

DRIVING OLD CARS

🚗 1940 PACKARD 2-DR- "Third Time's the Charm" Pg. 4

🚗 Antique, Classic, Muscle Car Bumpers Page 13

🚗 1956-64 Rambler Exhaust Manifolds Page 3

🚗 Fuel Injection Parts & Rebuilding Page 15

SOUTHERN WHEELS



1968 CHEVELLE MALIBU hardtop, 350 V8, 4 sp manual trans, 304-725-1155



Chevrolet
'56 Handyman Wagon, 350 V8, 818-591-1313



Plymouth
'99 Prowler, low miles, auto, 716-39-7102



Rambler
'58 Ambassador, celebrity signed! 818-591-1313



Chevrolet
'87 Silverado, 5.7L V8, a/c, 304-725-1155



Corvette
'65 Cpe, 327-365, 4 sp, posi, 706-857-3916

SOUTHERN WHEELS

Greg Wyatt Auto Sales

Delivery Available
706-857-3916

706-506-5745 cell

gwyatt@vintagecorvettes.com

**Vintage
Corvettes**

**CORVETTES WANTED!
TOP DOLLAR PAID**

10601 Commerce St
Summerville, GA 30747



1957 Corvette Conv., Venetian Red, Beige Coves, Red interior, Beige soft top, 283-245 HP, 3 sp, frame off resto to super show condition, multiple Best of Show winner!



1961 Corvette, Honduras Maroon, Fawn interior, White soft top & coves, all correct matching # 283-230 HP, 3 sp, both tops, 2 time NCRS Top Flight, many awards!



1964 Corvette, Riverside Red, White int., White soft top, all correct 327-300 HP, 4 sp, posi rear, knock-offs, white-walls, frame off restoration.



1962 Corvette, Honduras Maroon, Black interior, White soft top, matching # 327-340 HP, radio, heater, spare, jack, ww tires, runs & drives great.

www.vintagecorvettes.com



1965 Corvette Cpe, Goldwood Yellow, Black leather interior, dual side exh., teakwood steering wheel, tele steering column, factory a/c, 327-365, 4 sp.



1958 Corvette, Snowcrest White, Red interior, Black soft top, 283-245 HP, 4 sp, complete frame-off resto to NCRS standards.



1966 Corvette Conv., Laguna Blue, Dk Blue interior, White soft top. 427-425 HP, 4 sp, posi rear, PB, PW, transistor ignition, tele steering column.



1967 Corvette Duntov Coupe, Marina Blue, White int., 427/390 HP, auto, factory A/C, PS, PB, PW, Red stripe tires, 6 time NCRS Top Flight 98.2.

41st YEAR!

**SOUTHERN
WHEELS**
MAGAZINE

**SOUTHERN
WHEELS**
RESTORERS' SINCE 1984 MAGAZINE

Copyright 2025, SOUTHERN WHEELS MAGAZINE. All Rights Reserved.

JOHNSON PUBLISHING

And that ye study to be quiet, and to do your own business, and to work with your own hands, as we commanded you: That ye may walk honestly toward them that are without, and that ye may have lack of nothing. 1 Thess. 4:11, 12

COMMERCIAL ADS

We have the best rates in the USA! (Our customers say...)

You pay only one price to get:

1. An ad in our printed magazine
2. An ad in our online magazine (www.southernwheels.com)
3. A listing in our Vendor Directory with a link back to your web site.
4. A FREE subscription for as long as you advertise!

Call or email for a Rate Card and an ad size that's right for you.

Phone 706-375-7711 or Email sowheels@aol.com

HOW TO CONTACT US

SOUTHERN WHEELS MAGAZINE

300 LEE AVENUE

CHICKAMAUGA, GA 30707

E-mail: sowheels@aol.com

Web: www.southernwheels.com

CALL: 706-375-7711 M-F 9-5 est

SOUTHERN WHEELS reserves the right to edit copy to fit space. Due care is given each ad for accuracy, but no warranty is implied or given by Publisher. Our advertisers and SOUTHERN WHEELS are not responsible for typographical errors or misprints. No endorsement is expressed or implied by SOUTHERN WHEELS in publishing advertisements for any product or service. Responsibility for performance of any product or service rests solely upon the advertiser of same. Opinions and products featured in articles and press releases are not necessarily endorsed by Southern Wheels Magazine. Readers are encouraged to use their own discretion.

● ANSWERS TO CAR QUIZ : 1. True 2. True 3. True 4. True 5. True 6. True 7. True 8. True 9. True 10. True

● ANSWERS TO MATCH GAME: 1-F, 2-C, 3-A, 4-D, 5-E, 6-G, 7-B, 8-H, 9-I, 10-J

● ANSWER TO "POP'S GARAGE": Jack used too HOT of a plug, causing the broken lower insulator and knocking. He changed to the next cooler plug and the problem went away!

SUBSCRIPTIONS

One Year (12 issues) 1st Class: \$45.00

Subscription blanks from previous Southern Wheels Magazines will not be honored.

We encourage our loyal subscribers to visit our web page

www.southernwheels.com, to find the current month's publication, identical to the printed version, and it's FREE.

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

Credit Card # _____

Exp. Date _____ Signature: _____



APRIL 2025

SOUTHERN WHEELS 1

53rd ANNUAL PEOTONE SWAP MEET - CAR CORRAL - SHOW CAR DISPLAY

THE PUBLIC IS INVITED TO THIS FAMILY EVENT ON - **SUNDAY, JUNE 8TH 2025**

WILL COUNTY FAIRGROUNDS, 710 WEST STREET, PEOTONE, IL

INTERSTATE I-57 EXIT 327 - EAST ON WILMINGTON/PEOTONE ROAD

OPEN TO THE PUBLIC 7 a.m. - 3 p.m. RAIN OR SHINE

SPECTATOR ADMISSION: STILL ONLY \$5 (under 15 FREE) FREE PUBLIC PARKING FOR SPECTATORS IN FAIRGROUNDS

SWAP MEET VENDORS ENTER EAST GATE ONLY - RAIN OR SHINE - OVER 1,200 SPACES AVAILABLE

VENDOR SWAP SPACES PRE-REGISTRATION NOT REQUIRED - PRICES HIGHER AT GATE



PRE-REGISTER

\$30 EACH

\$30 EACH

SWAP MEET SPACES

OUTSIDE 10' WIDE x 25' DEEP

10' x 10' OUTSIDE UNDERCOVER

AT THE GATE

\$40 EACH

\$40 EACH



CAR CORRAL - CARS FOR SALE - ENTER EAST GATE

ALL YEARS' MAKES AND MODELS - CARS AND TRUCK - VEHICLE AND DRIVER \$25 VEHICLE ON TRAILER

AND DRIVER \$35; VEHICLE ON TRAILER, TOW VEHICLE AND DRIVER \$40

EACH ADDITIONAL PASSENGER +\$5/PERSON - CAR CORRAL INFO: BILL (708) 429-7912 BEFORE 8 p.m.

