

# DRIVING OLD CARS

🚗 1938 PACKARD RESTORATION:  
PAINT & GLASS Pg. 4

🚗 40 Years of Concours  
RESTORATIONS  
Inside Back Cover

🚗 '58-'66 THUNDERBIRD  
PARTS Page 70

🚗 '64 1/2-Present  
Mustang Parts Page 61

# SOUTHERN WHEELS

RESTORERS



1957 PONTIAC  
STAR CHIEF CONV.,  
347 V8, AUTO  
740-949-2217



*Chevrolet*

'57 Bel Air, 350 V8, 4 BBL, 703-727-4935



*Pontiac*

'94 Formula Cpe, LT1, 6 sp, 818-591-1313



*Chevrolet*

'85 Silverado, LS3, \$17,975, 716-397-7102



*Chevrolet*

'51 3100 Pickup, 235, 3 sp, 703-727-4935



*Chevrolet*

'69 Chevelle Conv., 355 HP, 818-591-1313

42<sup>nd</sup>  
YEAR

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42<sup>nd</sup>  
YEAR

WORLDWIDE  
COVERAGE  
**SOUTHERN WHEELS**

# BUICK

1940



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

42nd YEAR!

# SOUTHERN WHEELS

## MAGAZINE



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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*

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- 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-C, 2-G, 3-B, 4-A, 5-A, 6-H, 7-I, 8-F, 9-E, 10-K
- ANSWER TO "POP'S GARAGE: GROUND it!

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APRIL 2026


SOUTHERN WHEELS 1

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# 1938 Packard

## PAINT & GLASS

by Ron Carpenter

### Paint



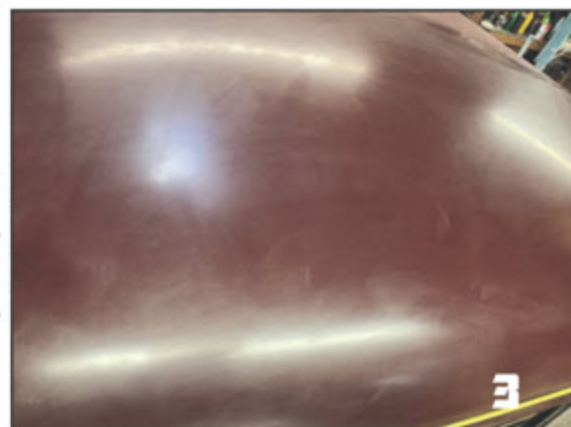
I used a different lacquer paint for the 38 coupe and it made a world of difference in polishing the car. I found some original Bill Hirsch Loyola Maroon Hi Gloss lacquer paint to paint the 38 coupe. The main difference was that my "50 year old" paint was a lot harder than the new lacquer paint. It made sanding the old original paint easier and when I sanded it did not "ball" up as fast as the new paint. I used less sand paper when I did the 38 coupe.

**Number 1**  
I start by sanding the top of the car. I am using 1200 grit on my DA (dual action) sander. I have my

scaffolding set up and it sure makes it easier to get up there.



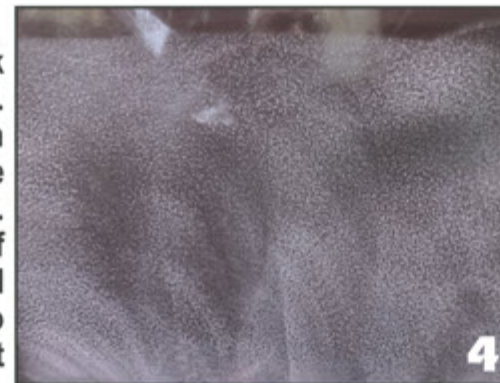
**Number 2**  
This is what it looks like on first pass with the DA. I am just lightly sanding the paint and making sure I change the paper often.



**Number 3, 3A**  
This is when I first wiped it down. The original Lacquer paint is harder than what you can buy today and, to me, easier to use.



**Number 4**  
This is a closer look at what I just sanded. You can see the high spots on the "Orange Peel" of the paint. That is ok as most of that will polish off. I also don't want to take too much paint off sanding the car.



