

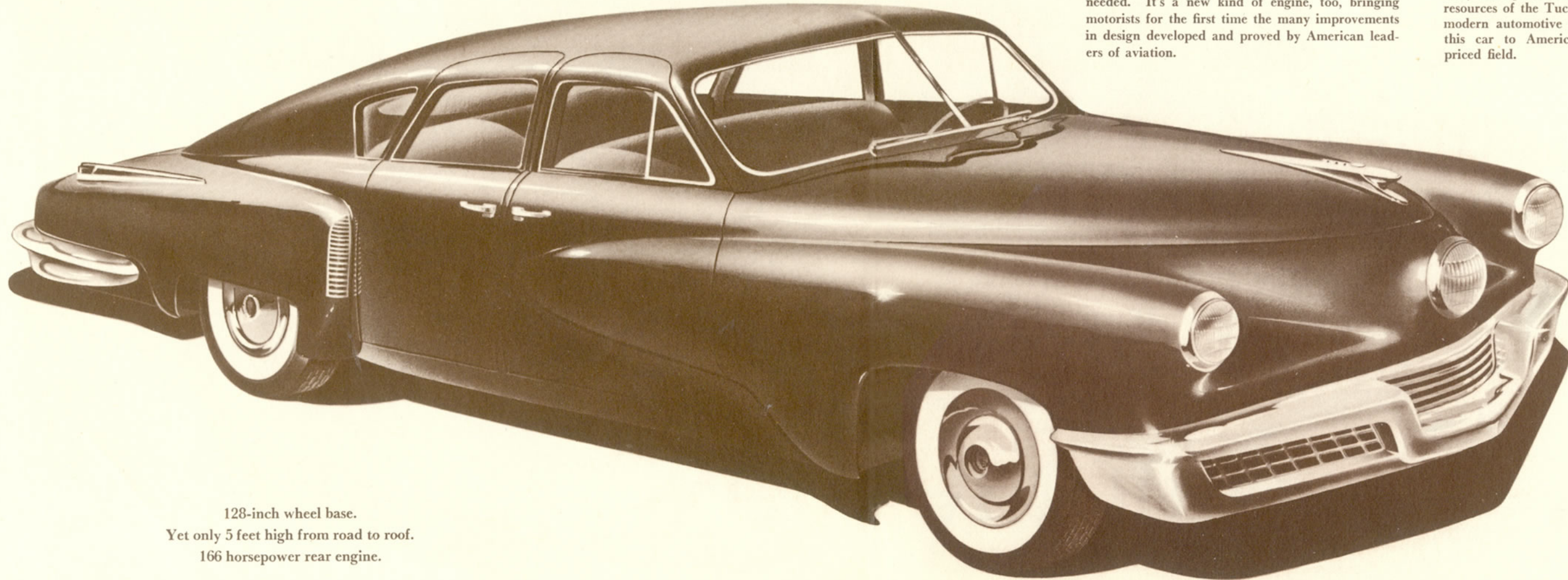
H. J. MONTAGUE, INC.
5250 HOLLYWOOD BLVD.
HOLLYWOOD 27, CALIFORNIA
HE 5623

*The First
Completely New Car
in Fifty Years*



the Tucker
MOTOR CAR

The First Completely New Car in Fifty Years-



128-inch wheel base.
Yet only 5 feet high from road to roof.
166 horsepower rear engine.

Yes, the new Tucker is the most exciting car of the year, and for years to come. It is completely new in engineering principle, yet completely proved in more than fifteen years of rigid tests.