NO PARTS FOR SALE IN CAR CORRAL - WILL BE CHARGED ADDITIONAL \$40 FOR SWAP SPACE

NO EZ-UP TYPE CANOPIES—NO GRILLS

SHOW CAR DISPLAY - ENTER WEST GATE

SHOW CAR AND DRIVER \$15 (+\$5 EACH PASSENGER) - 1955 - 1957 CHEVYS FREE ADMISSION

ANTIQUES-STREET RODS-RAT RODS-ORIGINALS-CUSTOMS-TRUCKS-HOT RODS-CORVETTES-CLASSICS

ALL MAKES AND MODELS - ARRIVE TOGETHER TO PARK TOGETHER - NO TRAILER PARKING, MUST BE

DRIVEN IN - SHOW CAR INFO: BARB (815) 690-6446 BEFORE 8 p.m.

NO "FOR SALE SIGNS" IN SHOW CARS—NO PARTS FOR SALE—NO EZ-UP TYPE CANOPIES—NO GRILLS

FOR EVERYONE'S SAFETY ON SUNDAY

NO RIDING GOLF CARTS, ATV's, UTV's, BICYCLES,

MOTORCYCLES OR SKATEBOARDS ALLOWED

INDIVIDUAL MOBILITY HANDICAP SCOOTERS ALLOWED

FREE PARTS TRANSPORT AVAILABLE

NO OPEN FIRES - NO PETS - PER FAIRGROUNDS REGULATIONS



FOR MORE INFORMATION AND VENDOR

REGISTRATION FORM VISIT OUR WEBSITE

www.peotoneswapmeet.com

email: peotoneswapmeet@gmail.com

OR CALL (630) 200-0755 before 8 p.m.

CHECK OUT www.trichevy.org



**FIGHT
UNFAIR
AUTOMOTIVE
LAWS**



**IGNITED
WE STAND.**

SEMASAN.COM

APRIL 2025

GOODYEAR

MUSCLE

NUMBER 1
in Authenticity

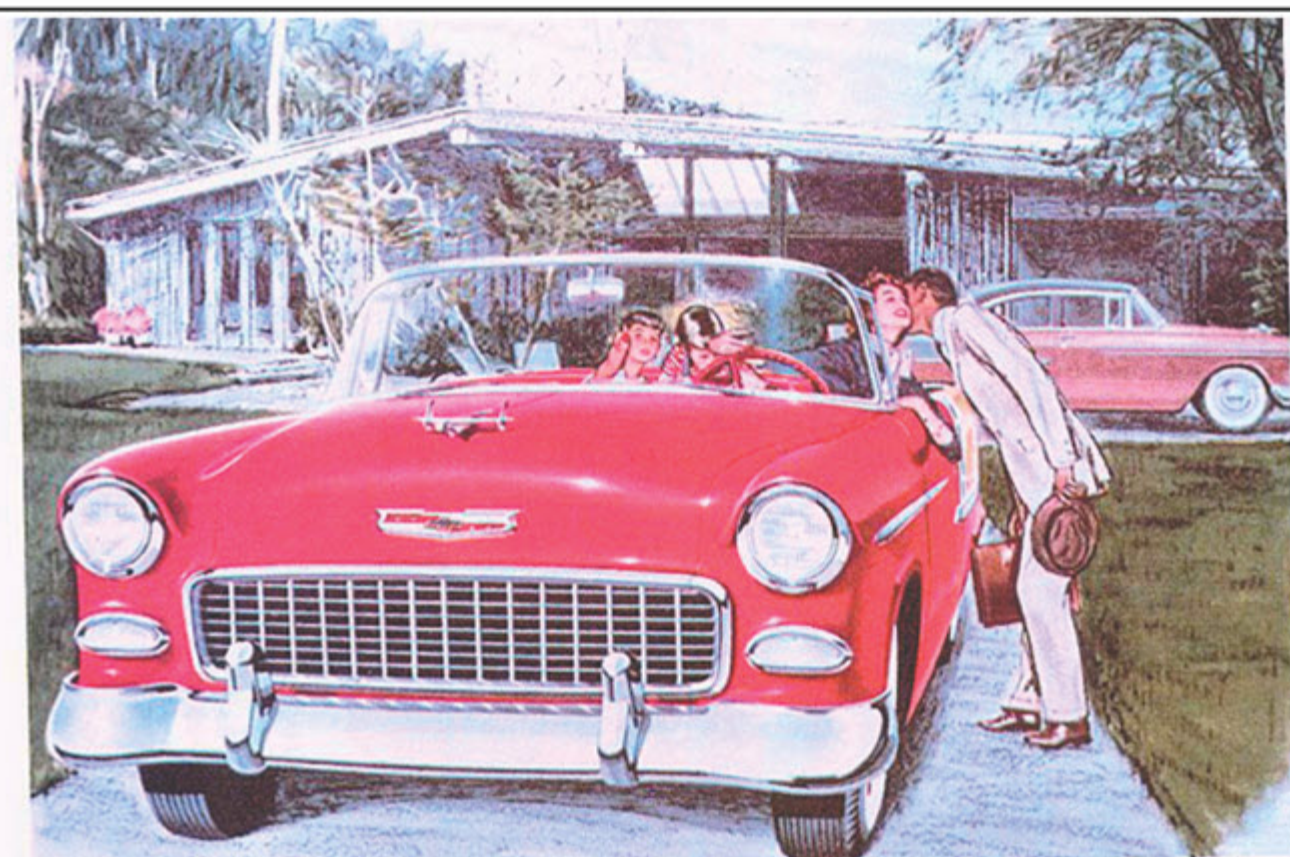
KELSEY TIRE, INC.
Exclusive Distributor

P.O. Box 564
Camdenton, MO 65020
1-573-346-2506

Toll Free 1-800-325-0091
Toll Free FAX 1-800-845-7581
E-mail: kelsey@kelseytire.com

WWW.KELSEYTIRE.COM

Dealer Inquiries Encouraged.
No Buy-Ins Required.



2 SOUTHERN WHEELS

APRIL 2025

RMT
ROSEWOOD MACHINE AND TOOL

Proudly made in the U.S.A.

Now offering replacement
1956-1964 Rambler Classic Six and
American Exhaust Manifolds!

