

# DRIVING OLD CARS

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1958 Corvette Snowcrest White, Blue interior, Black Soft Top, 283-230hp, 4 Sp, Both Tops, Radio, Heater, WW tires, Complete Frame off restored, Show winner.



1965 Corvette, Milano Maroon, Maroon interior, Tan soft top, 327-300 HP, 4 sp, both tops, 3 time NCRS Top Flight.



1957 Corvette, Onyx Black, 283-270 HP, 3 speed, 3.7 rear, both tops, column-mounted tach, frame off resto, 3 owner car.



1966 Corvette Conv., Laguna Blue, Dk Blue int., White soft top, 427-425 HP, 4 speed, 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.

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- ANSWERS TO MATCH GAME: 1-C, 2-F, 3-A, 4-B, 5-E, 6-D, 7-G, 8-H, 9-J, 10-I, 11-K, 12-L
- ANSWER TO POP'S GARAGE: High spot on Negative point = change to a lesser capacity condenser; High spot on Positive point - change to a greater capacity condenser

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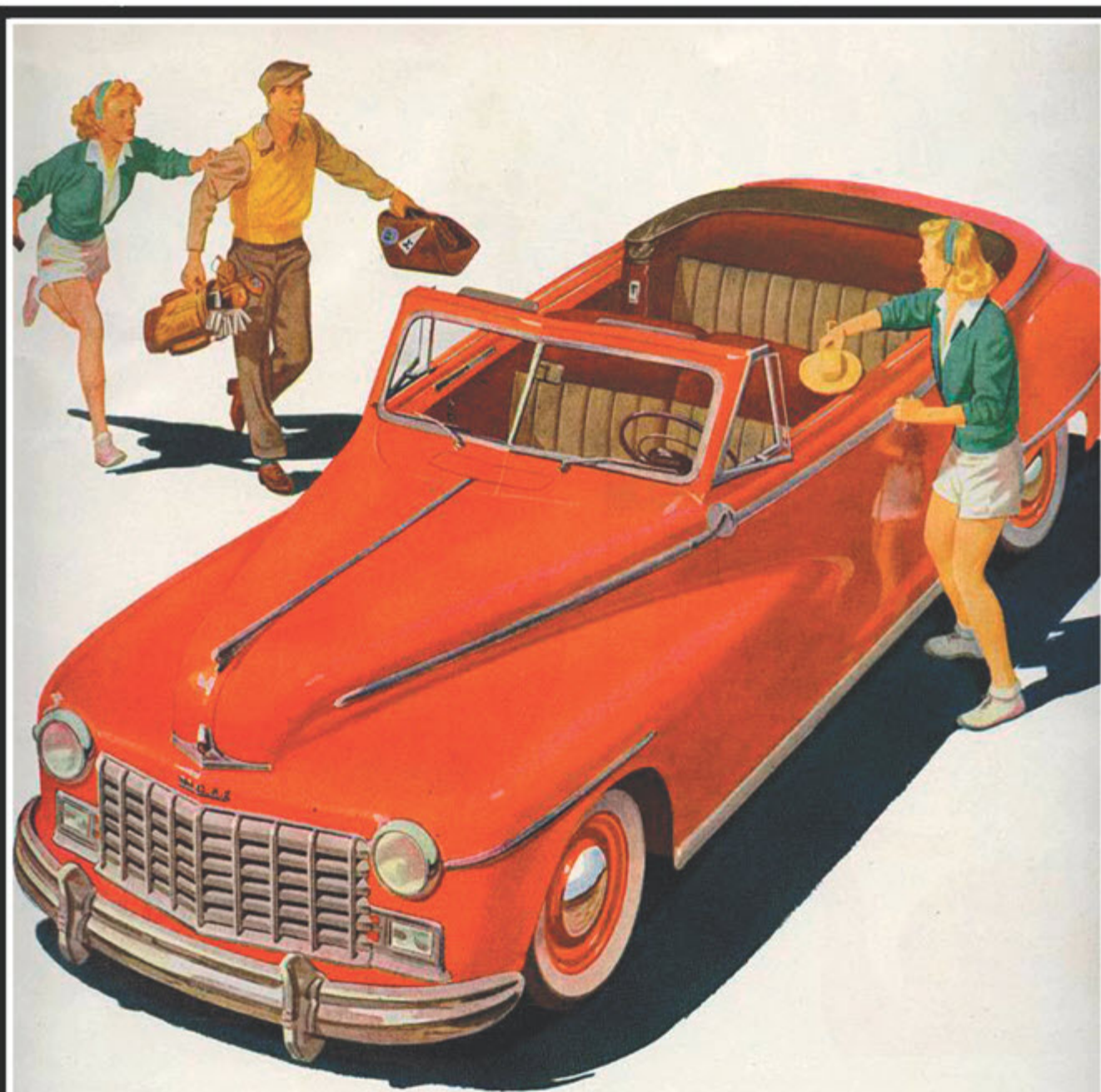
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# 1938 Packard *RUNNING BOARDS*

