

DRIVING OLD CARS

🚗 **1938 PACKARD 6:**
Ignition Switch Pg. 4

🚗 **Convertible Top**
Hydraulics Pg. 19

🚗 **Complete Electric**
Wiper Kit Pg. 31

🚗 **1939 DE SOTO**
Center Spread

WHEELS

RESTORERS



40th
YEAR

40th
YEAR

40th
YEAR

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40th YEAR!

SOUTHERN WHEELS MAGAZINE



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- ANSWERS TO CAR QUIZ : 1. True 2. False (Chevrolet) 3. True 4. True 5. False (one on the front fenders & 2 on the doors) 6. False 7. True 8. False (on the hood above the grill.) 9. True 10. True
- ANSWERS TO MATCH GAME: 1-B, 2-A, 3-D, 4-C, 5-G, 6-F, 7-E, 8-J, 9-H, 10-I
- ANSWER TO "POP'S GARAGE": Faulty control valve assembly.

As of January 1, 2024, Southern Wheels Magazine subscription price will now be \$45.00 per year, mailed 1st Class only. We have kept our subscription price to a minimum for 40 years, but the cost of mailing has steadily gone up and is now at a point where we must raise the price to at least break even, so we can continue to publish our printed magazine.

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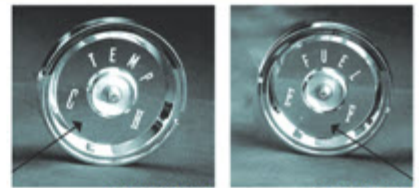


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1938 Packard 6

It Found Me

“Ignition Switch Rebuild”

by Ron Carpenter

Packard used either Autolite or Delco Remy for the electrical systems in their cars. In the 1935 up cars (which I am the most familiar with), it looks like the 6 cylinder cars had Delco Remy mainly. If they put an Autolite generator in a car then all the electrical systems were Autolite or the same goes for the Delco Remy systems. That includes the ignition switch and the coil. My 1938 6 coupe has Delco Remy electrical parts in it. I need to replace the wire from the ignition switch to the coil. The wire is in the armor casing and will short out when the insulation fails after 80 years. You have to take the ignition switch apart and solder in a new wire. I have always only had to replace the wire in the Autolite systems so now to change the wire in the Delco Remy system I have to figure out how to disassemble the switch and then how to put it back together. It is very different and I have started to look at the switch trying to figure out what I am going to do.

Number 1

I have the Delco Remy ignition switch laid out and I am ready to disassemble it. The key is still in the lock. I have figured out that the best way to get it apart is to bend the metal on the front of the switch. I have drilled out the old punch marks in the case so I can finish taking the switch apart.



1



2

Number 2

The switch is held together with bend over tabs at the front where the key is. Be sure to mark the front of the switch and the body so you can put it back together again in the right location. The insides of the switch are held in place by punch marks on the body of the switch. I have drilled 1/8 inch hole to remove the punch marks. There is one additional punch mark that is a "stop" for the switch (stop.. like when the key is inserted and it "stops" in the right position) and if you don't do anything to replace the "stop" the key will just go around in circles.



3

Number 3

This is a close up of the wire and how it is held to the switch body. I will be drilling out the wire on the terminal and soldering in a new wire. The two screw terminals will be replaced with brass studs so that it is easier to add wires to the ignition switch, such as electric wipers, electric fuel pump and others as they are needed.

Number 4

I have pulled the switch body out of the metal can that holds it and you can see the wire that I have replaced in the switch. I will remove the screws before I install the switch in the body of the housing.



4

Number 5

This is a picture of the insides of the switch, which is black phenolic. The picture shows the "D" that is on the back of the key cylinder that fits into the switch body. This portion rotates on the internal brass contacts to pass the current to the accessories when the key is in the switch and rotated.



5

Number 6

They use a little bit of grease on the terminal contacts, reminds me of the dielectric silicone grease I use in the shop. I have also figured out the "stop" for the switch. I soldered a brass screw and a nut on the case. I made the screw long enough to stop the switch and not too long to restrict the turning of the switch in side the body of the switch.

Number 7

Once you pull the wire all the way out this is what the case looks like. I have all the parts of the switch taken out and you can see the holes in the case where I drilled the punch marks out.



6

Number 8

I have it back together now and I replaced screws with brass studs. I am always adding wires to ignition switch and it gets harder to put them on the screws. When you add accessories like the electric fuel pump it sure makes it a



7



lot easier to do. I will cut the bass screw off once I finish up. Not necessarily pretty but does the job.