1956-1964 (will fit 1965 with pipe
flange change). 196 cu. in.
overhead valve. Made from
stronger Class 30 cast iron.
Manifolds come with stainless
steel choke heat tube installed.

Website: www.rosewoodmachine.com
Phone: 937-362-3871

Only \$270.00

SOUTHERN WHEELS 3



1940 Packard 2-Dr “Third Time’s the Charm” (Terrible Running Engine) by Ron Carpenter

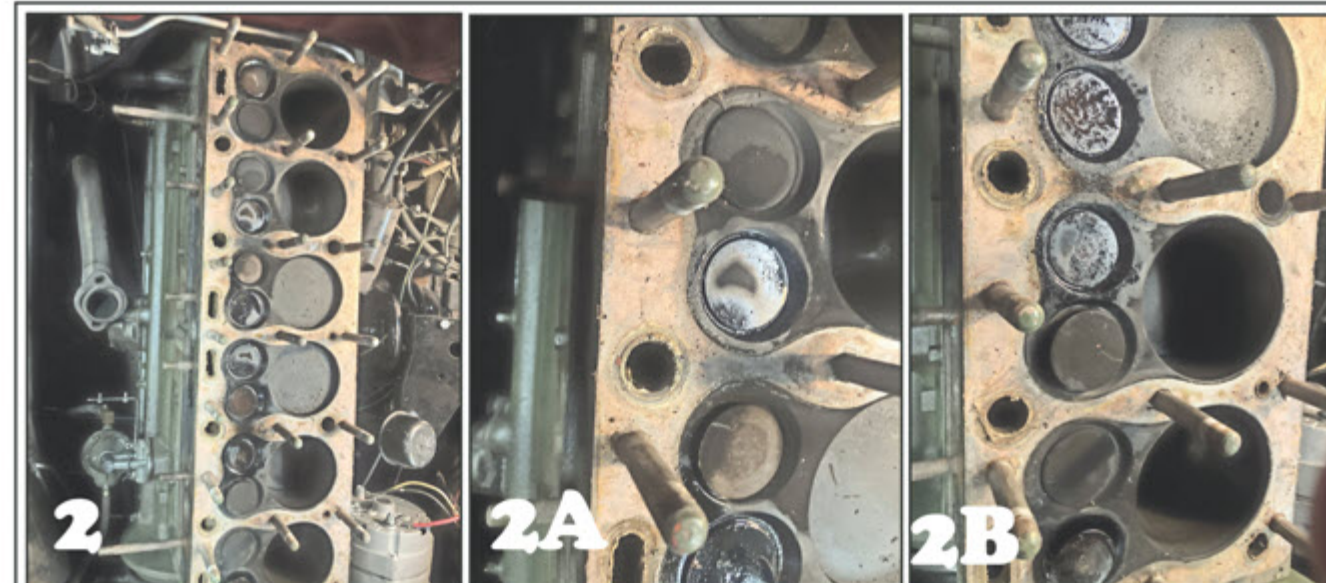
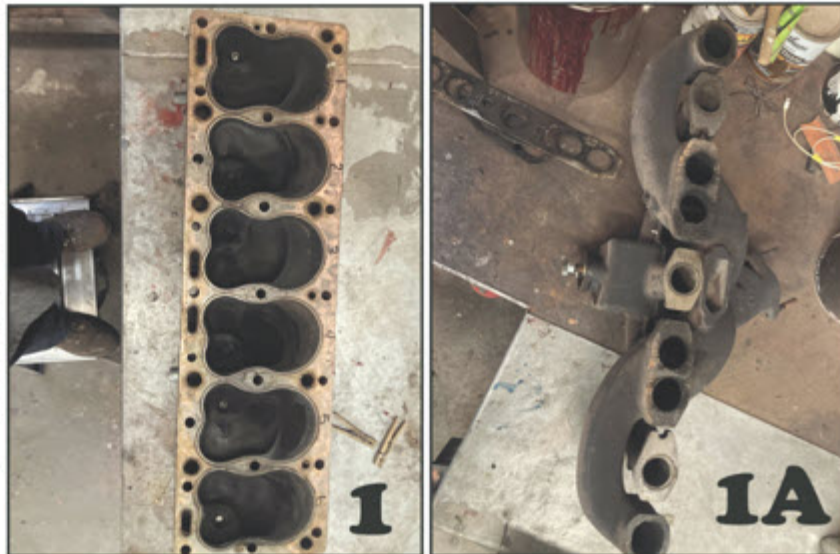
We took the 1940 Packard Two door sedan to the mountains for a car show and it was fun but it was a very hot day and we got caught in a lot of traffic coming home and the car overheated. A couple of road side temperature signs, that we saw, showed that it was well over 100 degrees. I tried to keep the car moving but when we got home it just was not running right. I parked the car until I could get a look at it and figure out what was happening. Well, that lead to a LOT of work.

I started by taking a compression test on the car and I came up with number 3 cylinder only reading 50 pounds and all the rest at 90 pounds. I put oil in the cylinder it did not raise the compression, so I put air in the cylinder and I got air out of the exhaust. At this point I figured that it was a exhaust valve problem so I proceeded to take the motor apart and this was only the beginning of my saga.

Blown Head gasket

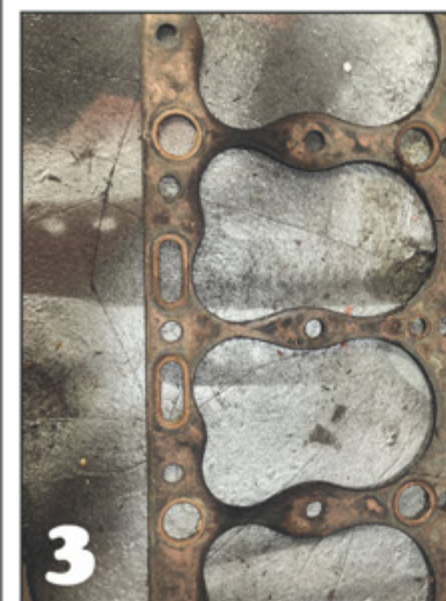
Number 1, 1A

I have removed the cylinder head and the intake and exhaust. I inspected the head and the manifold looking for cracks or any possible problems. I was inspecting the areas of the head, checking for cracks and such but there were areas where it clearly showed signs that the head gasket was blown. I figured at that point that I was just going to need to clean up the head, block and the manifolds and then put everything back together again.



Number 2, 2A, 2B

I inspect the block looking at where it is showing signs that the head gasket failed between the cylinders. There are apparent problems where the dark spots on the block are. Those are areas that the head gasket failed.



