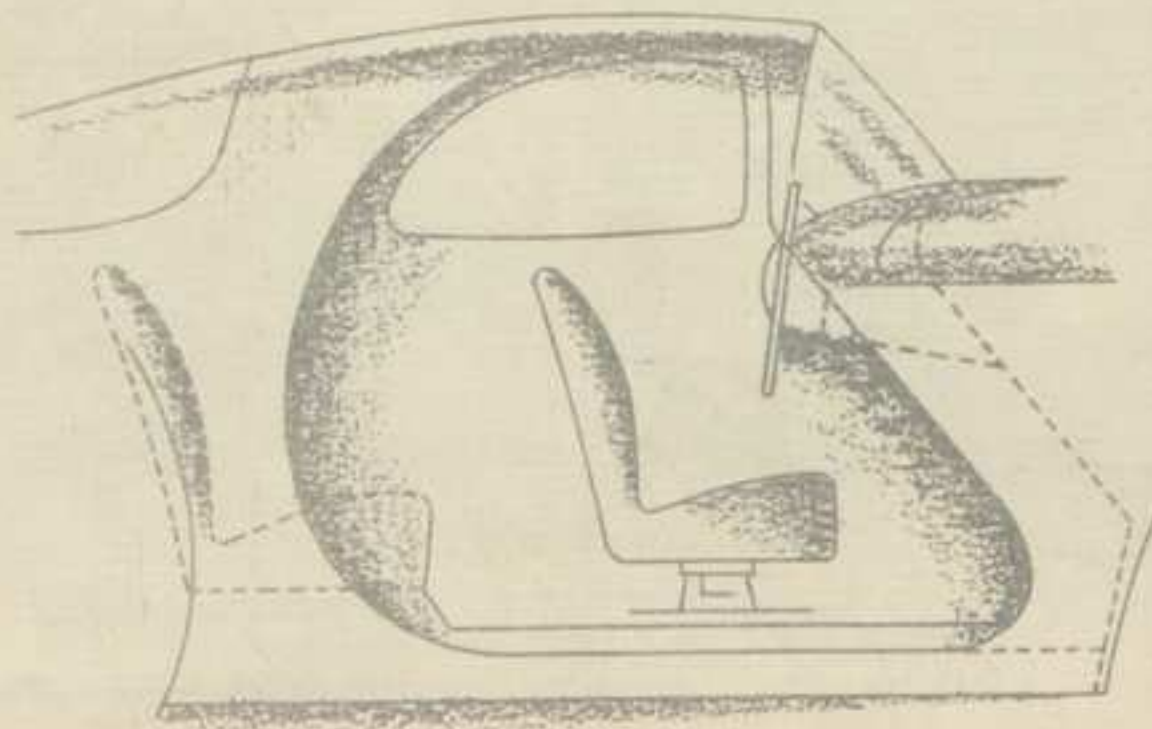


... New Safety and Comfort



FIRST WITH FENDERS THAT TURN

With front fenders that turn with the wheels, but do not move up and down, the Tucker Torpedo introduces new night driving safety as well as easier parking, day or night. Lights mounted on the fenders follow curves in the road to eliminate blind spots, the cause of so many accidents, while a center fixed "Cyclops Eye" throws a beam straight ahead. And each headlight has a separate fuse to prevent a sudden blackout. Another Tucker exclusive.



ONLY CAR TODAY WITH STEERING WHEEL INSTRUMENT PANEL...

For safety, convenience and easier operation, the Tucker Torpedo has moved the speedometer, gauges, ammeter, tachometer, ignition—everything to the shock-insulated steering wheel. Right where they can be seen, not hidden behind spokes or wheel. Reverse control and light switches are right at the finger tips without taking the hands from the wheel. Another example of Tucker designing ingenuity.

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EXTRA WIDE DOORS OPEN OUT AND UP...

When the Torpedo's extra wide doors are opened, they move "up" as they open "out." With this design, the car can be parked at higher curbs without the danger of jamming a door on the sidewalk or curb. Wide doors permit easy entrance to front and rear seats without the need to fold front seats forward, disturbing passengers already seated. And children in the back seat are in no danger from tampering with door controls. Doors are controlled from the front.

these Advanced Engineering Features . . .