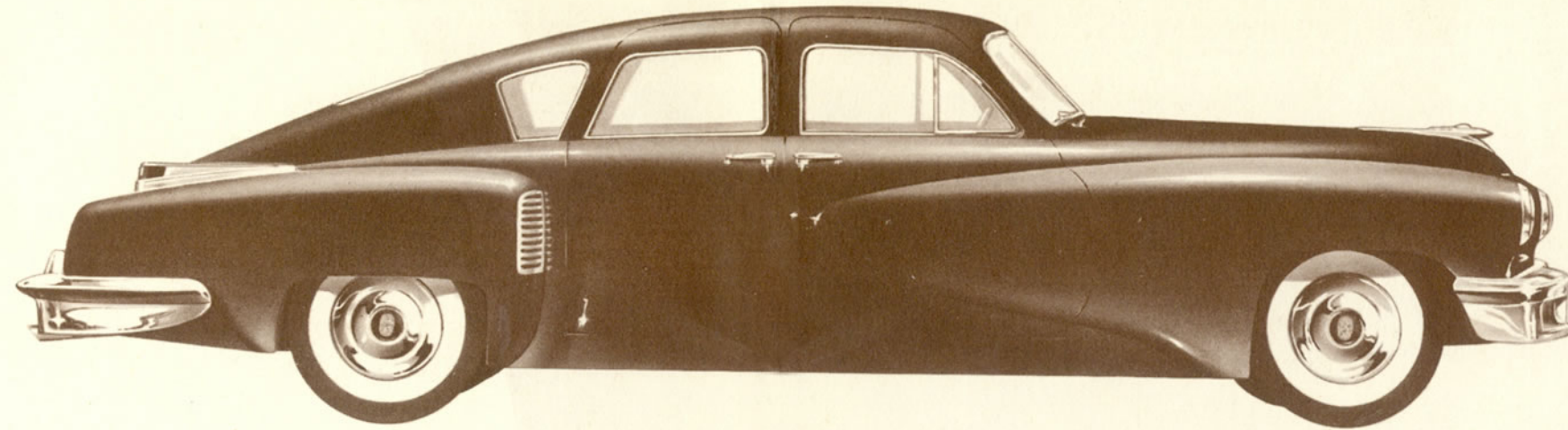
Everything about this exciting car is a clean break with outmoded tradition. The engine is in the rear, between the rear wheels where engine power is needed. It's a new kind of engine, too, bringing motorists for the first time the many improvements in design developed and proved by American leaders of aviation.

From Preston Tucker's years of designing special cars for the Indianapolis Speedway comes a unique system of safety features universally applauded by traffic and safety experts. And also from Tucker's Speedway designs come tested principles of design simplification which eliminate many cumbersome and costly parts of the conventional car.

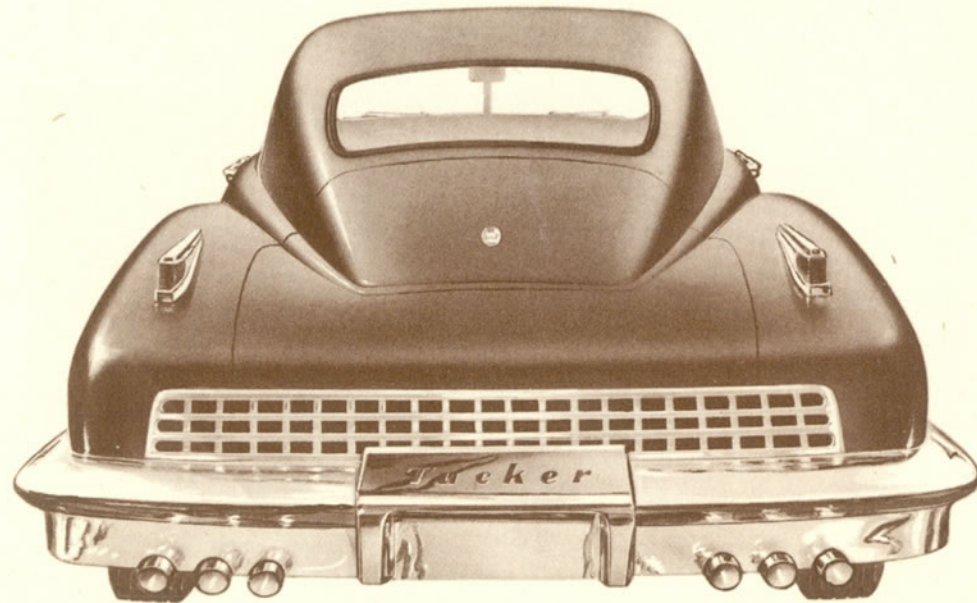
Only mass production on a scale to match the vast resources of the Tucker plant, the largest and most modern automotive plant in the world, can bring this car to American motorists in the medium priced field.