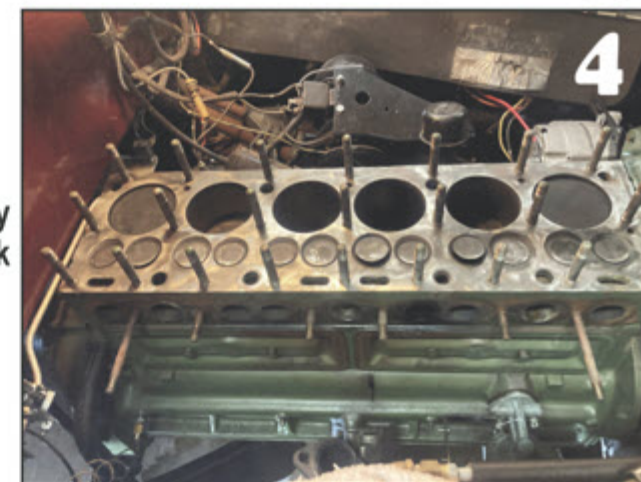
Number 3

This picture shows that there are two cylinders that are "blown" between them.

So I started with the idea that #3 cylinder compression was low and then when I put air in the cylinder and that was when I heard air at the exhaust pipe. I thought I was listening to air passing by the valve and that would indicate a bad exhaust valve so at this point I am altering my thoughts that the air got to the next cylinder and then it was coming out the tailpipe.

Number 4

I have cleaned up the block and have it ready to install a new head gasket and put it back together



Number 5

I have cleaned the head and I inspected the head and I "magged" it just to be sure that there were no cracks. By magging it I mean that I used the magnetic powder and magnets and made sure that there were no cracks.



Number 6

I changed out the water pump while I had everything apart. The water pump has a pulley and a fan that have to be aligned. I use a 1/4 stud to align the parts and then put the bolts in. I kneraled the end of the stud so I could turn the studs out with my finger tips.



Number 7

I have the intake and exhaust manifold ready to reinstall.



Number 8

I have everything back on the motor and the head torqued to 60 pounds (book says 63 but I like to start the motor and while warm go to final 63 pounds) but the motor did not run right! I rechecked the compression on number 3 and found it DOWN how could that be? I again put oil in the cylinder and this time the compression came up. Why did it not come up the first time. When compression comes up then that usually means that the rings are a problem.



SO I set up to pull the head and manifolds again and get the oil pan off in preparation to pull the piston.

Number 9

I start out by jacking the motor up and putting 1 inch blocks of wood under the front engine support, what I like to refer to as the "horseshoe collar". Be sure to loosen the radiator hose

to the water pump and the water inlet housing to radiator hose. You don't want to put stress on the radiator by forcing the hose. Once you get the engine up on the 1 inch blocks you can reach all the pan bolts and move the crank to the right position and the remove the pan.



NOTE: On Packard motors everything is aligned to the camshaft. So the slot in the piston, the numbers on the rod (in this case #3) and the oil pisser hole (the hole in the side of the rod and I don't know what else to call it) on the side of the rod, everything is aligned to the camshaft.

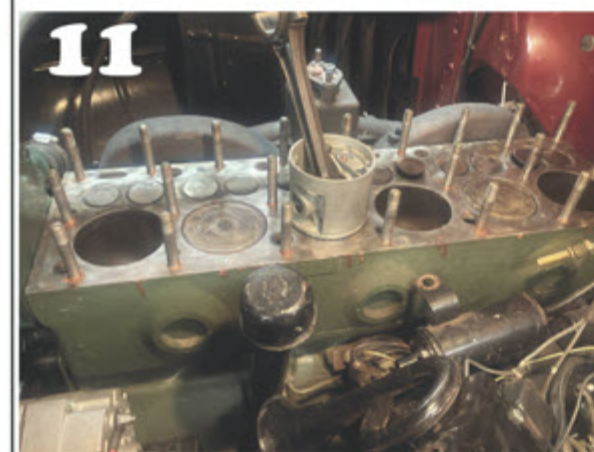
Number 10, 10A

I am showing the crank and the connecting rods with their PAL NUTS on them. Pal nuts are a locking nut that you put on after you torque the connecting rods. You install them by running the pal nut up the to "torqued" connecting rod nut and then turning the Pal nut 1/2 turn to tighten it. Of course I will do this after I get the piston out of the cylinder and reinstall it.



Number 11, 11A

I removed the piston and inspected it and there was nothing wrong with the rings, what a waste of time. So installed new rings on the piston. First I have to check the ring end gap. It should be .003-.004 per inch of piston diameter and I use the piston to 'SQUARE' the rings in the cylinder bore and I use a feeler gage to check end clearance. In my case it was .017 and that was great.





Number 12
I have the new rings on the piston now and I have the dingleberry hone that I used to hone the cylinder and the assembly lube that I use on the connecting rod bearing when I put the rod bearing back on the crank.

Number 13
I have installed the ring compressor on the piston and I oil the cylinder and can now install the piston. I always put

rubber hose on the rod bolts so that I don't damage the crankshaft.

Number 14
I reinstall the engine pan and using the jack to lower the engine back off the 1 inch blocks. I will put the bolts thru the engine horseshoe collar but not tighten them yet. Once the motor is running again I "normalize" the motor mounts and then tighten the bolts. On the rear main cap, on the motor, is a stud. There is oil pressure from the main bearing and the stud can leak. SO, I put a copper washer to seal the threads.

When I put the motor back together and had the head on I decided to check to see if I have compression on all the cylinders, basically I put my finger over the spark plug hole and see what I had starting with number 1 cylinder and now number 5 did not have good compression. So I pulled the head back off and started looking at the valves and I found problems. I started doing a valve job and I found that two cylinders had bad /broken valve guides. The tops of the guides were broken and this cause my centering tool to be off. I had to remove the guides first and then do the valve job.

Number 15
I normally do my own valves job and I look at this valve and I see that where the valve was seating was very narrow. More like 1/32 and that is too narrow. On top of that I can not figure out why the valve looks so bad.... pitted. This is an intake valve.



Number 16
I pulled the valves and I found a lot of problems. The valves were warped as you can see in the picture. I did a clean up on the valve and it shows where the valve had widow marks where it did not run true. This is an exhaust valve.



Number 17
This is the valve guide that I have taken out of the motor. I drilled and tapped the guide to 7/16 coarse threads and then used a bolt threaded into it to drive the guide out. I break the guide when it is 1/2 out of the bore as it hits the top of the tappet. I machined a brass drift to drive the new guide in. I should mention that I always 'mic' the old guide and the new guide to be sure that they are the same size.