Number 9
This what I now have finished. The yellow wire is long as it will go all the way to the coil which is mounted below the horn assembly on the motor. I use a threaded connector (coupler) that I get from the hardware store and I screw two allen screws in it and I can then connect two pieces of armored cables together. I am showing the original 1938 Delco Remy coil that I am going to replace with a 6 volt VW coil.



Number 10
This is another picture and it is better at showing how the back of the coil is mated to the end of the coil. These are the original Delco Remy cable (I cut) and the coil and end of the armored cable. The key and the connector are installed and ready. I have cut off the excess end of the stud for the "ignition switch stop".

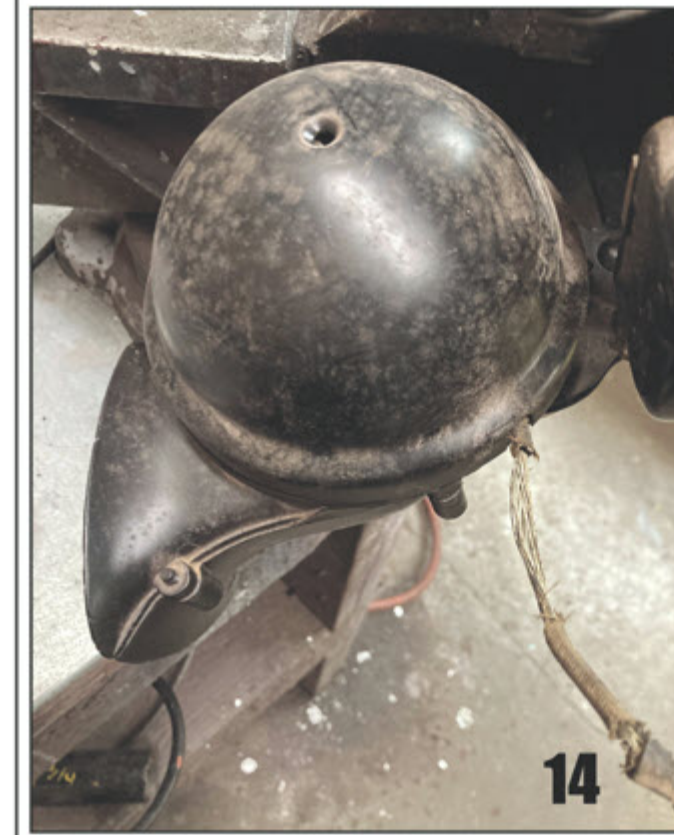
Number 11
I really prefer to use the Autolite cable end as I have made the adapter previously and like it better. Basically I have done it before and know what I am going to do. These are all the parts. I use a piece of muffler tail pipe that I add a couple bend over tabs to hold it to the end of the armored cable. I run the wire along the bottom of the coil, out of sight, so it looks like original. The original wire comes out the back of the coil at a terminal and it is internal to the coil. It really was an early anti theft device. When it is altogether it looks stock but has a new coil that I trust more than the original coil.

The coil is mounted on the engine under the horn assembly so now seems like a good time to rewire the horns since the wires are old and frayed. I will take them apart and replace the old wires and then both the horns and the coil will be finished at the same time.



Number 12
This is the set of horns that I am using on the car. They have already been cleaned and painted but the wires have not been changed. The horn relay is mounted to the horn bracket and is visible here.

Number 13
I am starting with the top horn as you have to take it off before you can get to the second horn. I have taken the cover off and you can see the frayed wires on the horn that is what I am going to fix.



Number 14
This is the bottom horn and the top horn has been taken off and is out of the way. I have removed the screw that holds the cover on.

Number 15

I have exposed the second frayed wire and you can see the horn relay is still attached to the metal bracket that holds both horns.



Number 16

I have replaced the wires now and attached the top horn to the horn bracket.



Number 17

I have mounted the horns to the block and I have also mounted the coil to the block. I have the wires attached to the horn relay. The coil is mounted to the block and the armored cable casing is attached to the coil and the wire is going to the distributor.



Number 18

My horns sounded fine so I did not have to adjust them but if I had to do that, the Packard Service Manual has directions on how that is done. I have included a page out of the manual.

18

Air Leaks—If projector assembly has been removed, always use a new gasket when re-assembling as even a *slight* air leak in the air column reduces volume and tone quality of the horn. If the two halves of projector have been separated, always apply some form of sealer on the edges of the spirals to prevent air leaking from one convolution to another.

Major Adjustment—Before making this adjustment, carefully check the air gap "G" between field "A" and armature "B" in Fig. 45 of both horns as follows:

Gap "G" on low horn (one with longer air column Fig. 46) should be .032 inch to .035 inch.

