

AMERICA'S BEST-KNOWN TRUCK



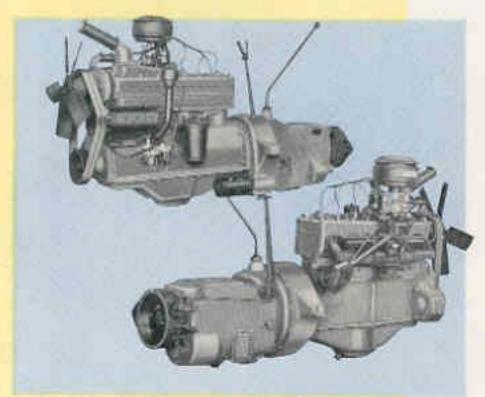


POWER.

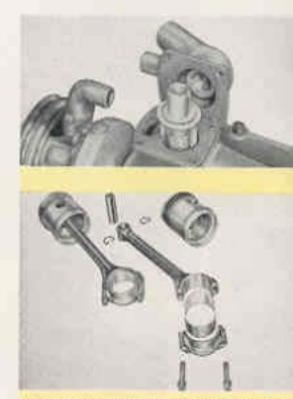


MORE POWER, greater speed range, remarkable economy and typical Mack dependability are combined in the new high performance engines which power Models EH and EHT.

Engineered especially far modern, high-speed hauling, these engines have higher compression, improved manifolding, better carburetion, bigger crankshafts and larger micro-babbit bearings. In every detail of their construction they embody numerous exclusive features and refinements contributing to lower operating cost and enabling them to stand up under the grueling wear and tear of today's higher power requirements. These features explain why Mack engines are able to give peak performance, not just for a limited initial period, but throughout a long and profitable mileage life.



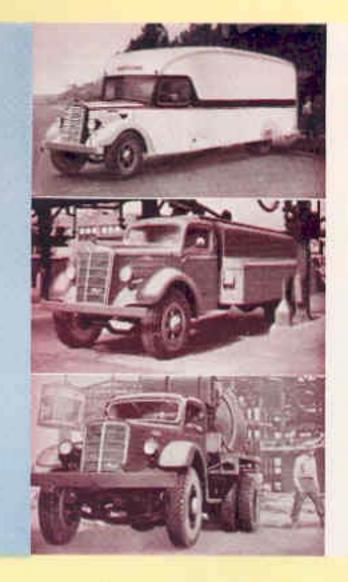
Modern high performance, yet with all the economy and dependability typical of Mack powerplants, is achieved in Models Ert and EHT by this compact 354 cubic inch engine, developing 121 h.p. at 7700 r.p.m.



Above: Connecting rads of the latest diagonally-split type are easily removable and provide greater stiffness and strength than the







in harmony with modern, streamline body design for economical and long-lived, high-performance to "take it" in punishing high-speed hauling

tractors

Here, a Model EHT tractor is shown in a pre-view of the forthcoming complementary roles to be played by trucks and planes in high-speed freight houling. Delivered direct to the airport by two Mack tractor vans, 18,000 pounds of bulky house furnishings are loaded onto a giant American Airlines freighter which left New York's LaGuardia Field in the evening and unloaded in Los Angeles the next marning.



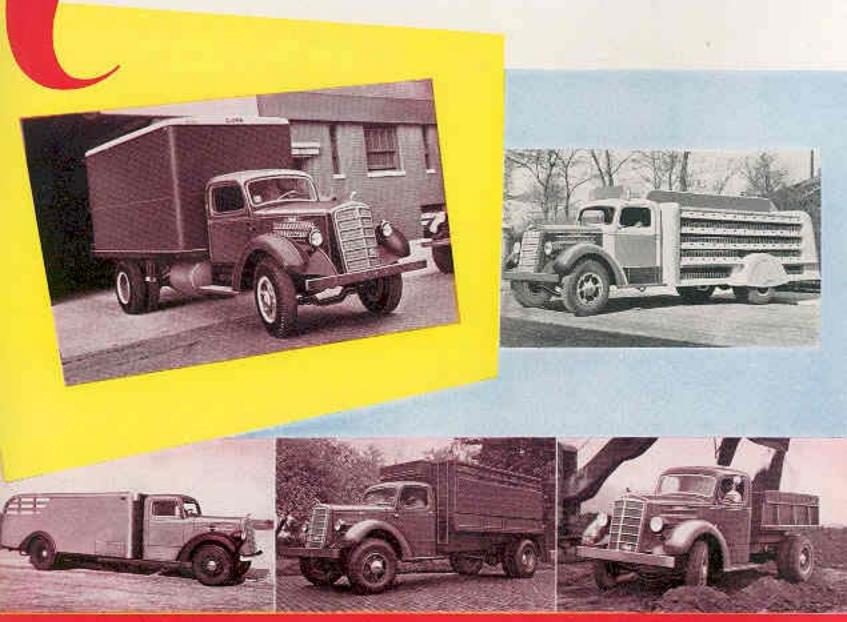
In millions of miles of tough hauling service for thousands of satisfied owners—Mack Models EH and EHT have proved their superior performance and demonstrated their greater economy and longer mileage life.

Now, available with mechanical improvements developed from wartime experience in building thousands of heavy-duty trucks for rigarous Army service, they are ready to set even higher standards of performance.

Because their greater power is secured without any sacrifice of durability, these models have been able to establish an outstanding service record, both in the supply lines of Allied armies and in dependable home-front hauling. No excessive engine speeds. No over-worked powerplants

straining to keep the pace. Instead, engines and components are adequately sized for the job, built with ample margins of stamina, and packed with exclusive features that insure greater resistance to wear. Throughout the entire chassis these extra margins of durability show themselves. Clutches, transmissions, rear axles and brakes are all designed and proportioned to safely meet today's demands for greater speed and hill climbing ability:

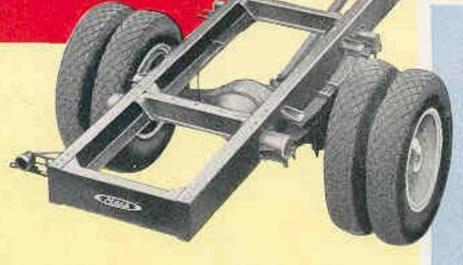
That is why they have longer and more profitable mileage life — need fewer repairs — are out of service fewer days — look better longer and cost less to run. That is why they are still going strong, long after lesser trucks have burned themselves out.







In every part of its construction, from husky frame and rugged axies to its luxurious yet sturdy cab, Mack Model EH looks every inch the star performer it has proved to be on America's toughest houling assignments.



MACK model EHT TRACTOR

THE MACK EHT TRACTOR is not merely a shortwheelbase truck but is engineered specifically for its own type of service. Throughout the trucking industry its notable wartime record of unfailing dependability has been acclaimed. Here's cab comfart any driver will appreciate. Full leatherette lining in a colorful tan. Euxurious seat and back cushions of rubber foam. Cigar lighter, ash tray, arm rest, dome light, coat hooks, felt-lined dash compartment and headlight beam indicator—all furnished as standard.