*by Ron Carpenter*

## Number 1, 1A

This is a picture of one of the running boards I started with. I was hoping I could somehow save the rubber on the running board. I could try and repair the original rubber but that was unrealistic. I decided I just have to strip all the rubber and so I just got started.



## Number 2

I am starting out by removing the rubber off the running boards. I started out using the "Rose bud" on my acetylene torches. Then I figured it out it was easier to just use my heat gun. Get the metal hot from underneath and then use a putty knife to peel the rubber off.



## Number 3

I have both running boards stripped and they are ready to go the sand blaster.

## Number 4

I have the running boards back from the blaster and I am ready to straighten them. Running boards are very hard to straighten. I have two clamps holding a body dolly in place and I am working on a small dent trying to "move" the metal.



## Number 5

This is the end of one of the running boards that I have to bend the end of it and then straighten the other area.

## Number 6



I have set up my Porta Power to "push" the side of the board out. The level is there so I can check how much I have pushed the metal and how straight it is.

## Number 7, 7A

Here are a couple ways I was trying to bend the metal. You

can see that there are a lot of bends in the boards. You cannot just start hitting the side of the board to move the metal as that does not work. The metal is just too strong.

## Number 8, 8A

I have been working on this for a while and I am finally getting it to look really good. You can see by how straight the line of the running board is next to the level.



I have done some research on the running board covers and discovered that no one was making 1938-40 Packard Running



board covers any more. I followed a couple leads but Steele Rubber now only has the running board covers for the longer wheel base cars. One friend found a set of running board covers at a National Packard Meet. One of the vendors at the meet had them so I contacted him but he had "production" problems so he was not producing them. SO, that was a dead end.

When I restored my 1940 Two door sedan I had the running boards Vulcanized but I just did not want to spend another 3500 for the process and wait another year for them so I checked with Metro Rubber and bought some generic mats from them. I figured that the best way to install the Metro mat was to cover the running boards with plastic filler. I figured that the mats would lay flat on the running boards. The running boards have ridges in them and I figured that I could not just glue the rubber on the ridges and "valleys" so that is why I chose to fill the ridges and that was what I started to do.



Number 9



I have primed the boards top and bottom and I have started putting Plastic filler on the top of the boards. When they vulcanize rubber on to the running boards they have a lot of holes in the running boards to vacuum the rubber (suck it down) down so when I started filling the top the plastic filler seeps

through to the bottom. I just knock them off.

Number 10

I have knocked all the plastic filler that has to come off and I can prime it again and paint it.

Number 11, 11A

I am sanding and leveling off the plastic to the tops of the metal peaks. I am getting it ready to paint.



11A.



12.



12A.