**Number 5**  
You can see the difference where I have wiped it off.

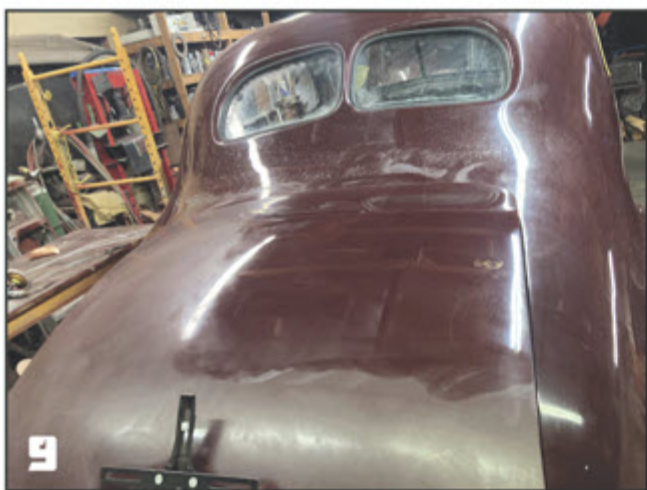


**Number 6, 6A**  
I have my 3 M product that I am using, Machine polish 05996.

**Number 7**  
I have started polishing the top of the car and it is looking good.



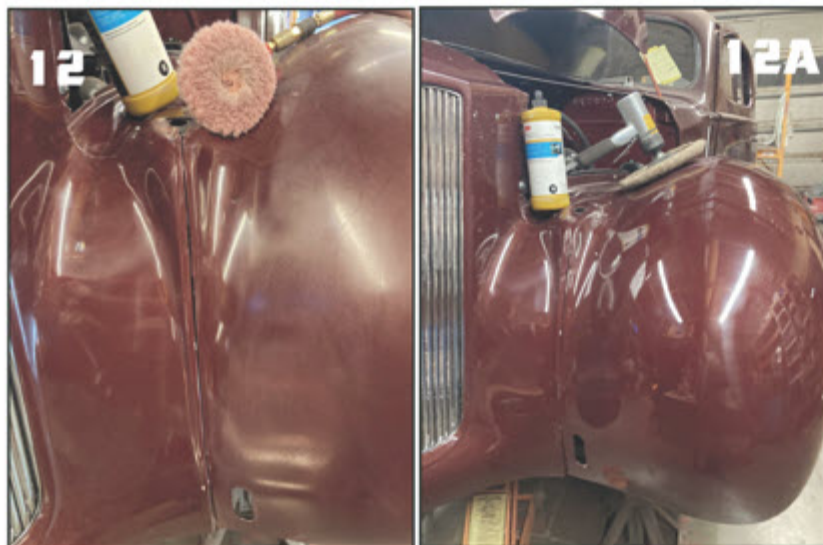
**Number 8**  
I polished the trunk handle area before I put the light in. So I have now sanded the trunk lid and I am getting ready to polish the rest of the trunk lid.



**Number 9**  
I have the trunk lid fully sanded and I am starting to polish the trunk lid.

**Number 10**  
I have the whole trunk lid painted and looking good.

**Number 11**  
I have been working on the front of the car and have the grill shell polished and now on to the right front fender.



**Number 12, 12A**  
I am working on the front fenders and I am using my larger polishing buffer on these bigger areas. I say this as some of the areas are too tight for me to use the big one so I have my smaller buffer for that.



**Number 13**  
Once I have finished COMPOUNDING the car I can finish it off by using my Foam pads. You use the Foam Pads when you put the Glazing compound on. The product is a 3M polish and is Foam Polishing Pad Glaze, 05996. Using a foam pad will take the swirls out of the paint.

**Number 14**  
I "Conned" my grandson, Nate, to help clean the car. I usually just use a paste wax and wax the whole car. Once that is done then I can clean the windows and I gave him that job.



*Just a few thoughts on the door glass*

**Number 15**  
I use the original window channel for a sample and applied the tabs to the felt. I hold the little metal tabs in place with pop rivets and then I screw the tabs to the metal doors. They will hold the channel in place. Packard used a couple different types of fasteners to hold it in place. This is just one of the tabs.



**Number 16**  
In this picture I have the channel in place and rolling the window up and down to check out the fit.

**Number 17**

I did not like how tight it was to roll the window up and down. I have tried different channel felt thickness but still did not like the fit. I am thinking that the window needs to be sanded down about an 1/8 of an inch. So I am masking off how much I want to take off the glass. It is really hard to find glass companies to do this and I used to use a mirror company but they are not in business any more. So what I will do is sand the edge of the glass and immediately take a wet rag to cool the glass and that is just a little at a time or the glass will crack. Glass



**17**

companies use a WET sanding method that keeps the glass cool.



**18**



**19**

**Number 18**

This is the belt sander that I will use. The block that looks like a big rubber eraser is used to clean the sanding belt.