Into the revolutionary Tucker Torpedo have been built, for the first time, many advanced engineering principles which for years have been recognized by automotive authorities as more efficient. Yet with all these improvements, the roomy 126" wheelbase Tucker car weighs only 2400 pounds, because these engineering advances have made it possible to eliminate more than 800 parts used in other cars of today.

Speedway tested, the Tucker Torpedo's powerful 150 horse power opposed 6 cylinder engine, mounted directly between rear wheels, develops more horsepower per pound of weight than most light airplane engines. Low pressure direct fuel injection eliminates the carburetor and provides exact and economical mixtures at all times, giving gasoline economy of 35 miles per gallon at moderate driving speeds.

Block and head are a single aluminum casting with integral cylinder walls of fused bronze, that should give triple the service of ordinary engines without pumping oil. If the engine should run out of oil, the car will stop immediately — no more costly repairs or burned out bearings. The liquid cooling system is sealed under pressure — no evaporation, no freezing, no worry. Hydraulic valve lifters, heretofore found only on the most expensive cars, will insure uniform performance with every revolution of the engine, and the same clearance at 100,000 miles as in the first 10.

Hydraulic torque converters, exclusive with the Torpedo, transmit power to both rear wheels and provide constant, equal traction. Swaying and weaving at high speed, caused by action of the differential, is eliminated, because there is no differential. There is no clutch, no transmission gears, no long heavy drive

ONLY THE TUCKER TORPEDO HAS THESE

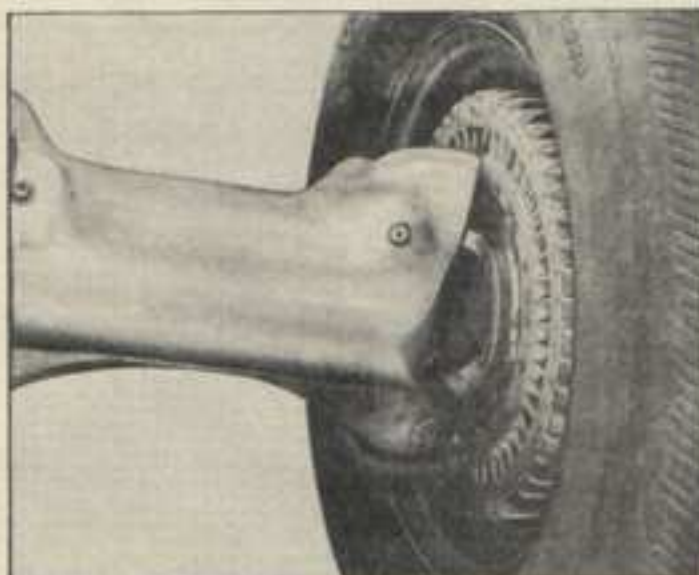
- *Engine in the rear*
- *Luggage compartments front and rear*
- *Hydraulic disk brakes*
- *Lower center of gravity*
- *150 horsepower airplane-type engine*
- *Hydraulic torque converters*
- *Instruments on the steering wheel*
- *Directional illumination*
- *Sealed liquid cooling system*
- *24-volt electrical system*
- *Individual wheel suspension*
- *Low pressure fuel injection*

shaft housing. Just a touch of the accelerator and the sensational engine sweeps the beautiful Torpedo smoothly and quietly on its way.