Number 18
I have the guide out of the block and this is what it looks like. Ready to put the new guide in. I always freeze the new guide and sometimes, when it is available, I use Dry ice.



Number 19
I have the new guide shown here along with molykote paste (contains molybdenum disulfide this is high pressure paste to install guides) and a gage. The gage is a quick tool I use to set the height of the new guide or basically how far in to the block to drive the new guide.

Number 20
I have set the gage on top of the block to see how close I have the height of the new guide.



Number 21
I have the new guide installed and I have grown the seat and I put prussian blue to check the seat. I always cut a 3 angle seat. The first is the top at 15 degrees and the the valve seat such as 30 degrees for the

intake seat or 45 for the exhaust seat. I finish up with a 60 degrees at the bottom. This allows you to move the seat to put the sealing position where you want it on the valve....just above center for me.

Picture 4875

Number 22

Notice the little colored caps that I put in the valve area holes to make sure nothing went into the oil pan.

Picture 4876

Number 23

I have included a picture of my friend Jacob and me. I recruited him to help me with this project and sure makes it easier with another set of hands. Jacob works at the local Starbucks where my wife and I go for our afternoon coffee.

Picture 4947

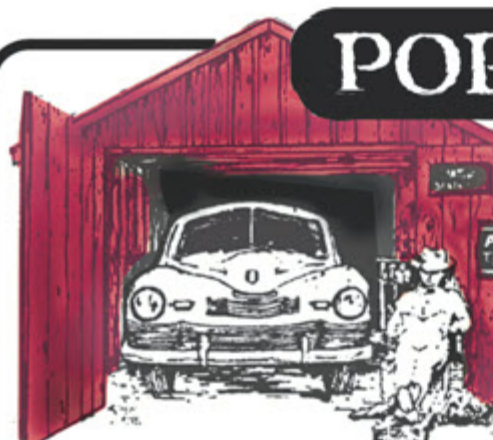
I finished putting the motor back together and ground all the valves. I found one more cracked valve guide and I replaced that one also. I look back on the motor and all the problems I have had and I thought that I had inspected the motor before I put it in the car. It came to me as a rebuilt motor and I did not pull the valves out of the block to inspect them as I just assumed that they were okay. That was a mistake. I found that the margins on the valves were not good. Instead of about a 3/32" contact they were more like 1/64". The last time I took the head off to fix the low compression on number 4 cylinder it was the broken guide. How do the guides get broken, probably because when the original valve job (when they were building the motor) they did not change the guides and they were worn and they overlooked the guides (cost savings?). I thought that the valve side play was not that bad (read that as worn too bad) but it probably was. The valve stems were in good shape so I just went with the work. I may have to go back into the motor at a later date but three times is enough for now.

I always feel that when you inherit a motor from someone else that if it runs, has oil pressure and does not overheat you're ahead of the game.



Ron Carpenter & Jacob Bidwell

POP'S GARAGE



The century-old oak and pine trees towered over the guys as they sat at the picnic table next to Pop's garage. Pop and Sandy were enjoying slices of Bobbie's famous pound cake and pouring generous mugs of hot coffee. After a few bites, they began swapping stories and Pop started talking about the summer of '59. He asked his grandson Sandy if he remembered the time he and his cousin Tom came to see him and his wife Bobbie.

"Sure, I do!" Sandy replied. "It was one of the best summers of my life. Tom and I were going into the 5th grade, but we thought we were teenagers. I remember that we came down the

alley from summer camp in a 1952 Chevy One-Ton with cattle racks on the back. What a way to be taken back home! You and Bobbie were standing in the driveway by the shop and you had dropped a bolt from your tail pipe bracket and asked Tom and me to look in the gravel for it. I found the bolt and helped you fix it, and I have been working with you on the cars ever since!

"I also remember Tom and me sleeping out on the screened in sleeping porch that you had built in 1946 for Uncle Jack after he returned from the Philippines after WWII. It helped him to adjust back to civilian life and I could see how it must have helped—it was so open and cool on summer nights. In fact, maybe a little too open! Tom and I used to sneak out at night about 10-11 PM and walk down McCallie Avenue to a teenage hangout drive-in restaurant. Even though we were just kids, they treated us great. Maybe it was because I loved cars and wanted to know all about the '50 Merc, chopped Model B and a '49 Chevy fastback that were regulars there. We would sit at the counter and get a bottled Coke and play the juke box using the remote control unit on the counter—five plays for a quarter! We played Dion and the Belmonts' 'Teenager in Love,' Bobby Darin's 'Dream Lover,' and 'Poison Ivy' by the Coasters. Those were some great songs and great times! It's like trying to tell somebody that didn't experience those times about why we rebuild old cars. If you have to explain it, you just don't get it!"

"You still need to keep the stories alive," Pop told him. "There are a lot of people who still would like to keep that kind of life alive."

"That's right, Pop," Sandy agreed. "What's coming in to the shop today?"

"A 1954 Chevy Belair 2 door hardtop Sport Coupe," Pop said. "It's Jack's and he's really got him a nice car!"

Just then Jack drove down the alley, parked the car outside the shop and got out.

Dave said, "I've never seen a '54 in that color scheme before. I really like it!"

"They are factory colors; Onyx Black and Surf Green," Jack replied. "In '54, Chevrolet was going for a 'Lighter, Brighter' look, so most two tone jobs had the lighter color on the top and the darker color on the bottom, but the gentleman I got the car from ordered this color scheme with a color-keyed interior from the factory color chip book. It was actually listed for the 1500 Series Pickup and Sedan Delivery."

"The Black top gives it a lower profile and the 'jadish' Mist Green gives it an upscale look," said Jack.

"I agree with you. The right colors can really bring out the owner's personality and show off the car's best design features," Jim said.

"Where did you find it?" asked Sandy.

"In South Georgia—Savannah. It's beautiful down there; very old South with the antebellum homes and Spanish moss. The owner had this car and a '63 Buick Riviera that he bought new, and had always kept in his garage. In '54, the main options were power steering, power brakes, power windows (front only—the rear were roll-down)."



Jack walked them to the front of the car and showed the new front end treatment. "Chevy wanted a new 'wider' look, so they implemented a new horizontal bar grill with long oval park lights, a heavier bumper that was curved at each end to contour with the car's body, a new winged 'bird' hood ornament with a narrower bowtie badge on the hood's front to give the illusion of a wider front end. The new-for-'53 one-piece curved windshield was back and this car has the optional green tint band that runs horizontally across the top."