There's nothing on the highway to compare with the bold, striking silhouette of the Tucker and the verve and grace of its forward-plunging lines. This, and this alone, is the final word in motor-car styling . . . long, low and very luxurious.

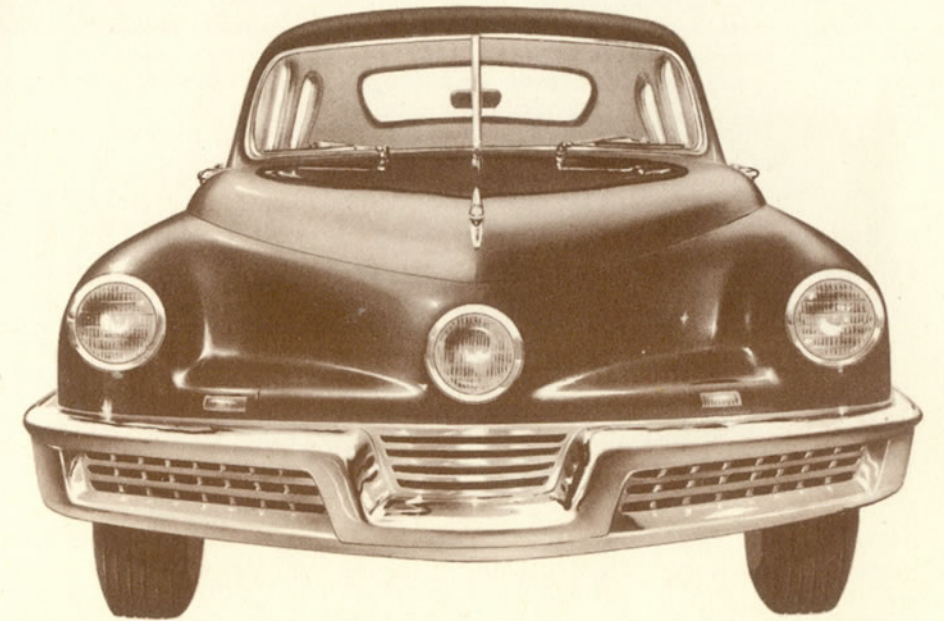


The sweeping fender lines, combined with fine-car styling and luxury refinements, give the Tucker a distinction that makes thousands say at a glance, "I won't be satisfied until a Tucker is mine."



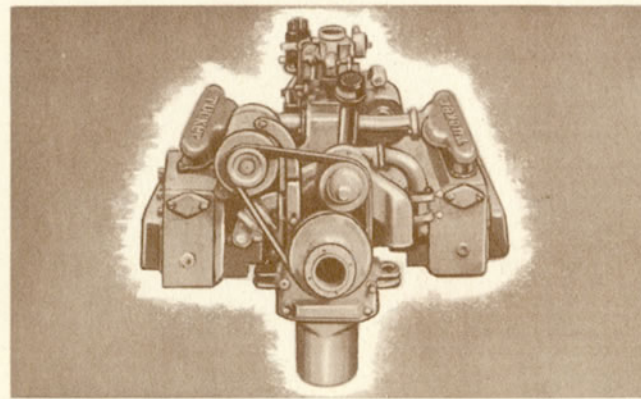
THE LEADER IN FINE CAR STYLING FOR YEARS TO COME

Coming or going, you're one of a select company in a Tucker. From the searching, night-time vigilance of the steerable Cyclops Eye headlight to the sparkling beauty of the rear-engine grill and individualized exhaust pipes below, the Tucker is pure joy to own, to drive, to show your friends.