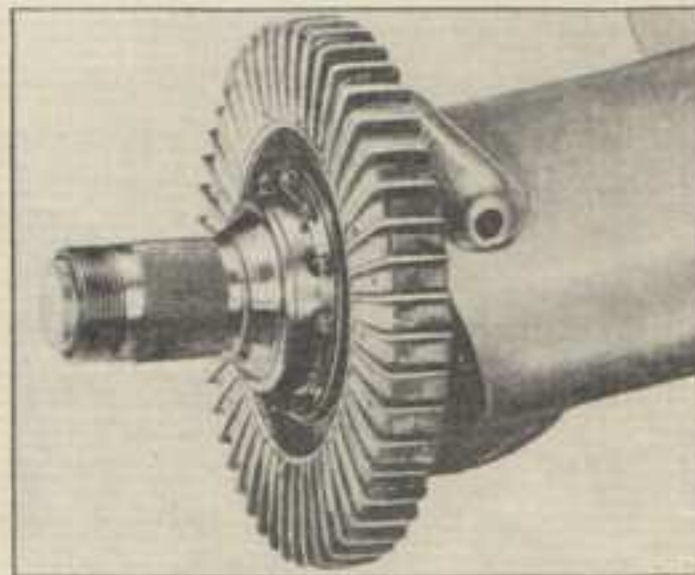
The Torpedo likewise is first with sure-stop hydraulic disk brakes. Imagine cutting down the "stopping distance" from one-third to one half — yet bringing the car to a smooth sure stop. That is what happens when the hydraulic brakes of the Tucker Torpedo are applied. These brakes, using a single steel disk between two friction surfaces, were developed from brakes made to stop swift Navy fighting planes on carrier decks without spin or slide, and have more than double the braking area of drum type brakes. Not only are these disk brakes the surest, smoothest and fastest on any automobile today, they automatically compensate themselves against wear, and are always in adjustment.

All four wheels are independently sprung for more safety and more comfort. Racing cars are built to grip the road when roaring over bumpy tracks. That same feature is built into the Tucker Torpedo with individual wheel suspension. The result? The car rides level at all times and floats over the bumpiest roads with unbelievable freedom from bounce and shock. Wear on tires is cut down, and added safety is assured by wheels that really hug the ground. Having less than one-third the unsprung weight of other cars, the coasting effortless glide of the Torpedo reaches new heights in riding comfort.

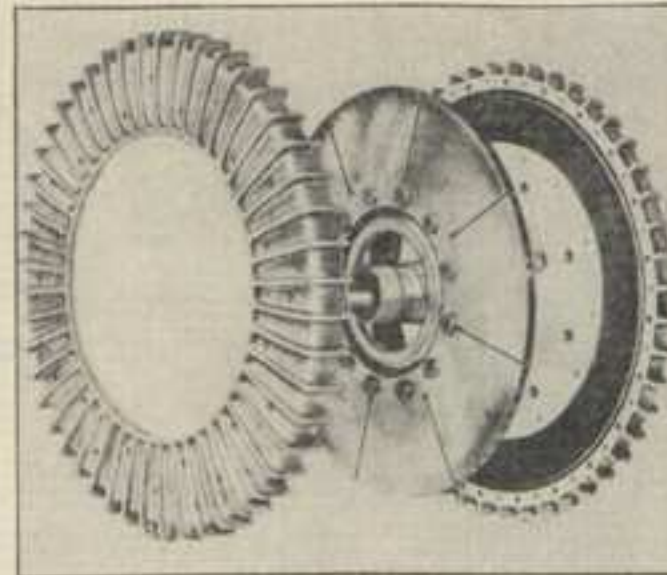
A husky 24 volt-electrical system, with capacity for any emergency, is the same type used on war planes. And the three headlights have individual fuses to prevent a sudden blackout should a wire become shorted.



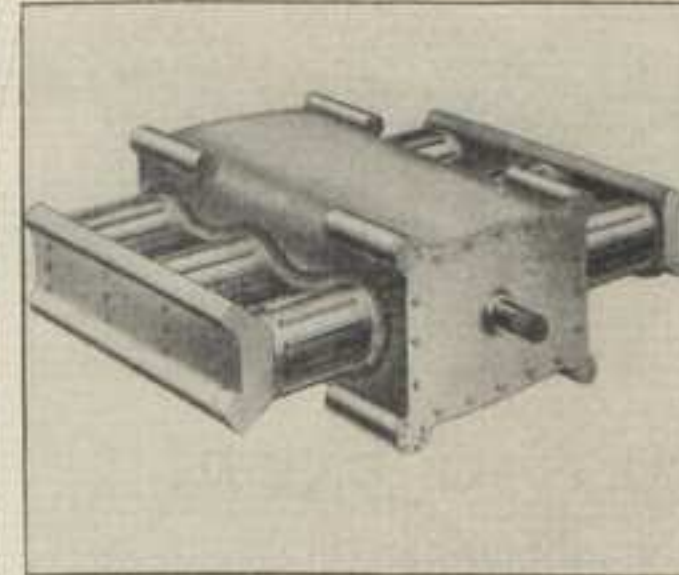
*Individual Wheel Suspension,
Front and Rear*