Number 12, 12A

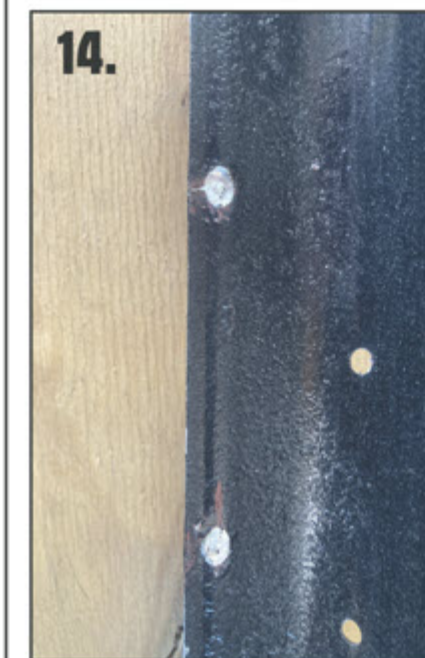
I had it ready so I went ahead and primed the running board.



13.

Number 13

I painted the boards in black now.



14.



14A.



14B.

Number 14, 14A, 14B

I did not use the plastic filler to fill the holes that curve around the top of the running board. This is under the body of the car and not readily seen. I used my soldering iron and just soldered the holes. I have the top of the running board painted and I filled the holes with solder and I figured I could glue the rubber on the boards now.





15.



15A.

Number 15, 15A  
I finished the first running board and now I am working on the second one. I filled up the top of the running board with as much plastic filler as I could handle at one time. Once the plastic filler started setting up I used my "Cheese Grater" to hit most of the top of the running board.

Number 16  
I ask my good friend Don Sears (he has award winning 1934 Packards ) what he uses to glue

the running board covers on his car. This is Scotch-Weld Neoprene High Performance Contact Adhesive #1357. This is what I had decided to use to glue the running boards covers on with.

Once I had both running boards painted and ready for the new rubber mat I set the mat on the top of the board. At this point I started to try and figure out the best way to lay the rubber on the board and I DID NOT LIKE WHAT I SAW. The curve where the rubber mat curved very tight. I could not figure out a way to get the rubber to stay in the curve, even though I had the best glue.



16.



17.

I figured it would always be a problem. I could use little bags of sand and thick rubber bands to hold the rubber mat on to the board but how do I get it to stay in the tight curve. I tried to cut the rubber mat down to just before the tight curve and I did not like the way it looked, it had a jagged edge and I just did not like it.

Number 17  
I have laid the rubber on the running board and where I had to cut the rubber mat I could not figure out a way to make it look right. I tried to sand the edge but to no avail.

I also knew that I was not going to spend the money to have the boards vulcanized like I did on the 1940 2-door sedan. I did not like the way the new rubber was on the running boards so I just decided I was going to use BED LINER and spray the boards.



18.

Number 18  
After all the work I put into getting the running boards already, I start all over, and strip all the plastic filler off the running boards. I use my little propane torch and heat it up and strip it off and then I can re-sand the boards.

Number 19, 19A  
Basically I am back to square one. The boards are straight but now I have the problem of spraying the bed liner on the boards but there are holes that the bed

liner can "BLOW" through so I decided to solder all the holes on the boards. Some of the holes were BIG so I used some thin copper strips and soldered them to the boards.



19.



19A.

I soldered up all the holes in both running boards and that did take a while as there were 221 holes in each running board that had to be filled. That took a considerable amount of time.



20.



20A.



20B.



21.

Number 20, 20A, 20B  
Once again I primed the running boards on both side and then I painted both boards black, again.

Number 21  
This is the product that I chose to spray on the running boards. I bought the Gladiator XC Bed liner product from my local automotive paint store. It came in a kit with the spray gun and two gallons of product.

Number 22  
This is what the running boards look like on the car. I can step on the boards and get reasonable wear out of it. If I had put nothing on the boards other than just paint it, would have worn off.



22.