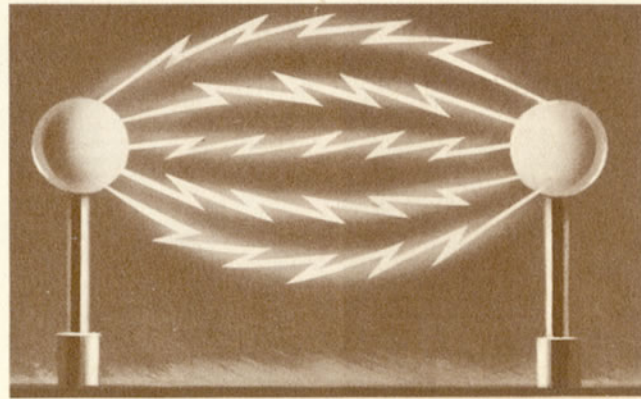


Step into a New Automotive Age in the Rear Engine Tucker

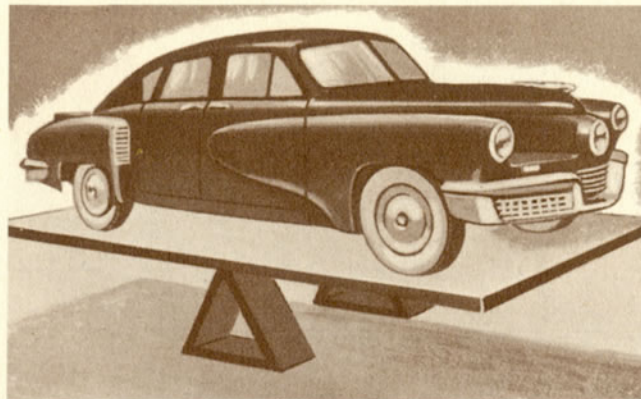
A FEW OF MANY NEW Engineering Features



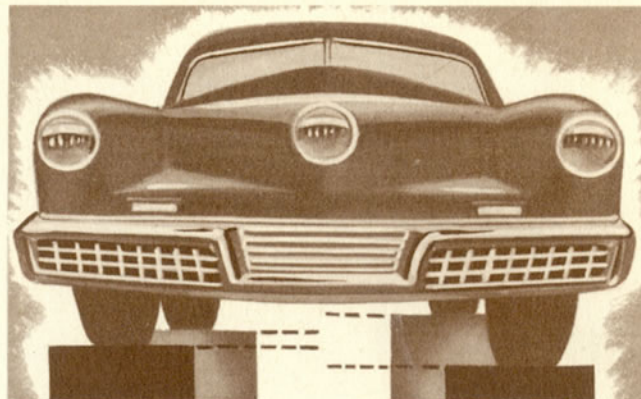
Rear Engine—166 horsepower, flat opposed 6-cylinder engine located below the level of passengers. Aluminum alloy construction. More power for the weight of the car than any volume production automotive engine ever built. Eliminates fumes, heat, noise in passenger compartment.



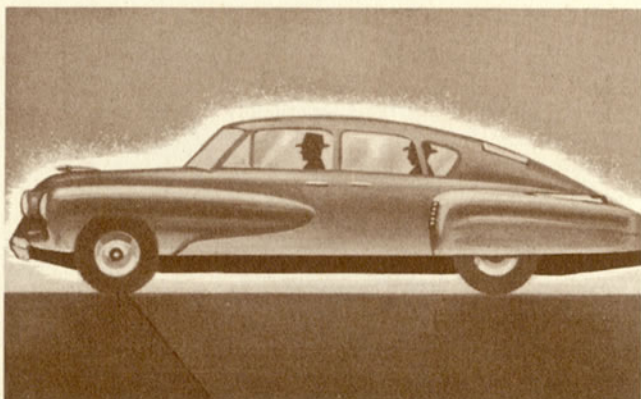
Tucker Ignition—A hot, lasting, ignition-spark. All the gas in the cylinder is ignited every time. A satisfactory answer to engine "pings" and power knocks. Real assurance of all-weather push-button speed in starting.



Precision Balance—The unique Tucker design distributes weight to give maximum safety, maximum power transmission, feather-light steering and driving control, and—for the first time—insures complete four-wheel traction in braking. Only a rear engine car can achieve this precision balance—for years the goal of all automotive engineers.