*Hydraulic Disk Brakes . . .
Safe, Sure, Smooth*



*Three Major Operating Parts
in Brake Assembly*



*150 Horsepower Opposed
Airplane-Type Engine*

assure Perfect Motoring in the Torpedo

Where else but in the Tucker Torpedo is the relaxing roominess which only the engine-in-rear can provide? Where else that freedom from front-engine fumes, heat, vibration and noise? What other car can match its precision balance? Where else is the liquid-flowing ride—the result of new design that makes not only the clutch but transmission, drive shaft and differential obsolete?

Where else but in the Tucker Torpedo is there the light weight—yet strength and safety—that is the standard of efficient performance. Where but in the Tucker Torpedo, is complete relaxation and peace of mind that comes from knowing you have the safest brakes and finger-tip control at all times? Where else but in the Torpedo is there the thrill of a new and exciting ride that permits such care-free enjoyment for driver and passengers alike.

Only by discarding old fashioned ideas and starting with fundamentally different principles of planning and advanced engineering . . . only by utilizing the newest and best knowledge of metallurgy and mechanics could Preston Tucker design and build such safety, economy, comfort, performance and smart appearance into this distinguished new automobile . . . the car that looks ahead to tomorrow.

SAFETY

The body built with welded steel tubing is designed like the fuselage of a fighting plane, integral with the chassis. This gives lightness without sacrificing strength, and a lower center of gravity for road stability at any speed. The top likewise is steel, and in front of the driver's compartment is a steel crash panel lined with a two inch layer of sponge rubber.

The curved safety glass windshield provides full vision, and the clean sweep of the hood slopes down toward the front for a clear view of the road immediately ahead. The speedometer and other instruments are in plain sight, not hidden behind the steering wheel or spokes.

ECONOMY

Up to 35 miles per gallon of gasoline is expected of the engine, designed to obtain maximum efficiency from ordinary motor fuels. Large costly service departments will not be needed with "package service" direct from the factory

There are no gears to shift in the Torpedo. Hydraulic torque converters transmit power directly to rear wheels for increased safety as well as economy. The driver can keep both hands on the wheel, eliminating the cause of many accidents. On the economy side are lower weight, fewer operating parts and far lower friction loss than with present day transmissions.

Dealers will carry spare engines in stock for replacement, like storage batteries are exchanged today, while engines are rebuilt or serviced at the factory. Electrical connections, throttle, fuel and hydraulic lines fasten through a single airplane-type connector that can be unfastened with a single operation and the engine, fastened to the chassis by four bolts, can be removed in 15 minutes by a competent mechanic with standard tools. The only normal service operations required will be lubrication and perhaps occasionally checking the electrical system.