(Continued on Page 23)

EVENTS

IL: Peotone, June 8, 53rd Annual Peotone Swap Meet, Car Corral and Show Car Display at Will County Fairgrounds, 710 S West Street. Admission \$5, 15 & under free, free public parking for spectators in fairgrounds. INFO: 630-200-0755 www.peotone-swapmeet.org

Jun 9 IN, Indianapolis. Hot Rod Power Tour. - Lucas Oil Indianapolis Raceway Park, <https://www.hotrod.com/hot-rod-power-tour-2025/>

Jun 13-14 GA, Dalton. Southeastern Hot Rod Show. North Georgia AG Fairgrounds - 500 Legion Drive. 8am-3pm, Registration \$30. Admission \$10, Under 12 FREE

Greg Grier 770-686-5785, greg@southeasternhotrodshow.com, www.southeasternhotrodshow.com

Jun 21 NY, Saratoga Springs. Cars on the Union. Saratoga Automobile Museum - 110 Avenue of the Pines. 9am www.saratogaautomuseum.org

PRESS RELEASE



1969 PONTIAC IGNITION AND DOOR LOCK KIT WITH LATE MODEL SQUARE KEY

California Pontiac Parts
Ph: 714-245-9800
Toll Free: 1-877-504-8124

AUTO GLASS



- Custom Flatglass
- Windshields, side glass & back glass for '60s & '70s Muscle Cars
- Logos and date codes available
- Custom flat glass, '20s through '60s
- Fully insured, nationwide shipping.

Quality Service Since 1984
Call Us for a Quote

VINTAGE GLASS USA

50 Ward Street
Rockville, CT 06066
860-872-0018

www.vintageglassusa.com



Specialist in Restoring Chevy Tri-Five

Large Inventory of hard to find parts for your classic. Including:

- Wiring
- Steering
- Exterior
- Front End
- Interior
- Body
- Chassis
- Engine
- Sheet Metal
- Convertible

800-869-9131

email: sales@567chevys.com
www.567chevys.com

THE BUMPER BOYZ

Call to Order: 800-815-9009

ANTIQUE • CLASSIC • MUSCLE CARS & TRUCKS CHROME PLATING
GM, FORD & CHRYSLER BUMPERS



Visit Us At:
www.bumperboyz.com
bobbumperboyz@yahoo.com

2435 E. 54th Street, Los Angeles, CA 90058
Bus: 323-587-8976 Fax: 323-587-2013

Valve Seat Vacuum Tester

I don't care who does your head work. If they can't seal the valves, something is very wrong and you need to catch the problem and correct it BEFORE engine assembly. Several companies make a vacuum tester, but we took the time to design a real nice unit that fits the needs of a race car. This unit was designed around a very good Venturi vacuum pump and utilizes high quality quick disconnects for fast plate changes. We have tried to put together a selection of plates for most applications, but we will also make custom plates for unique applications. A vacuum test is a lot more sensitive than a leak-down tester for analyzing valve seal.

FEATURES:

- *Venturi pump creates a vacuum from any shop air compressor
- *Bronze muffler for quiet operation
- *Low air consumption
- *Quick-disconnect hose fittings fast and leak free
- *Machined from aluminum and anodized
- *Comes with a durable storage box
- *This tool is a MUST for anyone maintaining or building engines. Every time you pull the manifold, you can determine the valve seat condition in seconds.

\$300.00



PRECISION MEASUREMENT SUPPLY

7050 Snowflake Dr.
San Antonio, TX 78238
(210) 681-2405

www.precisionmeasure.com

PRESS RELEASE



USA-630

Custom Autosound Mfg., Inc.
1030 W. Williamson Ave, Fullerton,
CA 92833 (800) 888-8637
Fax: (714)-278-1035
customautosoundmfg.com
Dealer Inquires Welcome

Classic Looks, Modern Tech: Custom Autosound USA-630 Stereo

Bring modern performance to your classic ride with the USA-630 from Custom Autosound. Designed to fit your original dash. No cutting required. It features OEM-style buttons and a custom bezel for a factory look.

Enjoy 300 watts of peak power, AM/FM with RDS, USB/iPod control, and optional Bluetooth® (BLUKIT) for hands-free calls and streaming. AUX inputs, RCA pre-outs, and CD control round out this modern classic.

Retro style. Today's tech.
Learn more at customautosound.com

ANTIQUE AUTO PARTS CELLAR

dba Then & Now Automotive

447 Washington Street • Weymouth, MA 02188

781-335-8860 M-F 8 am to 5 pm

www.then-now.com

KNOWN FOR OUR FUEL PUMP KITS, WE ALSO SPECIALIZE IN MECHANICAL PARTS!

Keep us in mind for all of your mechanical needs:

Obsolete & Modern

CHASSIS PARTS

IGNITION PARTS, SPARK PLUGS, WIRE
HYDRAULICS, MASTER & WHEEL CYLINDERS
SHOCK ABSORBERS, 1930'S & UP
BRAKE SHOES, BOOSTERS, HARDWARE, ETC.
POWER STEERING COMPONENTS

BELTS & HOSES

CARBURETORS & CARB KITS

POR 15 PAINT PRODUCTS

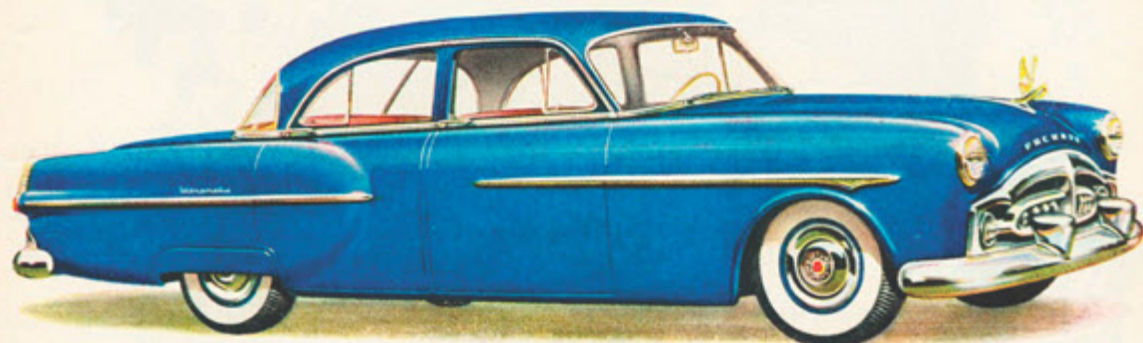
MANUALS

and so much more. . .

TELL US
WHAT
YOU NEED!



Everything here is new!
Everything new is here!