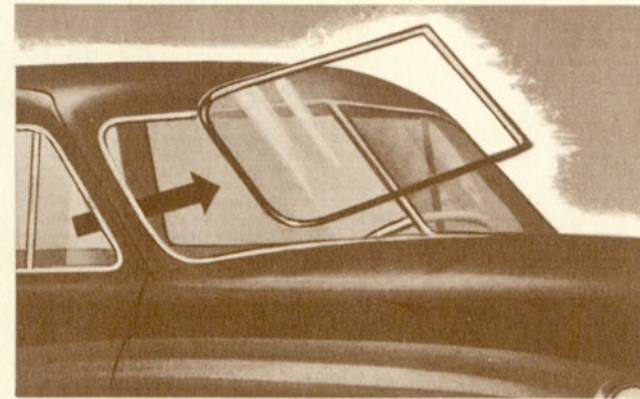


Individual Wheel Suspension—The new Tucker individual rubber torsional wheel-suspension cushions each wheel by its own resilient action arm, actually erasing shock instead of simply softening it. Also eliminates all gyroscopic forces which frequently cause conventional cars to veer with wind, and weave or pitch at touring speeds.

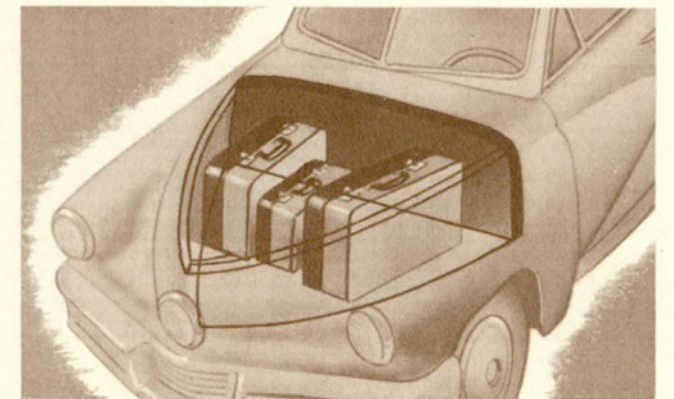


Frame Lower Than Center Line of Wheels—An exclusive feature made possible by locating engine in rear and eliminating conventional drive shaft. This, combined with Tucker suspension system, greatly reduces chances of skidding or overturning.

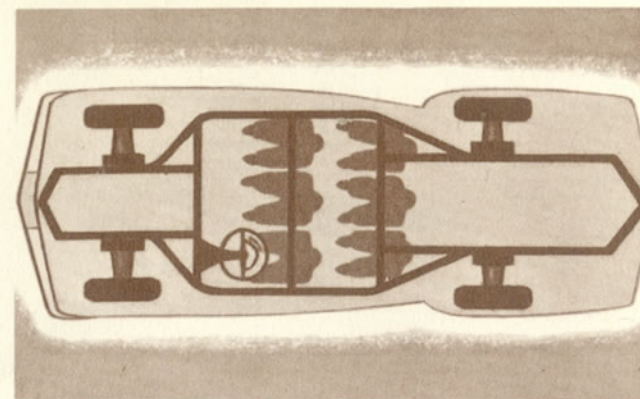
A FEW OF MANY NEW Safety Features



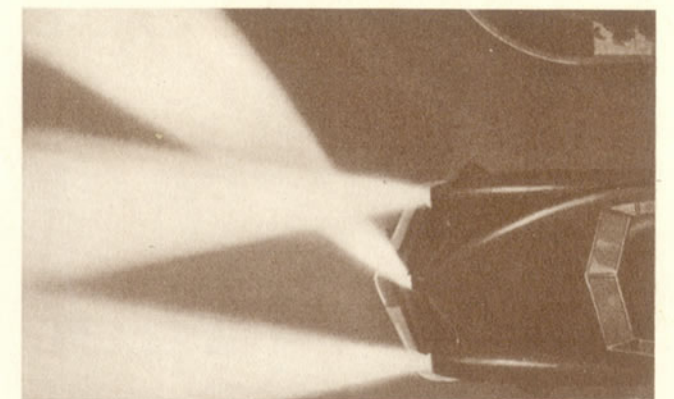
Safety Windshield—Laminated safety glass is mounted in sponge rubber fastening so that a hard blow from within will eject it in one piece. Thus, greatest collision hazard—lacerations or fractured skull from striking windshield—is entirely eliminated. Windows are armor-plate glass which disintegrates without cutting edges or slivers.