Gap "G" on high pitched horn (one with shorter air column, Fig. 46) should be .026 inch to .030 inch.

To adjust air gap, loosen lock nut "E" and turn armature "B" in a clockwise direction to decrease, and opposite direction to increase the air gap. Air gap should be uniform all around. Lack of parallelism can be corrected with a hammer and punch by tapping the armature down on the open side. After air gap has been properly adjusted, readjust for maximum volume and best tone at nut "H" as outlined in "Minor Adjustment."

37. Horns

Sparton Model 1-E-30 horns are of the electric (vibrator) air type. Units are in pairs constructed to produce two sound frequencies of the proper interval which blend into a single harmonious tone when the horns are sounded together. Frequency is governed by the form and thickness of diaphragm, air gap setting and length of air column. The high pitched horn has a diaphragm .0195 inch thick, and a short air column, the low pitched horn has a .015 inch diaphragm and is used in a unit having a long air column.

Minor Adjustment—Turn the adjusting nut "H", Fig. 45, up or down slightly while wire from other horn is disconnected at the relay. After adjusting the first horn, disconnect it at relay then reconnect and adjust the second horn. The engine should be running at maximum charging rate when making these adjustments.

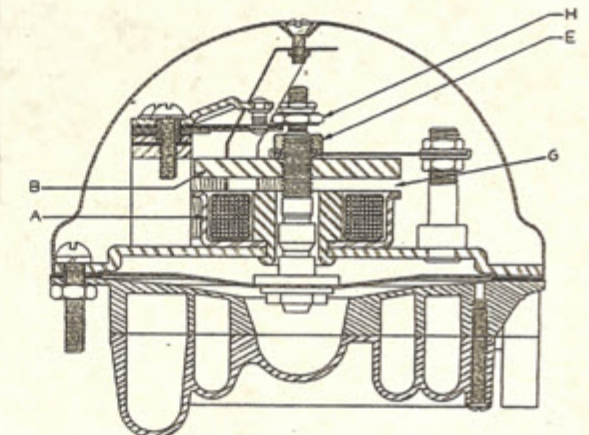


Fig. 45—Sparton Model 1-E-30 Electric Air Horn Adjustment Points Are at "H" and "E".

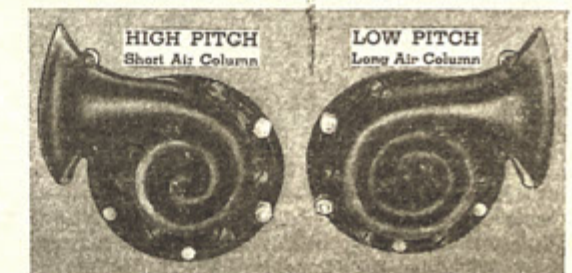


Fig. 46—Bottom View of Matched Sparton Horns. Refer to Section No. 37 for Adjustment Instructions.



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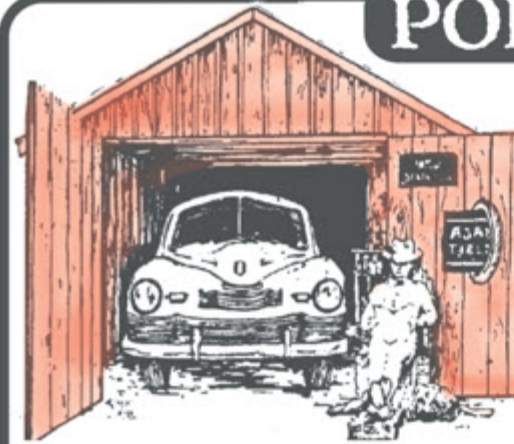
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BUICK for 1934



WHEN · BETTER · AUTOMOBILES · ARE · BUILT · BUICK · WILL · BUILD · THEM

POP'S GARAGE



Over at Pop's the guys were getting ready for the next project car and the conversation was on Oldsmobiles of the '40's. In '42, Olds, like Packard with its Clipper, had just introduced their newly-designed car. The new '42 Olds featured a new body and pontoon fenders flowing back into the front doors. They also had a new grill of two-tiered design. The top tier had small, thinly-spaced horizontal bars and the bottom tier had large, more widely-spaced horizontal bars with a center bar uniting them and O-L-D-S-M-O-B-I-L-E in block letters.

"It was too busy for me," Pop said. "I liked the '46's 'frown grill better."

"Olds' marketing phrase for '42 was 'The New Oldsmobile **B-44**,'" Dave said.

"Why B-44?" Jim asked.

