



WHEN BETTER AUTOMOBILES ARE BUILT
BUICK WILL BUILD THEM

BUICK'S

special

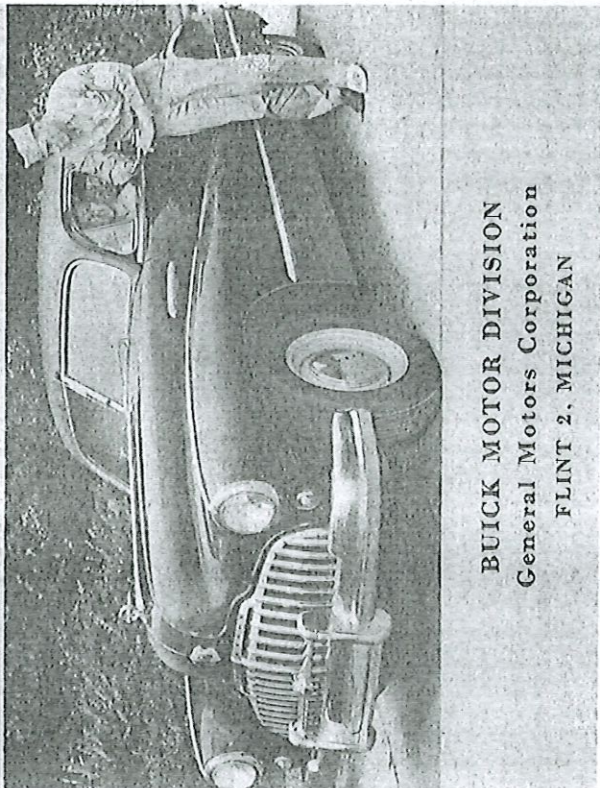
DRIVING CONTROLS

for

DISABLED VETERANS

of

WORLD WAR II



BUICK MOTOR DIVISION
General Motors Corporation
FLINT 2, MICHIGAN

Foreword

Realizing the needs of physically disabled Veterans of World War II, having one or more amputations, the Buick Motor Division, in a sincere desire to be helpful, has designed and built special driving controls for installation on all 1946 and 1947 models. Through enthusiastic cooperation of authorities in various Army and Navy hospitals, these driving controls have been developed to a point where Buick cars may be easily and safely driven by Veterans who have sustained the loss of both arms or both legs, even under severe traffic conditions.

There are four basic groups of controls available, from which one or more combinations may be selected to suit individual physical disability, as described in the following pages. All conventional driving controls are retained and installation of the special equipment in no way affects operation of the car by other drivers.

Buick special driving controls will be supplied at no charge and will be installed at the factory only, on such cars as may be ordered by Buick dealers, for disabled veterans of World War II.

These special driving controls are made available with the sincere hope that their use may in some measure help to overcome physical handicaps of many disabled Veterans.

SPECIAL DRIVING CONTROLS

Buick will supply four basic groups of equipment from which amputees can select a group, or any combination of groups, to fit their personal requirements.

The Four Basic Groups Are:

V-1. Right hand amputation or a combination of Right and Left hand amputation.

This group comprises:—

Package No. 1332015

Package No. 1332016

V-2. Left hand amputation ONLY.

Comprised of:—

Package No. 1332016

V-3. Right OR Left leg amputation

This group comprises:—

Package No. 1331965

Package No. 1331969

Package No. 1332017

V-4. Right AND Left leg amputation

This group comprises:—

Package No. 1331927

Package No. 1331965

Package No. 1331969

As an example of combining these basic groups, an amputee with the loss of a RIGHT HAND and a LEFT LEG would order: GROUP V-1 and GROUP V-3.

An amputee with the loss of a LEFT HAND and BOTH LEGS would order: GROUP V-2 and GROUP V-4.

Any other combinations to fit the individual requirements of the amputee may be ordered.