COMFORT

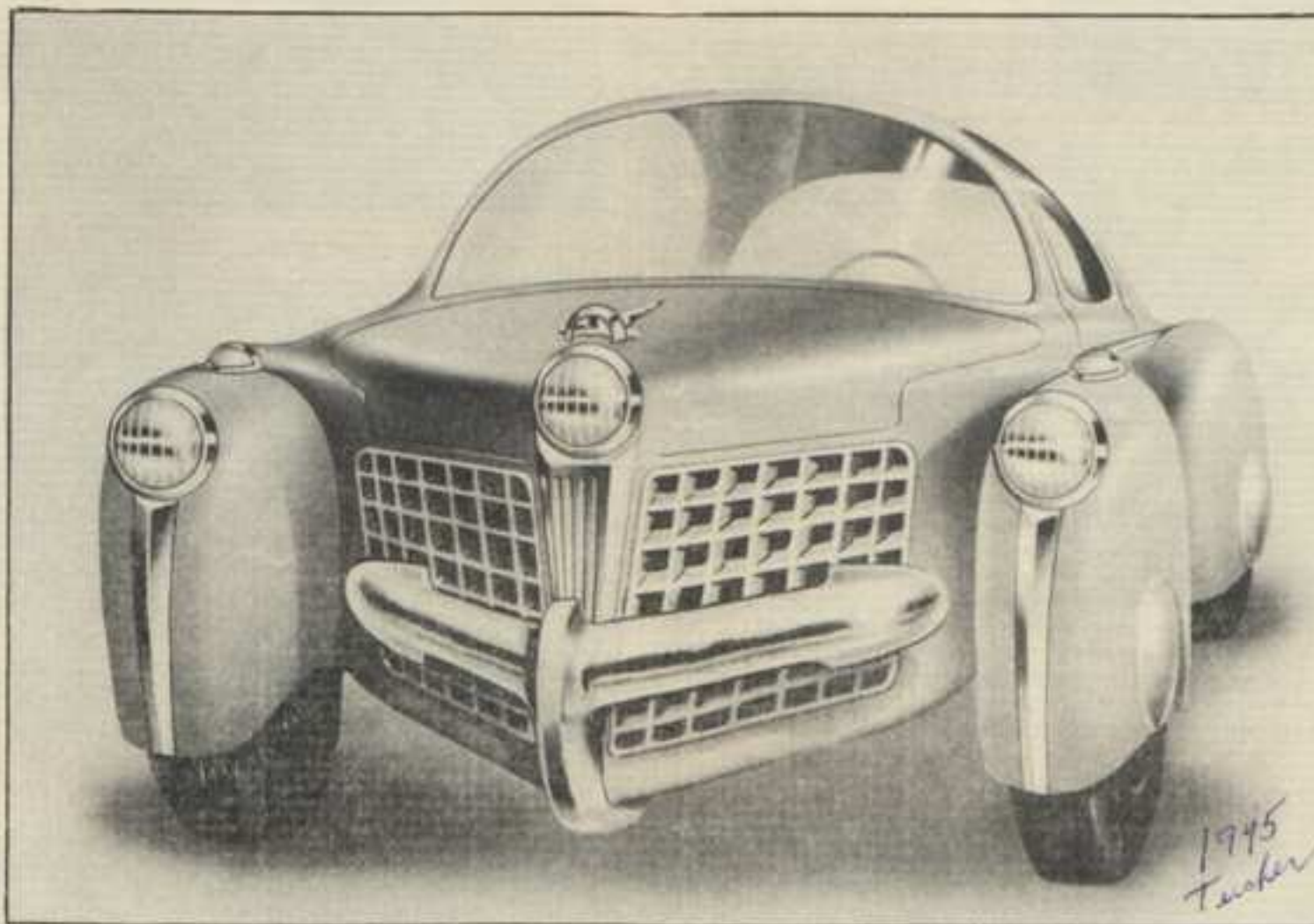
Doors open out and up to clear curbs when parked, and extend into the roof so passengers can get in and out without stooping. Floor space in the luxurious interior is unobstructed by the usual tunnel for the drive shaft, and the space-taking hump in the front compartment over the transmission case. The only controls on the floor are the foot throttle and brake.

The luggage compartment is in front under the hood for quick easy access and maximum clean storage space. An almost equal space over the engine under the rear deck will hold baggage.

Thermostats will hold engine temperature to around 200 degrees, slightly under the boiling point of water and found to be the most efficient operating temperature. No special radiator will be needed for hot climates, extreme cold or high altitudes. In winter fresh air drawn through the radiator heats the interior.