**Number 19**

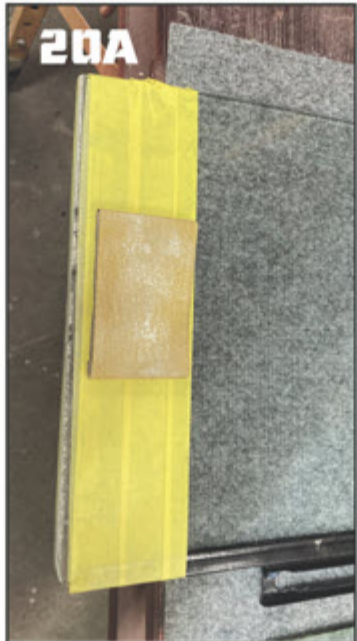
You can see the roughness of the glass after using the belt sander.

**Picture 20, 20A**

After I use the belt sander I use my hand sander with some 80 grit paper and then will go up to 320-400 grit. Again the glass gets warm so you have to keep it cool when you're sanding the glass, or just go to a glass shop that has a wet sanding sander that can sand the glass for you.



**20**



**20A**

**Number 21**

Once I finished hand sanding the edge of the glass this is what it looked like. Expect to spend some time doing this to get it smooth where it doesn't cut your fingers or the felt.



**21**



**22**



**23**

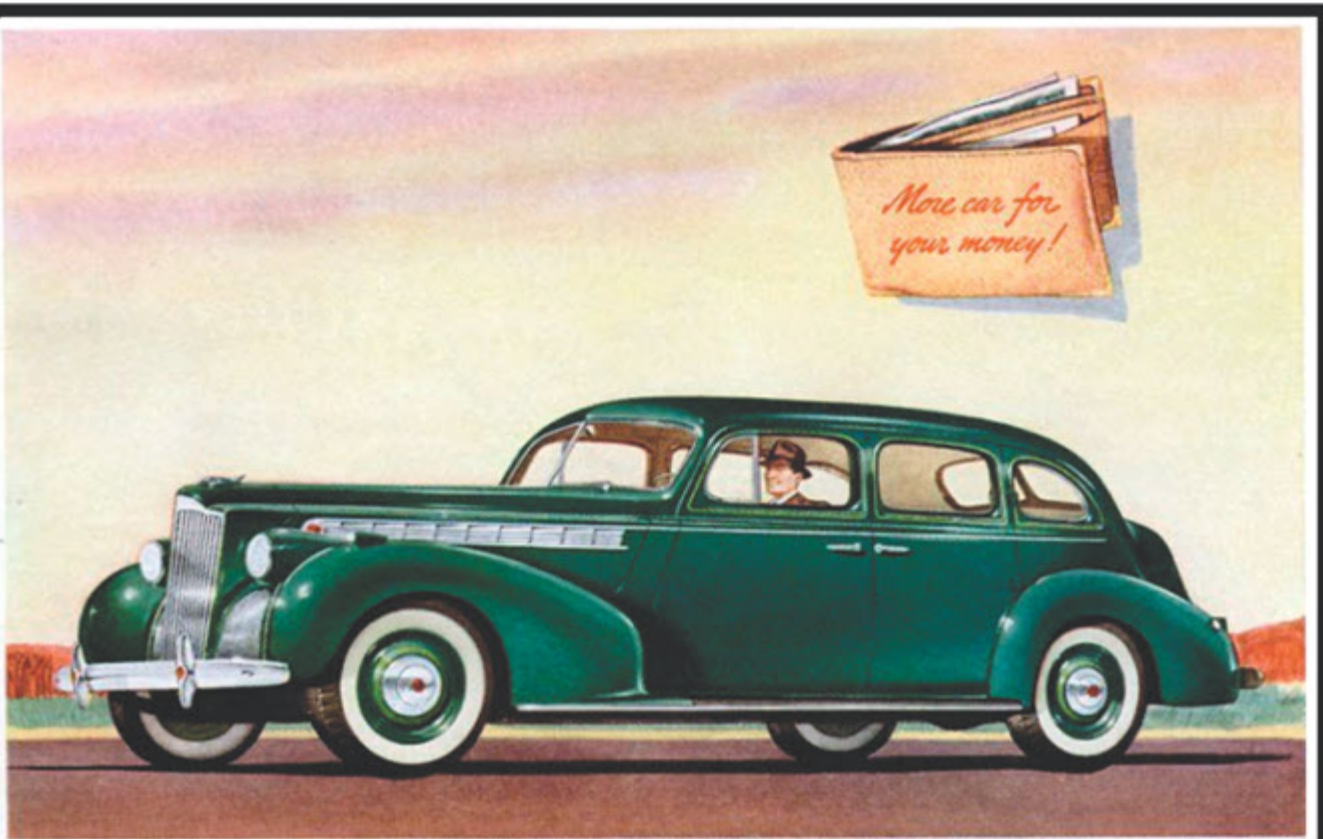
**Number 22**

On the driver's door the channel just did not want to stay in place, so I have to do something about that.