Above: New 150-HP Packard '300'—one of nine exciting new models for '51

New concepts of low-to-the-road design!
Beauty with a pay-off: In Horizon-view visibility!
In traffic-sure Guide-line fenders!
In stunning new, roomier, Fashion-Forum interiors
... with new Hush-toned soundproofing!



New concepts of automatic performance!
New swift and silent Packard Thunderbolt engines are America's highest-compression eights! Coupled with Packard's exclusive Ultramatic Drive (now even finer for '51), they add up to America's most advanced performance team!



New concepts of driving ease!
New, level-bedded, Broad-beam suspension gives you a smoother-than-ever version of Packard's famed Limousine ride!
New, Load-ease steering makes this new Packard the most restful car in the world to drive!



It's more than a car—it's a **PACKARD**
—the one for '51!
"200" "300" PATRICIAN '400"
ASK THE MAN WHO OWNS ONE

We sell new parts for Cadillac® & LaSalle™ 1936–early '70s

We are not a salvage yard

✓ CRESTS 1940–'60s Hood & trunk crests with bezels in chrome or gold, fender crests, interior trim crests.	✓ LENSES '30s, '40s, '50s, '60s From obvious to the obscure. Taillight, backup, turn signal, foglight, courtesy, maplight, dome, reading light, door, license plate.	✓ 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.	STAINLESS/CHROME SOMBREROS ✓ Medallions only	1950–'58 WINDSHIELD WASHER PUMP Restoration kits & service	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 1960!
✓ DOORSILL PLATES Carpet is great, but without new sills, your interior just isn't finished. We have new sills for '30s–'60s.	✓ "V"s AND EMBLEMS With a name like McVey, we'd better have a great selection of perfect new "V"s and we do! In chrome or gold as per original.	✓ SCRIPT & LETTERS '40s–'70s We may have the most complete inventory of new script and letters anywhere in the U.S.	1957 WHEEL COVERS ✓ Medallions only	1959 FRONT FENDER SPEARS ✓ Engine Decal & Detail Sets 1936–1972	NEW: OIL BREATHER CAP 1950–'62 ✓ Decals only
1956 EXHAUST PORT ASSEMBLY	FUEL SENDERS 1940–1964	GEARSHIFT/TURN SIGNAL KNOBS & LEVERS Cadillacs/LaSalle 1938–1960	SABRE WHEEL & WIRE WHEEL HUBCAPS We have the world's finest in all three types: chrome, gold and 1957-style.	1948–'64 HOOD BUMPER SETS FRESH AIR-HEATER/DEFROSTER DUCT HOSE Many uses in Cadillacs from '30s–'60s. Comes in 2", 2½", 3", 4", 4½" and 5".	1960 EYEBROW MOLDINGS New stainless sets with clips
INSIDE REARVIEW MIRRORS Brand new, for late 1930s–1970s	1941 FENDER SPEARS	EXHAUST INSULATION KITS Replace asbestos with efficient, modern, safe, show-winning wrap.	CORRECT "V" FAN BELTS 1940s–1960s	1948–'64 HOOD BUMPER SETS FRESH AIR-HEATER/DEFROSTER DUCT HOSE Many uses in Cadillacs from '30s–'60s. Comes in 2", 2½", 3", 4", 4½" and 5".	

HOOD PARTS • ENGINE PARTS • BATTERY CABLES • GLOVEBOXES • PLUG WIRE KITS • RADIATOR & GAS CAPS • NOS PARTS • LITERATURE • HOOD BUMPERS
CARB KITS • BULBS • HOSE CLAMP KITS • CHROME CLIPS • TRUNK LINING MATERIAL • SWITCHES • LIGHTERS • EXHAUST SYSTEMS • WIPER BLADES • TUNEUP KITS

JACK PODELL
FUEL INJECTION SPECIALIST
Your One Stop Fuel Injection Center
Complete Rebuilding • Parts
Rebuilt Units Available
106 Wakewa • South Bend, IN 46617
574-232-6430 • Fax: 574-234-8632
Email: podellsfi@aol.com

MIDWEST
REMANUFACTURING, LLC
5836 WEST 66TH ST. BEDFORD PARK, IL 60638
708-496-9100 FAX 708-496-9132
Quality Remanufactured
POWER BRAKE
Boosters • Hydro-Vac • Hydro-Boost
POWER STEERING
Pumps • Gearboxes • Control Valves • Cylinders

STATE FARM INSURANCE COMPANIES
HOME OFFICES: BLOOMINGTON, ILLINOIS
JIM LITTLE
Agent
6321-A E. Brainerd Rd. Chattanooga, TN 37421
PO Box 21543 Chattanooga, TN 37424
Bus: (423) 894-3839
Res: (423) 756-8572
Fax: (423) 499-9299

Power Brake Booster Exchange LLC.
WWW.POWERBRAKEBOOSTER.COM
sales@powerbrakebooster.com
"Home of Booster Dewey" for over 30 years for all your boosters needs from 1959-1990

- We sell rebuild kits and parts
- We rebuild your Vacuum Assist Power Brake Booster
- Now located in Lynnwood, WA
- Ford, Lincoln, MoPar, General Motors, International,
- Land Cruisers, AMC, Ferrari, Pantera, Jaguar, 240-280Z
- and several others

Contact Us:
www.powerbrakebooster.com
Sales@powerbrakebooster.com
503-238-8882
1-866-431-1609
Power Brake Booster Exchange
17820 Highway 99, Unit C
Lynnwood, WA 98037

Speedometer Error?



Correct your mechanical speedometer with our ratio adapter. To order, tell us your speedometer reading at a true speed. Install in 2 minutes. Call Ron any day or anytime.

727-410-6352
ROWAND SPEEDOMETER CO.
977 WOODGATE DR. PALM HARBOR, FL 34685
mention Southern Wheels

SH CHROME PLATING POWDER COATING

615-865-0100
Family owned for over 40 years!

- All work done in-house
- All parts triple-plated
- Repair & restoration
- Complete buffing & Polishing shop
- Fabrication, sheet metal & Welding shop
- Lifetime Warranty

817 Madison Industrial Rd • Madison, TN 37115
E-mail: shchrome@bellsouth.net

YOUR ONE STOP RESTORATION SHOP

LUTTY'S Chevy WAREHOUSE

Serving you for over 40 Years!

724-265-2988
sales@luttyschevy.com

RESTORATION PARTS FOR:



Camaro • Nova • Chevelle • El Camino



Truck • Tri 5 & Passenger Car

SHOP ONLINE AT LuttysChevy.com

CHAMPION PRE-OWNED CLASSICS
SPECIALIZING IN TRUCKS AND COLLECTOR CARS

www.championclassics.com



1957 Ford Fairlane 500 2 dr hvt, orig 292 V8 eng, auto trans, new WSW tires, fender skirts, very solid, good-running original, solid undercarriage, very nice body & paint, \$32,500.