STYLE

Because the Tucker Torpedo avoids the compromise that starts with front-engine design, new and graceful lines distinguish its streamlining. Lower center of gravity gives it that sleek close-to-the-road appearance, but without sacrificing adequate head room even for the tallest people. Today the Torpedo has set a style that will not be dated for years, and that will give owners the pride and enjoyment of driving the smartest looking car in America.



these from the Top Ranks of Industry . . .



HANSON AMES BROWN
Vice-President and Assistant to President

Hanson Ames Brown entered the automotive field as branch accountant for the Studebaker Corporation; then was sales accountant for the Oliver Chitt Plow works, South Bend; head accountant for the Chalmers Motor Car Company and the Maxwell Motor Car Company after its consolidation with Chalmers, and in 1919 became assistant comptroller for General Motors Corporation at Detroit. In 1925 he was named comptroller of GM of Canada, Ltd., and in 1927 became vice-president and director of all GM Canadian divisions. Leaving GM in 1936, Brown handled a chain of dealerships in California, selling his agencies to managers in 1940 when he became assistant to the works manager, Lockheed Corporation, and was in charge of all control departments of Lockheed-Vega after merger of the two companies. In 1945 he was named executive vice-president of the Edo Aircraft Company, resigning to organize plants for the Kamkap Corporation, holding this post until he joined the Tucker Corporation early in 1946.



ROBERT PIERCE
Vice-President and Treasurer

Robert Pierce was born in England where he became a chartered Accountant; came to the United States in 1921 and qualified as a Certified Public Accountant. In 1924 he became connected with the firm of Price, Waterhouse & Company, Certified Public Accountants, Detroit. Pierce was appointed controller in 1929 of the Briggs Manufacturing Company at Detroit, largest independent body manufacturers in the world, and later served as Secretary-Treasurer and Director of Briggs and all its subsidiaries. As Director of Briggs Bodies, Ltd., he had a major part in organizing and operating the company's British organization, largest body plant outside the United States. Pierce has served as director of numerous suppliers to automotive companies, and was a director of the Guardian Depositor's Corporation, liquidating corporation for the Guardian Bank of Detroit, throughout its existence.



WILLIAM J. O'NEILL
Consultant to the Management

William J. O'Neill, former president of the Dodge Division, Chrysler Corporation, joined the Tucker Corporation as consultant to the management after designing, tooling and operating the Chicago Dodge plant, acquired by Tucker to build the rear-engine Torpedo. The Tucker engine works, largest in the world, was built to produce engines for the B-29 "Super Fortress," and is acknowledged to be the best equipped plant in the nation for production of engines. A veteran in the automotive field and known throughout the industry as a top design and production man, O'Neill began his career as a machinist's helper with the Dodge Division, working in many capacities and departments in his rise first to manufacturing chief and vice-president of Dodge, and finally to the post of president.



FRED ROCKELMAN
Vice-President and Director of Sales

Fred Rockelman started with the Ford Motor Company in 1903 as inspector, was transferred to the experimental department in 1905, then went on the road getting dealers, demonstrating, selling retail through dealers and supervising road, speed and endurance tests and demonstrations. In 1909 he went to Buffalo as retail salesman, became superintendent of the first automobile branch assembly plant in the United States, and was raised to assistant manager in 1912. In 1915 he went to Seattle as branch manager, to Indianapolis in 1918 in the same capacity. He served as vice-president and general manager of the Detroit, Toledo and Ironton railroad from 1922 to 1927, when he was made sales manager of the entire Ford organization, holding this position until 1930 when he was named president of the Plymouth division, Chrysler Corporation. During the war Rockelman managed the eastern office of the Douglas Aircraft Company at Detroit, handling training programs and expediting.



ROBERT K. JACK
Chief Engineer

Robert Jack, born in Scotland, has a racing background like Tucker, having designed the single sleeve engine that powered the Scotch Argyle racing car. After coming to the United States, he was assistant to D. McCall White, vice-president in charge of engineering for the Cadillac Motor Car Company, and with White helped develop and design the Cadillac engine. From 1914 to 1916 he was chief engineer for the Russell Motor Car Company of Canada, and in 1916 became works manager for Beardmore Aviation Engines in Scotland, returning to the United States in 1919 as chief engineer of the Oldsmobile division, General Motors Corporation. From 1929 to 1932 he was chief engineer for Durant Motors; held a key position in the Pratt & Whitney engineering department from 1935 to 1937 and from that year until 1945 was chief engineer for Reo Motors.