"Good question! Some thought it was for 44 years in business, but that didn't add up. Ransom E. Olds built his first gasoline-powered car in 1896. The company was formed and incorporated in 1897, and the Oldsmobile name was registered in 1900, so none of those dates to 1942 add up to 44 years. It would have had to have been 1898 to make 44 years. The B-44 promotion probably had to do with World War II. It sounded tough, like a tank or an aircraft. Olds did a lot for the war effort, building artillery ammunition, aircraft machine guns and aircraft engine parts."

"When did they discontinue automobile production to produce war materials full-time?" Jim asked.

"Only 'Black-out' Specials (chrome bumpers with painted trim) were built from January 1, 1942 until February of '42 when auto production stopped altogether. Building tanks, planes, ships, etc., was the most important thing, and that required most all raw materials. Everybody and everything contributed to winning the war. Gas rationing, food rationing, scrap drives—we all worked together during WWII," Pop told them.

"Even though no production cars were built from February '42 until late '45, new, tougher bearings and engine parts were being developed. When the new, postwar '46 Oldsmobiles came out, they had improved connecting rods and rod bearings, larger brake linings and tougher clutch assemblies. The '46's had new, simpler grills of four-bar, horizontal design, turned down at each end to form that 'frown' Pop was talking about," Dave said. "They came in four model designations: The Special 6, Model 66; Dynamic 6, Model 76; Dynamic 8, the 78; and the Custom Cruiser 8, the 98. The '46's also continued the popular, optional Hydramatic (automatic) transmissions and for handicapped returning servicemen and women, they offered special hand-operated remote controls."

"The '46 Olds' were a good buy in postwar cars," Pop said, "and we've got one coming in today."

Just then, they could hear a car coming off of a rollback at the top of the alley. Soon they saw Ron's Dynamic 8 2-door Club Sedan (fastback) Model 78 Hydramatic coming down the alley. Dave waved him into Bay 3. It was a sleek black fastback with black walls, brown mohair interior and the new-for-'46 red Lucite plastic hood ornament. As Ron got out he told Pop why he had to come over on the rollback.

"It's a Hydramatic, and it won't shift out of low range! It just stays in the same gear," Ron told him.

"Have you checked the linkage adjustment?" Pop asked.

"Yes, it hasn't changed since the Hydramatic shifted well. It's correct."

"How about the governor?"

"It checked out okay."

"That leaves one other of the three most common causes for a no-shift, stays-in-the-same-gear problem.

Do you know what it is?

(Answer on Page One)



'42



'46

EVENTS

TN: Pigeon Forge, April 18-20, Spring Rod Run & Cruisin' the Strip, at the LeConte Center. A Cooper Corvettes event presented by Atomic Speed Shop. Huge swap meet, hundreds of show cars, and car corral, top 25 awards, Ultimate 7 awards, Much, much more! Free spectator parking at show. Register at rodrun-pigeonforge.com. INFO: 865-687-3976.

IA: Monticello, May 5, 40th Annual Spring Auto Parts Swap Meet & Cars for sale Cor-

ral at the Fairgrounds parking lot, 700 N Maple St, 7:30 AM -1:00 PM. Open to High Performance, Custom, Stock & Antique vehicles. Swap spaces for Parts, Cars, Trucks, Motorcycles, Related items & services. Corral spaces limited to Cars, Trucks & Motorcycles in running condition. INFO: 319-465-5119

GA: Marietta, May 4, 43rd Annual Buick-Oldsmobile-Pontiac-Cadillac Car Show 570 Piedmont Rd, 8 AM to 2PM. Advance registration is \$30 per vehicle, swap meet spot or car corral spot. After 4/19 and day of show registrations are \$35.

Spectator admission is free, car owners \$30. INFO: 678-793-6339.

CA: French Camp, May 18, Pete Paulsen's Truck'n Mania at Paulsen Ranch, 1504 W Bowman Rd. Open to all years, makes and models trucks, vans, El Caminos & Rancheros, and SUV's. Early entry is \$35; Day of event \$45. General admission is \$10, 10 and under free, seniors and military \$5.00. 66 awards and truck club participation trophy. All to benefit Bikes for Kids. INFO: 209-983-0271. www.petepaulsen.com