**Number 23**

On this picture I have used some 3M Black weather strip glue and am holding it in place with a piece of jute, the material that I use on the firewall panels.





Model illustrated—1940 Packard One-Ten Touring Sedan \$975\* (white sidewall tires extra)

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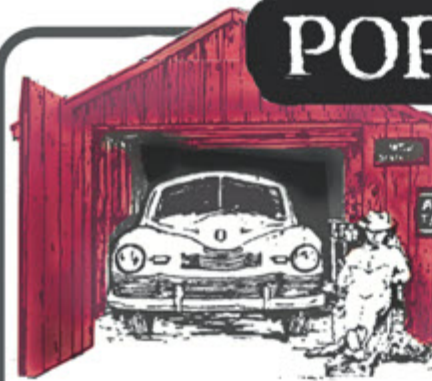
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## POP'S GARAGE



The early fifties heralded the fiftieth anniversaries of many of the car companies. "It was 1952 for Cadillac," Pop said. "I remember '52 well. It was a time of hope. America was growing toward the suburbs, with many families buying new cars, reflecting that mood that was coming out of Detroit—cars with fins, V-8's, chrome, hardtop styling! It was an election year, and many of us had 'I Like Ike' buttons on our lapels, and by November, General Dwight D. Eisenhower would be elected President of the United States. Ike had just led us through D-Day and victory in World War Two, so we felt that he could take care of America in the cold and

Korean wars. We wanted that positive, confident mood reflected in our music, clothes and cars, and the Big Three didn't let us down! The cars were big and fast, the grills had faces—they were part of us.

"Cadillac—'The Standard of the World'—was one of the best examples of this, and they really added some specific features for '52! We have a black '52 Coupe deVille coming in today," Pop said.

Soon, Jim was pulling into the garage and showing them his car, starting with the cadet visor head light bezels with the gold-winged crests under the head lights, and the front bumper with the "Dagmars" (big bumper guards) named for a well-endowed female star of the day. The grill was egg-crate with inset fog lamps, topped by a gold Cadillac "V" hood crest with a chrome flying goddess hood ornament. Jim opened the hood to show the 331 CID OHV V-8 with the new-for-'52 4-barrel carburetor. The carb was topped with a new "Batwing" air cleaner.

"It's really a performer!" Jim told them as he started the car so everyone could hear and feel the deep, throaty sound of the V-8. It was the first year of dual exhausts. They exited through oval ports in the rear bumper extension. As they walked along the side of the car, Jim pointed out the sombrero wheel disks with the Cadillac crests in the center. The front fender chrome ran lengthwise, stopping at the back edge of the door just before a vertical simulated chrome air scoop on the rear quarter, and, of course, the classic fin at the tail light.

"I like the fins," Dave said. "It's before they got so large in the late '50's."

The rear had the look of a luxury car, with a long trunk repeating the gold crested "V" and Dagmar rear bumpers.

"My favorite part of the car is the interior. It's blue—a popular choice of the day—with a black exterior. The seats are metallic light blue leather, diagonally tufted with darker blue shadow cloth inserts. The door panels repeat the theme, and the rear seat has a fold-down center arm rest. The headliner has the chrome ribs to simulate the bows of a convertible. The dash has a new gold Cadillac crest on the top panel. The top and bottom sections are painted dark blue with a light blue center. The speedometer and gauges are set in an easy-to-view horseshoe shaped cluster with push button radio in the center and a clock on the right. The gear selector shows the new Hydramatic drive. It has two drive positions—one for in-town and one for interstate driving. Twelve volt and a/c wouldn't be available until '53, but mine has power steering, power windows and seats—they're the hydraulic type. My problem is with the seat. It won't move! I narrowed the problem to the seat cylinder. I have a new one that is hooked up and is getting current and fluid, but won't activate. It's lying hooked up and wrapped up in plastic on the floor on the driver's side."

"Why didn't you install it?" Pop asked.

"I wanted to test it first."

"You can't test it unless you \_\_\_\_\_ it!" Pop replied.