HERBERT MORLEY
Director of Purchases

Herbert Morley entered the automotive industry in 1920 with the Canadian Products Division of General Motors at Windsor, Ontario. After spending three years, supervising quality and inspection of motors and axles for General Motors, he went to Detroit with Howard E. Blood to take over operation of the Detroit Gear and Machine Company and later helped Blood form the Norge organization. He also participated in production of the first run of Norge refrigerator's built in 1926. Morley served Norge in many capacities supervising manufacture of a wide variety of productions including motor compressors, transmissions, special gears and aircraft parts. In 1938, he introduced a new system of process control and inspection which improved quality and uniformity of process, and in 1940 was appointed plant manager for all Detroit manufacturing units of Norge division, Borg-Warner Corp. After almost 17 years with the Norge division, Morley joined the Tucker organization early in 1946.

Unsurpassed Manufacturing



Giant machines, like this huge multiple drill press, are ready to handle every phase of automobile production.

No company ever started with better management, experience or production facilities than the Tucker Corporation, which has acquired from the War Assets Administration the vast, former Chicago Dodge plant. Built and equipped at a cost of more than \$170,000,000 to build engines for the giant Superforts during the war, this plant not only will produce the powerful Tucker engine, but has facilities to manufacture almost every component part of a modern automobile.

Covering 475 acres, the Tucker plant is the largest engine plant in the world. The main building, which alone covers 82 acres, houses offices, engineering, color, styling and design departments; experimental laboratories, and air-conditioned test cells. More than 683,000 feet of underground corridors connect conference rooms, cafeterias, first aid and hospital quarters with other sections of the plant. Inside the plant area is parking space for 20,000 automobiles.

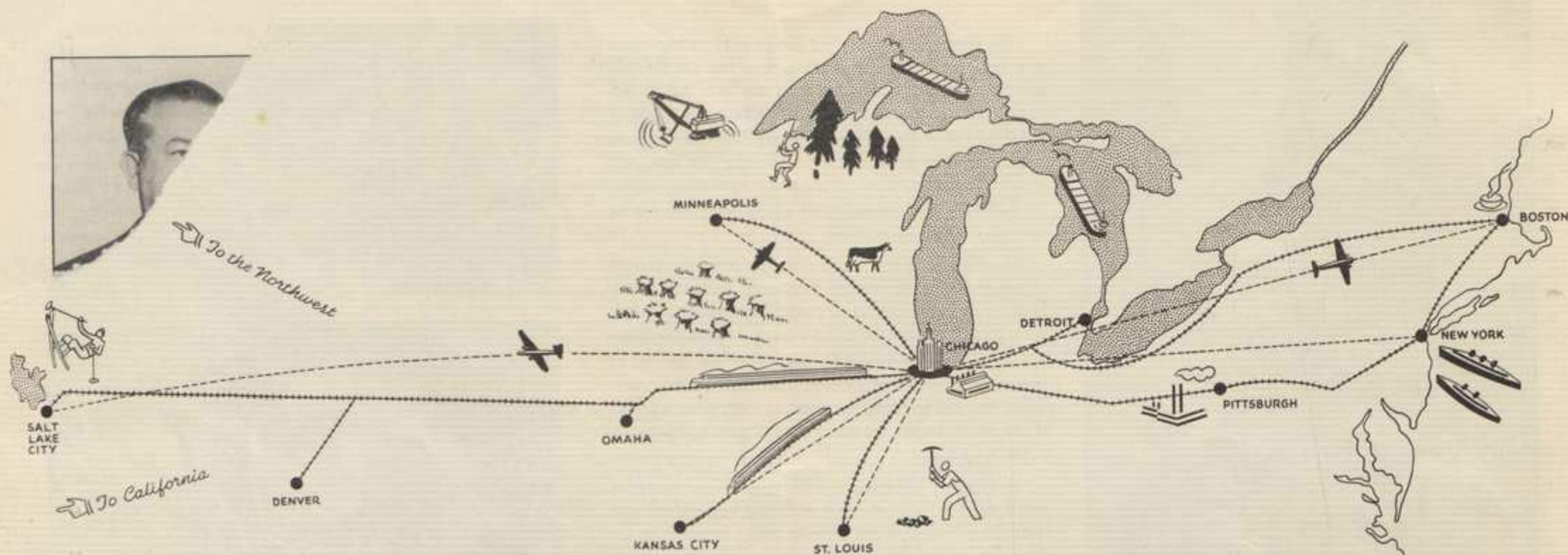
In separate buildings are two of the finest foundries in the world to fabricate aluminum and magnesium, and another building houses massive drop forging equipment. Two power plants stand ready when the signal is given to start assembly lines rolling. Production equipment, installed at a cost of \$96,000,000, includes more than 8,000 precision machine tools and an additional 35,000 general purpose tools . . . assurance to every Torpedo owner of a precision-built automobile.