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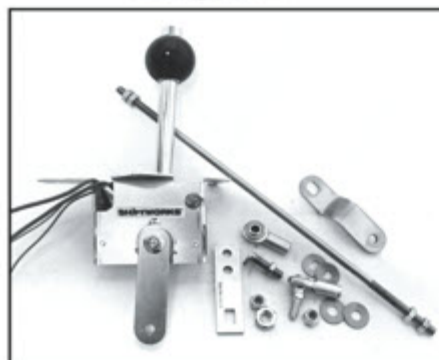


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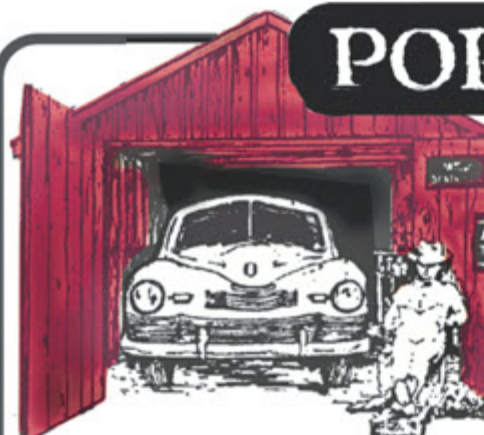
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## POP'S GARAGE



Pop had just returned from a test drive in his '47 Nash after replacing the clutch.

"Checked out good," Pop said as he pulled the Ambassador alongside of the shop. When he got inside, the conversation was on independent car makers.

"America had some great independent auto makers, and many survived after World War Two—Nash, Packard, Hudson, to name a few," Pop said.

"I know about the '48 Hudson Step-Downs," Jack replied, but what were the '46-'47 Hudsons like?"

"I can best describe the '46-'47's by telling you about the '42's. Hudson, like many of the car companies, sort of

re-issued their '42's with just a few changes. There was so little time to convert from wartime production in the summer of '45 to car production in the fall, and in Hudson's case, the '42's had been a freshly-designed car (deemed 'Symphonic' Design) from the '41's and were only built until February of 1942. The '42's were still tall cars, but had a lower profile than the '41's, created by a lowered grill and hidden running boards similar to Packard's '41-'47 Clipper. Mechanically, they were available as a flathead six (212 CID) and flathead eight (254 CID) with a 3-speed transmission. Options were an overdrive, semi-automatic and a vacuum automatic clutch. They were controlled by buttons on the dash. 1942 ended production of the beautiful wooden-bodied station wagons, but the convertibles would return after the war. The 1946 lineup included passenger cars and a uniquely-designed car/pickup truck. The front end including the cab looked like a car and the back was a pickup bed. They were good-looking vehicles!" Pop said. "One change, besides some trim changes, was the '46's grill. The center was recessed, designed by Art Kibinger. It was a multi-barred horizontal design with the center in a concave position, with many cars mounting fog lights in the concave section. The passenger car line now included Super Sixes, the Commodore Six, the Super Eight and the Commodore Eight. Inside, the cars had a uniquely-styled dash with the large center panel being concave, featuring the radio with a horizontal speedometer on the left and the clock and glove box on the right in a horizontal panel. The seats and door panels were two-tone (light/dark) on some models, with lush leather interiors on the convertibles. Wide white walls were hard to get after the war, so many of the Hudsons had white rims with white wheel disks to simulate them."

"I believe they came with US Royal 'Master' tires," Jimmy said.

"We've got a '46 Super Six Convertible coming in today," Pop told him.

Soon a Copper Red with Black canvas top pulled into Bay One.

"So rare!" Pop exclaimed. "You hardly ever see one of these."

As Tommy got out, he showed the guys his car and opened the hood to reveal its nicely-detailed L-head six.

"I couldn't help noticing a miss when you pulled in," Pop said. "What's the problem?"

"It's the points," Tommy answered. He removed the distributor cap and opened up the points, showing a "high" spot (mound) on the negative point.

"First, do you have the correct 6-volt coil? And is the polarization correct?"

"Yes," replied Tommy.

"High spots on the points are generally caused by the condenser. When the high spot is on the negative point, change the condenser to a \_\_\_ capacity one. If the high spot is on the positive point, change to a \_\_\_ capacity condenser."