1963 Ford Falcon Sprint Conv., fresh out of 48-yr indoor storage, totally orig., 260 V8, auto trans, PS, P Top, fact. orig. bucket seats & console, dash top tach still works! Good orig. top, \$29,500.



1972 Chevrolet El Camino, fresh 350 crate eng., 4 BBL carb, dual exh, auto trans, PS, PDB, fact. A/C, AM/FM radio, 15" SS wheels, solid CA car, fresh int, super nice chrome & stainless, \$38,500.



1977 VW Beetle Conv, manual trans, very solid orig, nice Black & White int, White top, paint looks very good, solid undercarriage, great scoot-around car for summer! \$21,500.



1972 Chevrolet C-10 Short Bed P/U w/1966 Chevy 396 V8 eng, auto trans, PS, PDB, exterior decor trim, 4 BBL carb, dual exh, headers, solid, straight, nice gray cloth int., \$42,000.



1964 Ford Galaxie 500 XL Conv, orig Z Code, rebuilt 390 V8, 4 BBL carb, dual exh, auto trans, PS, PB, PW, factory A/C, bucket seats, console, exc top w/glass rear window, \$44,500.

CHAMPION PRE-OWNED CLASSICS
118 Amanda Court • Harpers Ferry WV 25425
304-725-1155

BULLET RACING CAMS
Custom CNC Ground Cams

FULL RESTORATION OR CUSTOM STREET MACHINE
A CNC Custom Camshaft Is The Only Answer
4-Cylinder To 12-Cylinder • Flathead Or Overhead
CNC Ground To Your Specs

Dedicated Dependable Customer Service • Don't Settle For Less
Our Expertise & Experience Will Bring Life To Just About Any Motor

BULLET RACING CAMS
Phone: 662-893-5670 • Fax: 662-893-6056 • Web: www.bulletcams.com
Address: 8785 Old Craft Road • Olive Branch, MS 38654

Kennedy American, Inc.

7100 State Route 142 SE
West Jefferson, Ohio 43162
613-879-7283 (SAVE)
info@kennedyamerican.com

Largest selection of new factory original, reproduction, replacement and select used parts at a better price

AMC Nash AMC

FOR A CUSTOM CATALOG OF PARTS JUST FOR YOUR AMC VISIT OUR WEBSITE:
www.kennedyamerican.com

AMC parts experience since 1974
We ship anywhere!
Visa/Mastercard/Discover/American Express

PNEUMATIC VALVE SPRING COMPRESSOR



WIN With MTI
mtiracingtools.com

• FAST
• SIMPLE
• DEPENDABLE

Over 1000 psi of compression regardless of inlet pressure.

- Made in U.S.A
- Precision CNC machined aluminum construction
- 1 Year Warranty on parts & labor

303-963-6421 
www.mtiracingtools.com

AMERICAN PARTS DEPOT

409 NORTH MAIN STREET
WEST MANCHESTER, OH 45382
AMC, RAMBLER, NASH, NEW, REPRO AND N.O.S.
192 PARTS CARS

537 page catalog on our website
WWW.AMERICANPARTSDEPOT.COM
937-678-7249

SPEND MORE ON YOUR RIDE AND LESS ON INSURANCE.



- ▶ Classic Car Insurance
- ▶ Competitive Rates
- ▶ Agreed Value
- ▶ Free Roadside Assistance**
- ▶ 20% Collection Discount
- ▶ Over 20 Years in Business

1-800-303-3518
Call Now!

** Free Roadside Assistance not available in NC and VA.

LaRue Classic Insurance ▶ Official Sponsor of the Somernites Cruise
LaRueClassics.com 



RESTORATION PARTS & ACCESSORIES

CAMARO • CHEVELLE • EL CAMINO • NOVA • MONTE CARLO

NEW

- Carpet
- Door Panels
- Seat Covers
- Moldings

USED

- Weatherstrips
- Camaro & Chevelle Consoles
- Body Panels
- Emblems

REPRO

- Decals
- Grilles
- Bumpers
- Spoilers

1965-1972 Chevelle
Front Fenders
1966-1972 Chevelle & E. C.
SS/Cowl Hoods

1965 Chevelle/E.C.
"New Tooling"
Grilles
1970-1972 Chevelle SS Dashes

209-941-2112 • Fax 209-941-0527

3632 Duck Creek Dr. Bldg. E • Stockton, CA 95215

www.JimDyerChevyClassics.com • chevy-classics@sbcglobal.net

MagnaFuel

MagnaFuel Inc.
5015 Galley Road
Colorado Springs, CO 80915
Tech 719-532-1897 Orders 1-800-321-7761
Website: www.magnafuel.com
Home of World Champion
NHRA & IHRA Pro Stock Teams

Damper Doctor

Rebuilt and
Replacement
Dampers
Drive Shaft
Supports



1055 Parkview Ave., Redding, CA 96001
888-834-2137 • Fax: 530-246-2987
or email dampdoc@aol.com

The Champion's Choice

Pro Glass

LEXAN RACING WINDOWS

630-553-3141

FAX: 630-553-3144

9318 CORNELIS RD., BRISTOL, IL 60512
www.proglasswindows.com

T&D...builds for all platforms

- Small Block • Big Block • Big Bore Space • Hemi • OEM & Aftermarket •
- Aluminum • Steel • Chevy • Ford • Mopar • Pontiac • Oldsmobile •
- Cadillac • AMC • LS • Custom • Lots More •



Good engine builders know the depth of available shaft mount roller rockers in T&D Machine inventory. Over the years, T&D has engineered systems for virtually every pushrod engine available. Just ask someone who runs them, ask the sales department or head for the T&D website.

Send \$3 for the latest T&D catalog

T&D is known for: Higher grade components than industry standards • Internal oiling to tip and trunion bearings • Larger shafts, bearings, adjusters and jam nuts • Options include ratio, offset, needle bearing tips, trunion bearings or bushings, spring oilers, aluminum or steel rocker bodies • Great customer service

T&D MACHINE PRODUCTS

COMPETITION ROCKER ARMS
4869 Convair Drive, Carson City, NV 89706

(775) 884-2292 • www.tdmach.com



THE PARTS YOU NEED,
CUSTOMER SERVICE YOU DESERVE



HYDROE.COM

941-639-0437

Your Trusted Source for Convertible Top Parts and more