Safety Steel Bulkheads—A steel safety bulkhead surrounds the spacious luggage compartment located under the hood, thus shielding the passenger compartment from head-on collisions far more effectively than the conventional front engine construction. A second steel safety bulkhead walls off the rear engine.



Safety Frame Surrounding Passenger Compartment—Vital protection against injury in case of collision. And protection for car, too, because frame is tapered front and rear like the prow of a ship. Thus a slanting blow—as in 90% of all collisions—is deflected sideways with minimum damage.



Cyclops Eye—In addition to regular fixed headlights, the Tucker has a center cyclops eye which turns with front wheels. Result: Your Cyclops beam is around the corner before you are, lighting the way ahead, giving you precious seconds to avoid accidents.

A Word To Women Who Drive Or Ride

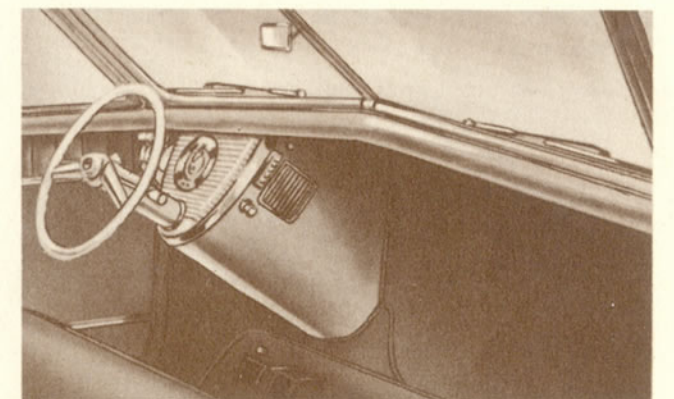
The Tucker is built with women's own particular needs in mind. When you drive, you frequently have children in the car. Tucker safety features give you the EXTRA protection that means peace of mind in traffic and on the highway. For they help you avoid accidents as well as give you and yours added security in case of unavoidable mishaps.

You'll glory in the effortless ease of driving the new Tucker. It has true fingertip steering control. Ordinary traction jolts and jars are either eliminated or unbelievably softened. There are no fumes or heat to bother you because the engine is in the rear.

And what luxury inside! Seats you literally sink into

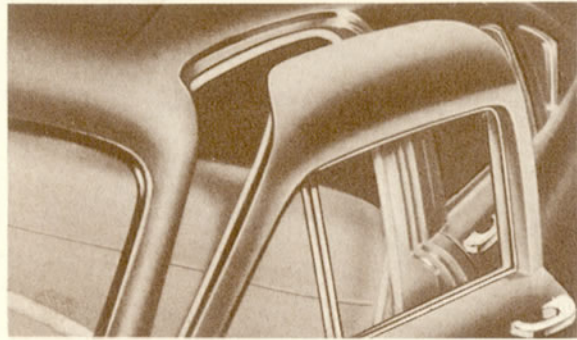
and relax. A "shoppers' shelf" behind the rear seat, designed specially for your parcels. "No-stoop" doors that open up into the roof for graceful entrances and exits . . . even when wearing your frilly new hat. Yes, when you see the new Tucker it will be a case of love for life. For the Tucker combines pulse-stirring beauty of line with the very things you've always wanted in a car.

NOTE: This folder highlights only a few of the new and exclusive features of the Tucker. There are many others now being refined, improved and adopted for mass production. Consequently the Tucker Corporation must reserve the right to make mechanical changes.