Skilled operators and fine tools maintain quality that means years of trouble-free driving.



these *From* Industrial Center of the World



NO city in the United States is better suited for manufacture of a new automobile than Chicago, major distributing center for basic industries of the nation, and the hub of every present day form of transportation, including trans-Atlantic shipping.

With some 40 percent of the country's entire population within a radius of 500 miles, Chicago is the center of American population and industry, and the major automotive market of the world. With resources that dwarf the facilities of any other industrial center, Chicago today holds a strategic position in the nation's economy.

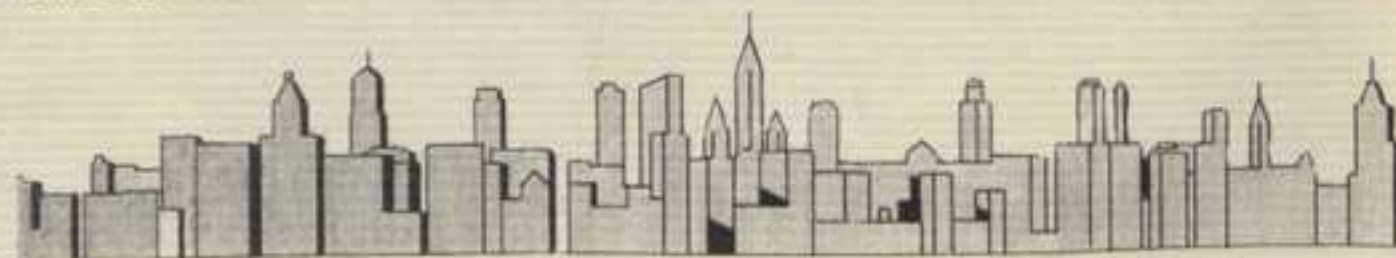
Every major facility needed to manufacture a new automobile is here — raw materials, allied manufacturing enterprises, labor supply and transportation.

To the north lies the vast Mesabi iron range and the iron deposits of northern Michigan, brought to Chicago mills by Lake freighter; to the south, in central Illinois, the nation's greatest soft coal fields; and in nearby La Grange, Chicago suburb, the world's largest aluminum rolling mill. And extending from Chicago to Gary, Indiana, are six of the largest steel mills in the country.

Headquarters of the world for metal production and fabrication, Chicago is a shipping point for iron and steel which means a saving of up to two dollars per ton in freight rates. Almost unlimited machine tool, forging and other facilities are available to supplement already available in the Dodge plant.

Hundreds of manufacturers of accessories, hardware, electrical and radio equipment and related products promise ready and dependable sources of supply.

More than a million workers make up the labor pool in the Chicago area, many of whom were employed in scores of war industries, and have the skills and experience necessary to build a new automobile.





THE TUCKER CORPORATION
CHICAGO, ILLINOIS