Can you fill in the blanks?  
(Answer on Page 1)





# EVENTS

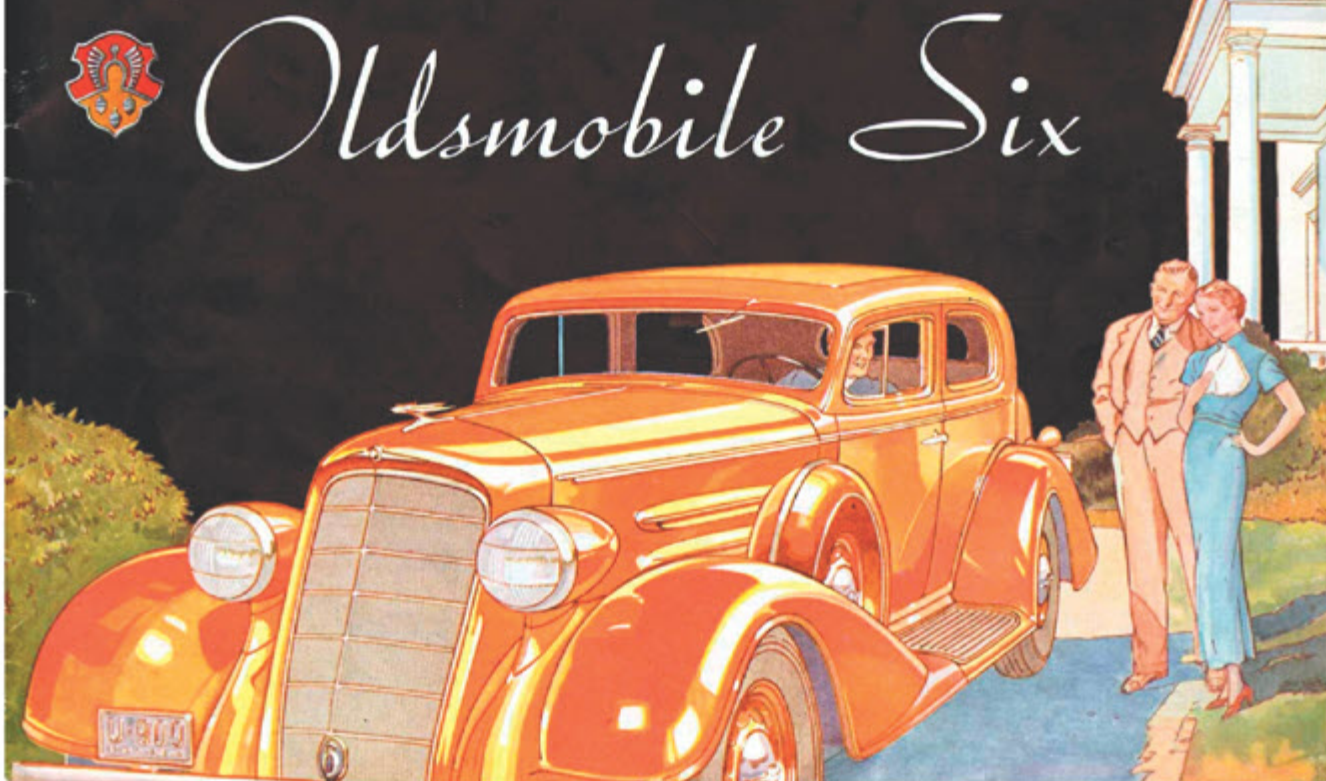
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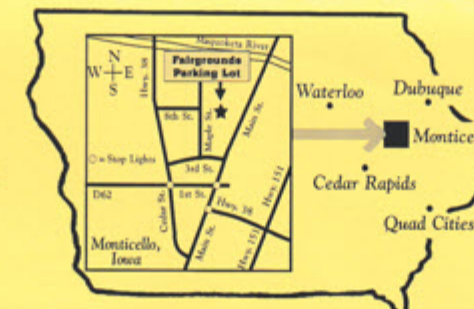
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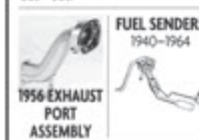
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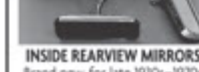
✓ **CRESTS 1940-60s**  
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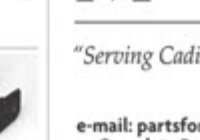
✓ **CORRECT "V" FAN BELTS**  
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✓ **1950-'58 WINDSHIELD WASHER PUMP**  
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