*Do you know what needs to be done?*



(Answer on Page One)

# EVENTS

OH: Milford, May 31, 4th Annual Century All GM Car Show & Swap Meet, Portion of proceeds benefiting Matthew 25 Ministries, sponsored by Southern Ohio Rockets. Hosted by Jeff Wyler, 401 Milford Parkway. Dash plaques, trophies, Pre-show Cruise in with food truck,

Registration \$20, INFO: southernohiorockets@gmail.com

OH: Fairfield, July 11, Cincy Cool Cars Club Car Show, 301 Wessel Dr, Fairfield, OH, Rain or shine, each vehicle is \$20 to enter, Door prizes, Food truck, Music by J D Hughes, Trophies, in conjunction with Cincy Blues Fest. INFO: 513-795-3328.

TN: Pigeon Forge, September 17, 18, 19, at LeConte Center, presented by Atomic Speed Shop. Registration info can be found by visiting [rodrunpigeonforge.com](http://rodrunpigeonforge.com). Huge Swap Meet, Hundreds of Show Cars and Car Corral. Awards and Cash Giveaway. INFO: 865-687-3976.

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Newer vehicles welcome to park & show but will not be judged

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Show cars can arrive 5pm May 30th - Security will be present, onsite trailer parking

Vehicles MUST be removed from trailers to be allowed in the show

\$25 fee for Vendor booth or swap meet space

Absolutely no onsite car sales - No pets allowed in show

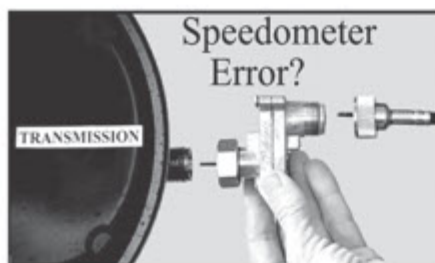
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**CAR QUIZ**

(True or False:)

1. In 1954, Nash and Hudson merged to form American Motors Company (AMC).
2. In 1957, both Nash and Hudson name plates were dropped by AMC in favor of building the Rambler & Metropolitan.
3. In 1954 Packard merged with Studebaker.
4. In 1955, Packard intro'd its all new V-8 to replace its straight 8, but by 1958 Packard ended production of the Packard automobile.
5. The all new '49 Fords featured a spinner grill, envelope body with fenders as high as the belt line.
6. 1952-53 Nash-Healeys (2-seat sports cars) were built in a coupe and convertible.
7. In 1956, Corvettes now included roll-up windows and a more powerful 225 hp-265 CID from Corvette chief engineer Zora Arkus-Duntov.
8. Ford and Chevy bridged the gap between cars and trucks with Ford's Ranchero in 1957 and Chevy with its El Camino in 1959.
9. In 1957, Pontiac introduced the "Bonneville" in a fuel-injected convertible with 315 hp 347 CID V8.
10. "Step Down" Hudsons got their name because the floor level stepped down to the bottom of the car's frame, instead of the top of the frame rail as in conventional cars of the day.

(Answers on Page 1)

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**ASK DAVE**

**Q:** Hi Dave, I am buying a 3" detail polisher (electric). I have been told to get a random orbital one. What is the difference in a random orbital and just an orbital polisher?

**A:** The random orbital buffer is a "DA," or dual-action because it has two types of movement. It spins and rotates, and is random because the free floating spindle will stop spinning if enough pressure is applied to the backing plate as it spins, but it will continue to vibrate. This is what makes the random orbital considered to be safer and not to burn the paint, compared with rotary polishers that continue to spin regardless of pressure on the backing plate.



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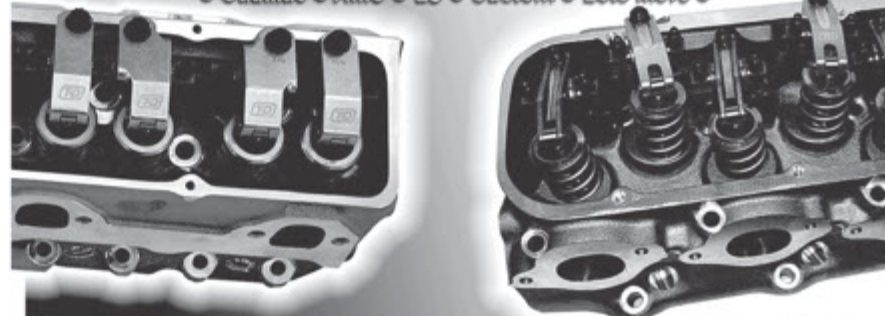
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