GROUP V-1

For loss of right hand OR right and left hand

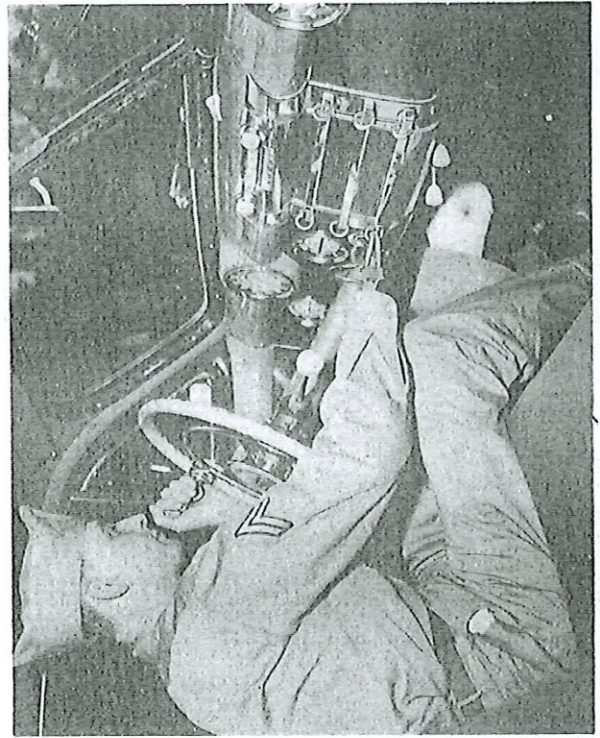
Group Comprises:—

Steering wheel ring

Six instrument panel knob extensions

Windshield wiper control knob

Transmission control lever knob



GROUP V-2

For loss of left hand ONLY

Group Comprises:—

Steering wheel ring

No other special equipment is required.

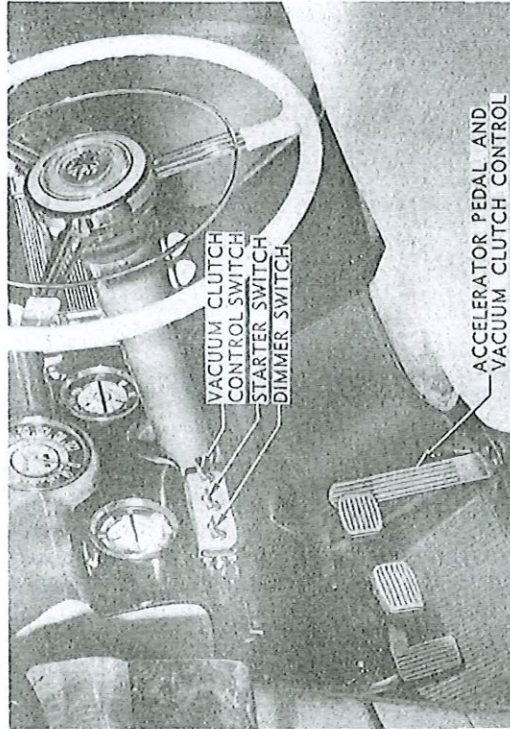


GROUP V-3

For the loss of right OR left leg

Group Comprises:—

- Accelerator pedal operated vacuum clutch control
- Vacuum clutch control switch
- Auxiliary starter switch
- Hand operated dimmer switch



NOTE: Operator with a right leg amputation uses the left foot to operate brake and accelerator pedals.

OPERATING INSTRUCTIONS

With the vacuum clutch control switch in the "off" position, and gear shift lever in neutral, start engine in normal way.

After engine is started, turn vacuum clutch control switch to "on" position.

To shift into any gear, accelerator pedal must be in the released or closed throttle position.

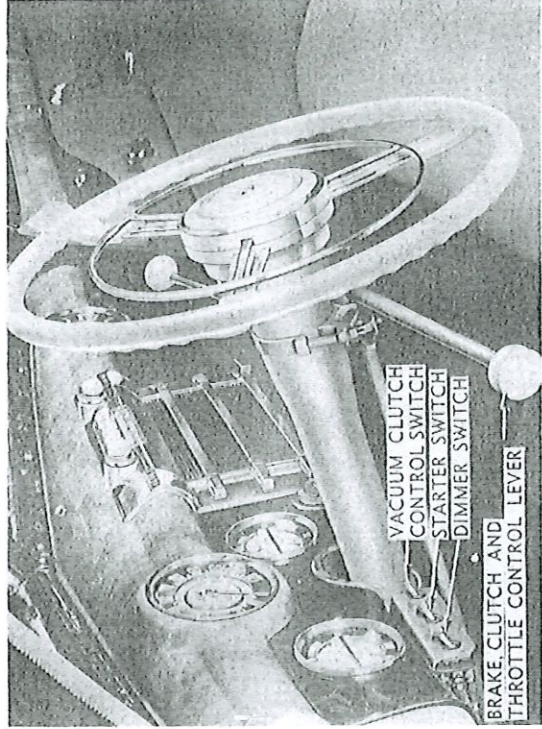
When transmission is in gear, depressing the accelerator pedal speeds up the engine and slowly engages the clutch.

GROUP V-4

For loss of both legs:—

Group Comprises:—

- Brake, clutch and throttle control lever
- Vacuum clutch control switch
- Hand operated starter switch
- Hand operated dimmer switch.



OPERATING INSTRUCTIONS

With vacuum clutch control switch in "off" position and gear shift lever in neutral, start engine in normal way.

After engine is started, turn vacuum clutch control switch to "on" position.

To shift into any gear the combination brake-clutch-throttle control lever must be in the neutral position.

When transmission is in gear, pull the combination lever downward. This engages the clutch and controls the throttle opening. If the lever is released, it will return to neutral position.

In order to apply the brakes, the combination lever should be pushed carefully upward until the desired amount of braking is obtained. CAUTION: Use care when first applying brakes.