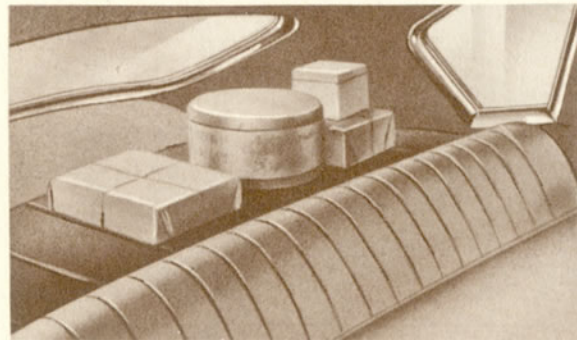


Crash Board Cowl and Safety Chamber—Conventional instrument panel is replaced by attractive sponge rubber crash board cowl. Instruments in steering column. Under cowl is spacious safety chamber, protected by steel bulkheads, which driver and front seat occupants can drop into, in a split second, in case of impending collision.

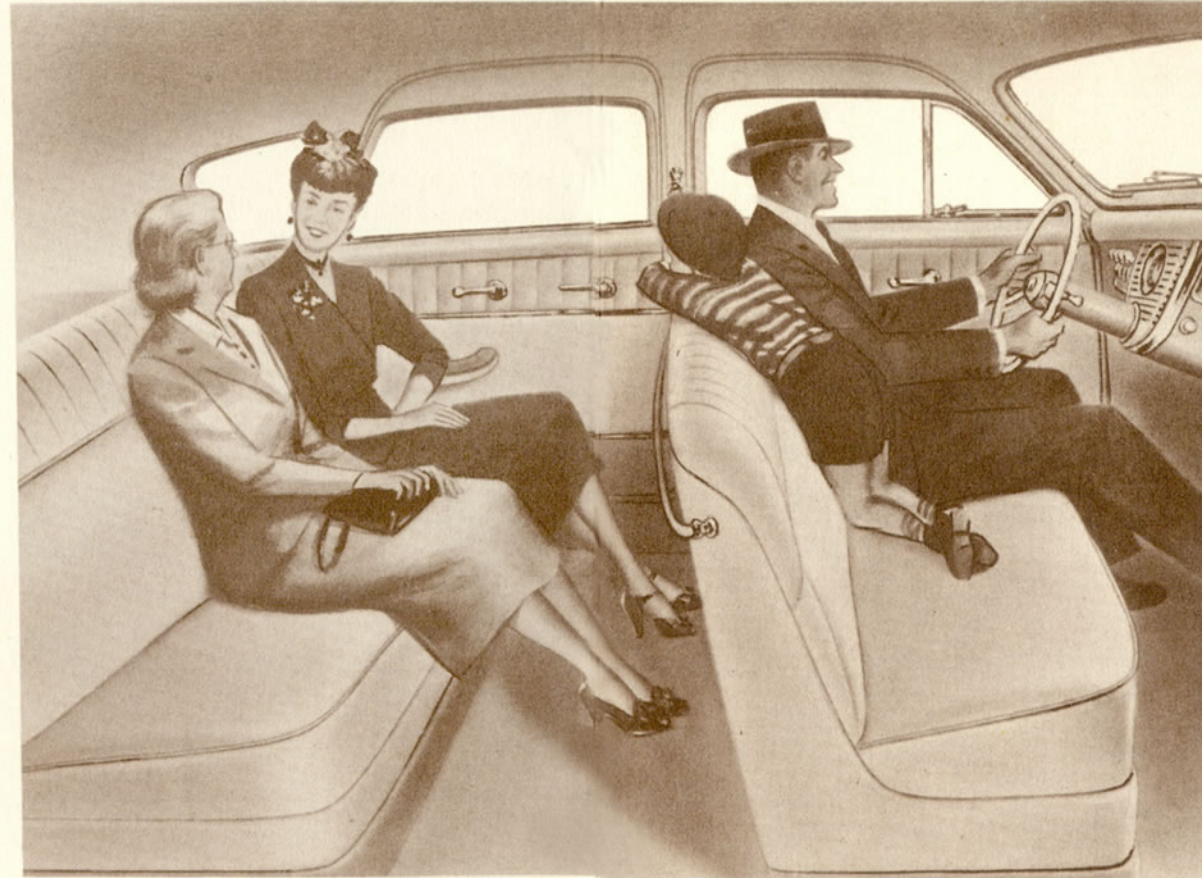
Luxury beyond comparison in the Medium Priced Field



