



METAL FINISHING on a 1940 Packard 2-Door Sedan

by Ron Carpenter

I have had my 1940 2 door sedan for many years, and as usual other things have gotten in the way of fixing it so I figure it is about time to get started. I found the car in Nevada and it was advertised in the Silver Circle newsletter for PAC. It was listed as a coupe (it only has two doors so has to be) but the guy did not know that it was actually called a two door sedan. He was going to street rod the car but that is not what I had in mind for it. Just few things to mention about this car: It was not a very popular car for Packard as it was the least expensive (cheapest) 5 passenger sedan that Packard produced. Packard could not sell CHEAP cars and at the end of the year they had a lot of them left over. The doors are longer than coupes and convertibles and the front seat folds forward to give access to the back seat. The rear windows roll up and down, not like the 4 door sedan which push out. The car is a 6 cylinder car so it will never be a valuable Packard sedan. By that, I mean it will never be worth what I put into the car but I never restore a car expecting to make money, so I just restore one that I like and that is what I am going to do. It will be radio delete and it will have overdrive. Why bother with a radio when you can only get AM, but I will probably put a heater and defroster in it and be done with it.

The body is in fairly good shape—just the usual surface rust and dents in the top of the car. It does not appear to have been in a major accident, just the usual fender benders. I guess that all the cars that get stored get boxes on the top of the car, and that is where the dents come from. What this article is about is that I have a couple dents in the back by the trunk lid and I think that I will just metal finish them and not use and plastic filler. Metal finishing basically means repairing the dents without using any filler whether plastic or lead and the finish is like new. I will be using my picking hammer a flat body file and my bull-eye tool that you squeeze the handle and the lever swings a heavy point to a place that you identify and moves the metal. In Picture 3 you see the tool in action. You start small and work the metal from the out side in working the dent out, and then take a swipe at the area with the flat body file. The pictures will show the work in progress.

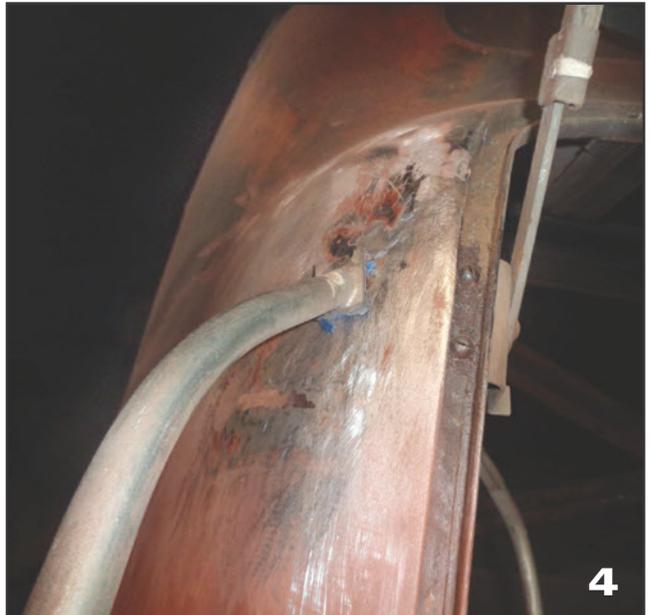
1. The big "C" shaped tool is the Bulls-eye that I used to "pick" at the dents. There are three files—one is flat, one is curved and another is flat with some tape on it. That one is just for the times you want to do a little in a confined area. Finally, I have the pick hammer that "picks" the metal. The old craftsmen could use just that to do what I do with the bulls-eye.



2. This picture shows the dents that are around the trunk support bracket. There were two dents in the area and it was easily accessible. So I sanded with my DA (Dual action sander) to identify the area that needed work. I basically used my picking hammer (hammer with a point on the end) to start the process but I am not good enough to just "pick it" like the "old" guys used to do. My buddy ran a body shop and he had guys that could do what I am going to do in no time at all and faster than trying to use Bondo (old term for plastic filler).



3. another picture showing the area to be worked.



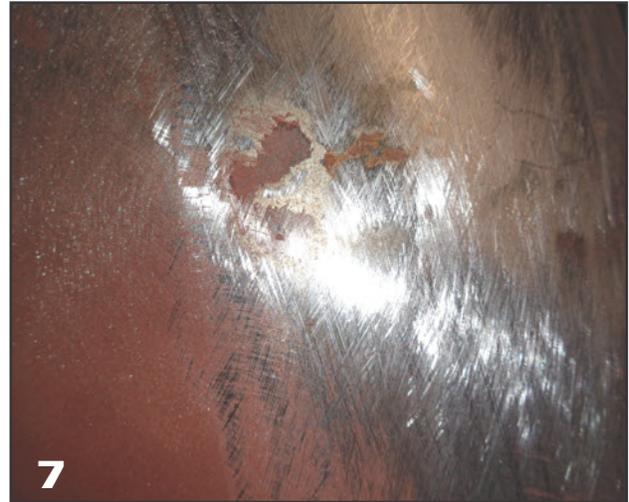
4. This picture shows the bulls eye dent tool in action working the metal.



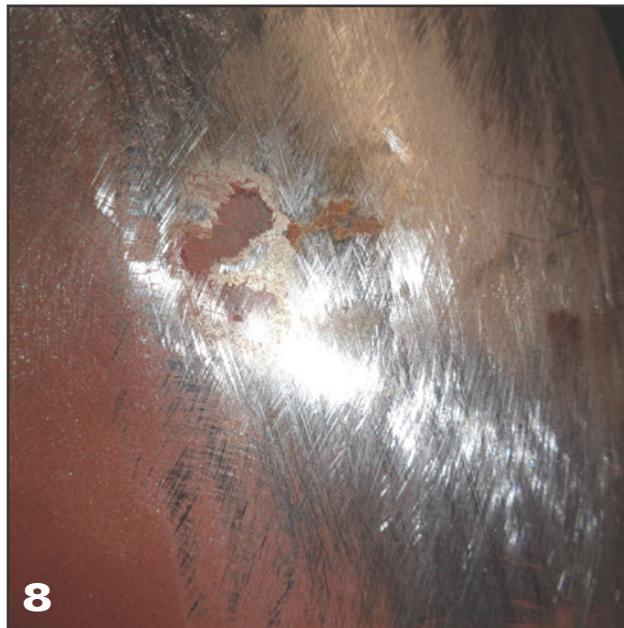
5. You can see some of the dents are removed and I have filed the metal to see what I have gotten done. Sometimes I use the DA on the metal and start over on the dentsmakes me feel better.



6. A lot of the dents are out, and I have used the flat body file on the area. You slowly work the dent and then file it and start over.



7. More of the dent is gone and the area cleaned up and ready to start over again.



8. The dent is removed and filed and looks good.



9. The final product as it looks before primer is used. I cleaned up the area and then DA-ed it and it looks like new. It will get a coat of primer when the car is primed and probably in the final analysis needs a little more hand blocking to finish it the way I like it, (but no bondo or lead) and me working about an hour, but like I said before I am rusty, but this is the way they used to do it.

10. This is a picture of the lower section of the rear of the car where we have repaired the metal and replaced the lead that was used around the bumper holes and primed the metal.