PRESS RELEASE

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<p>CRESTS 1940-60s Hood & trunk crests with bezels in chrome or gold, fender crests, interior trim crests.</p>	<p>LENSES '30s, '40s, '50s, '60s From obvious to the obscure. Taillight, backup, turn signal, foglight, courtesy, maplight, dome, reading light, door, license plate.</p>	<p>MEDALLIONS 1930s-1970s Hubcaps are a focal point of your Cadillac's design. And the center medallion is the most critical part. We have new medallions from the late '30s thru the '70s.</p>	<p>STAINLESS/CHROME SOMBREROS Medallions only</p>	<p>1950-'58 WINDSHIELD WASHER PUMP Restoration kits & service</p>	<p>DOOR MIRRORS 1937-1966 Treat yourself and your Cadillac or LaSalle to the finest mirrors available. We carry them all: left or right, convertible to lmo!</p>	<p>1960 EYEBROW MOLDINGS New stainless sets with clips</p>
<p>DOORSILL PLATES Carpet is great, but without new sills, your interior just isn't finished. We have new sills for '30s-'60s.</p>	<p>'Y's AND EMBLEMS With a name like McVey, we'd better have a great selection of perfect new 'Y's and we do! In chrome or gold as per original.</p>	<p>SCRIPT & LETTERS '40s-'70s We may have the most complete inventory of new script and letters anywhere in the U.S.</p>	<p>1957 WHEEL COVERS Medallions only</p>	<p>1959 FRONT FENDER SPEARS Engine Decal & Detail Sets 1936-1972</p>	<p>NEW: OIL BREATHER CAP 1950-62 Decals only</p>	
<p>FUEL SENDERS 1940-1964</p>	<p>GEARSHIFT/TURN SIGNAL KNOBS & LEVERS Cadillac/LaSalle 1936-1960</p>	<p>EXHAUST INSULATION KITS Replace asbestos with efficient, modern, safe, show-winning wrap.</p>	<p>SABRE WHEEL & WIRE WHEEL HUBCAPS We have the world's finest in all three types: chrome, gold and 1957-style.</p>	<p>ENGINE DECAL & DETAIL SETS 1936-1972 Detail aspects of your engine compartment are more critical than ever; just go to a car show and look! When it's time to spiff up, call us.</p>	<p>CORRECT 'Y' FAN BELTS 1940s-1960s</p>	
<p>1956 EXHAUST PORT ASSEMBLY</p>	<p>1941 FENDER SPEARS</p>	<p>BATTERY BOXES 1941-1964 We stock a complete line of battery trays and holdowns.</p>	<p>1948-'64 HOOD BUMPER SETS</p>	<p>FRESH AIR-HEATER/DEFROSTER DUCT HOSE Many uses in Cadillacs from '30s-'60s. Comes in 2", 2½", 3", 4", 4½" and 5".</p>	<p>RESTORATION PARTS The GM Restoration Parts emblem and symbol used in this ad are your assurance the parts you receive will fit and look like the original. GM Restoration Parts are indicated with this symbol. General Motors trademarks are used under license to Beauhin Int.</p>	

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CAR QUIZ

1950's Car Badging (true or false)

1. 1950 Chevrolet Deluxes had "Deluxe" script on the trailing end of the front fenders?
2. 1953 Corvettes had a "Corvette" script on the front fender over the stainless side stripe.
3. Packard had P-A-C-K-A-R-D block letters on its 1950 Super 8's front fenders just above the center body line stainless.
4. Multiple forward-slanting hash marks with V8 adorned the trailing end of the front fenders of the newly introduced 1955 T-Bird.
5. 1955 Pontiac Star Chiefs had 3 elongated stars along the rear quarters.
6. Port holes on the front fenders continued on the 1958 Buicks.
7. Chrysler 300-C Series 392 Hemi had a round red/white/blue badge "300" on its rear quarters near the tail lights.
8. The 1954 Cadillac had its crest over a large "V" on each front fender.
9. 1952 Hudson Hornets had an italic "H" and red "Hornet" letters in a stainless space ship ornament on the leading edge of the front fenders.
10. The 1959 Plymouth Fury had "Fury" on the rear quarters near the tail light.

(Answers on Page 1)

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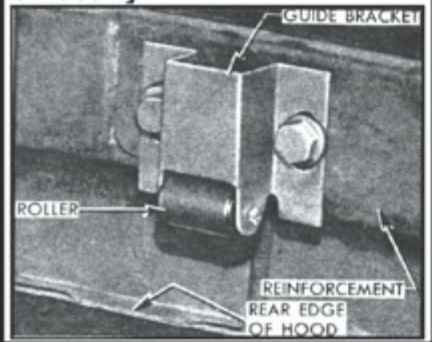
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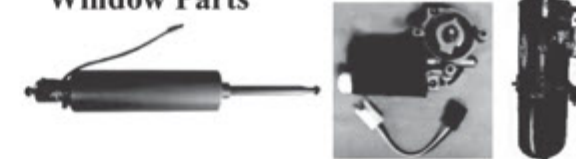
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