Roof Top doors are another exclusive Tucker comfort feature. The doors are curved at the top so that they become part of the roof itself. As a result, getting in and out of the Tucker is a new experience in ease and comfort. Even from a high curb, exit or entrance is made without the usual jack-knife bend.

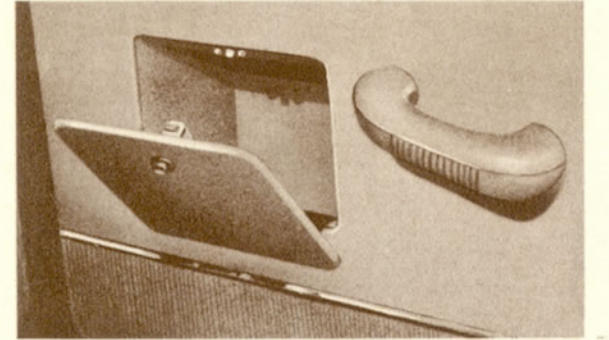


At last a car that does something about women's parcels. The Tucker shoppers' shelf, right behind the rear seat, is 52 inches wide, large enough to hold the weekend purchases for the whole family . . . out of the way of passengers, but within easy reach.



In fifty years you've never seen a car interior like this. A floor as flat as your living room's, with no unsightly and awkward hump in the center where the drive shaft runs back in conventional cars. And space, plenty of space to spread out!

A sixty-four-inch rear seat is more than ample for four people in complete comfort. And the front seat is just as wide as the rear . . . a full sixty-four inches. This means front seat cushion and rear seat cushion are interchangeable.



You'll say, "Why hasn't someone thought of that before," when you see the Tucker glove compartment. It's recessed in the front door on the passenger's side, upholstery-lined. At the touch of the button clasp it opens and there are your gloves, your papers, your maps.



You step down when you step in a Tucker . . . down to a floor just NINE INCHES above the pavement . . . into a car with greater road clearance than many comparable cars and greater headroom than any other car on the road. Yet Tucker is only five feet high from road to roof!

QUESTIONS & ANSWERS

about the Tucker



Q. Who is Preston Tucker?

A. Preston Tucker is President of the Tucker Corporation and one of the nation's top designers and builders of special cars.

For years he worked with the late Harry Miller in developing special cars for the Speedway. In 15 years Miller Specials won eleven of the Indianapolis Speedway Classics, recognized as the world's greatest testing grounds for automotive progress.



At Indianapolis the pit of the Miller Special was always the center of interest for motor car manufacturers. But many of the features developed by Preston Tucker could not then be produced in mass production factories without scrapping tools and dies worth millions. Now, starting from scratch in an ultra-modern plant, this completely new car is possible.

Over the years Preston Tucker developed and refined many of the features American motorists now get for the first time in Tucker

Q. Where can I obtain service on a Tucker?

A. There are more than 2,000 authorized Tucker Dealers from coast to coast in all principal cities and most smaller ones. These Tucker Dealers will have complete stocks of parts and trained mechanics for Tucker service and they will be fully supported by the factory service organization.

Q. In what plant is the Tucker being built?

A. In the Tucker plant in Chicago, the largest, most modern plant in the world. It was built during the war to turn out B-29 engines. Automotive men laid it out for the most economical production and the government equipped it with the finest tools and machines—it is ideally suited for producing a completely new car.



Q. When and where can I get my Tucker and how much will it cost me?

A. You will be informed—and kept informed—by Tucker advertising in national magazines and your local newspapers, beginning as soon as this information is ready for release.