

# DRIVING OLD CARS

🚗 1938 PACKARD RESTO--  
Re-making Door Panels  
Pg. 4

🚗 MUSTANG, FALCON,  
MAVERICK PARTS  
Pg. 71

🚗 SOLDERING CONNECTIONS:  
WHAT TO USE Pg. 35

🚗 1956-1964 RAMBLER  
MANIFOLDS Pg. 3

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**SOUTHERN WHEELS**

42nd  
YEAR

42nd  
YEAR

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1960 Corvette Conv., Roman Red, Red int., White coves & soft top, 283-230 hp, 4 speed, both tops, frame off restoration to show condition.



1969 Corvette Cpe, Fathom Green, Code 983, 300/350 hp, L46, 4 sp, 3.36 rear, factory a/c, PS, PB, new Holley EFI (orig intake with car), Drive or Show.



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

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1965 Convertible, Goldwood Yellow, Black int., White soft tops, (both tops), 327-250 HP, PS, WW tires, same GA owner 30 yrs, runs & drives great.



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.



1972 Corvette Cpe, Ontario Orange, Code 987, leather saddle int (mint orig), 454-270 hp, auto, a/c, PS, PB, RWL tires, 2 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.

42nd YEAR!

# SOUTHERN WHEELS

## MAGAZINE

**SOUTHERN  
WHEELS**  
RESTORERS' SINCE 1984 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-False (The Master 85 had straight front axle) 3-True, 4-False (The Special retained the 2-piece from '49) 5-True 6-False (1935) 7-True 8-False (1939) 9-True 10-True
- ANSWERS TO MATCH GAME: 1-E, 2-J, 3-A, 4-C 5-B, 6-D, 7-L, 8-K, 9-I, 10-G, 11-H, 12-F
- ANSWER TO POP's GARAGE: A weak valve spring (spring fatigue)

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SOUTHERN WHEELS 1



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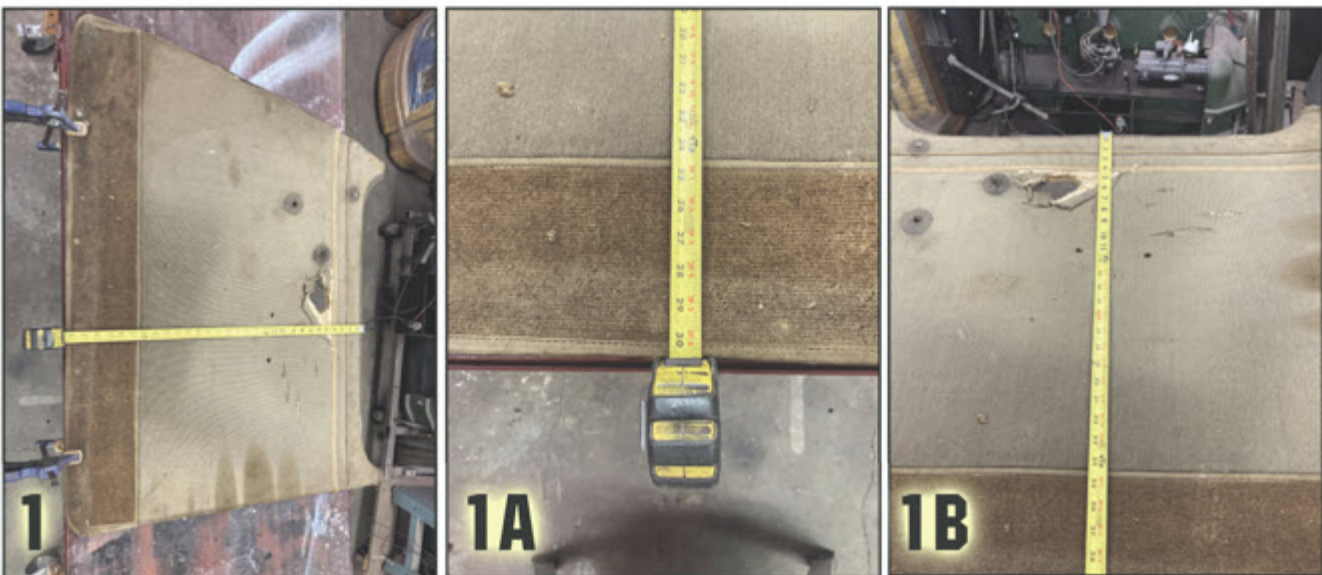
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# 1938 Packard DOOR PANELS

*by Ron Carpenter*

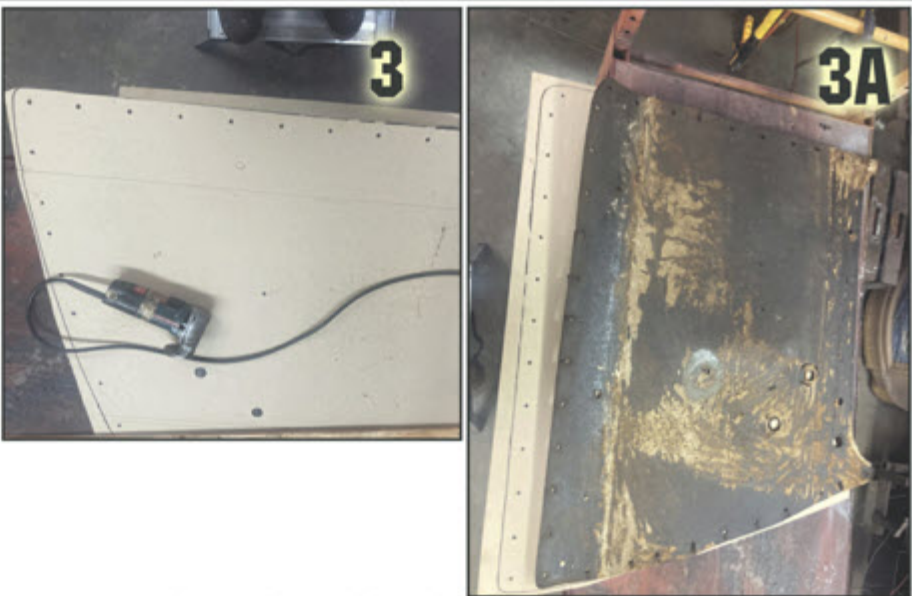


**Number 1, 1A, 1B**  
I have laid out the door panels to start measuring the panels. I want the original appearance for the new door panels. The original door panels had a bead pattern by the door handles and carpet on the bottom. I really like the carpet on the bottoms of the door panels. It seems like when you're getting in and out of the car your foot touches the bottom of the door panel, so this will keep it clean. Once I get it flattened out I can draw the new panels on the new panel board. It is water proof but probably just water resistant. I need to know where the window handles are and where the arm rest will be, etc.

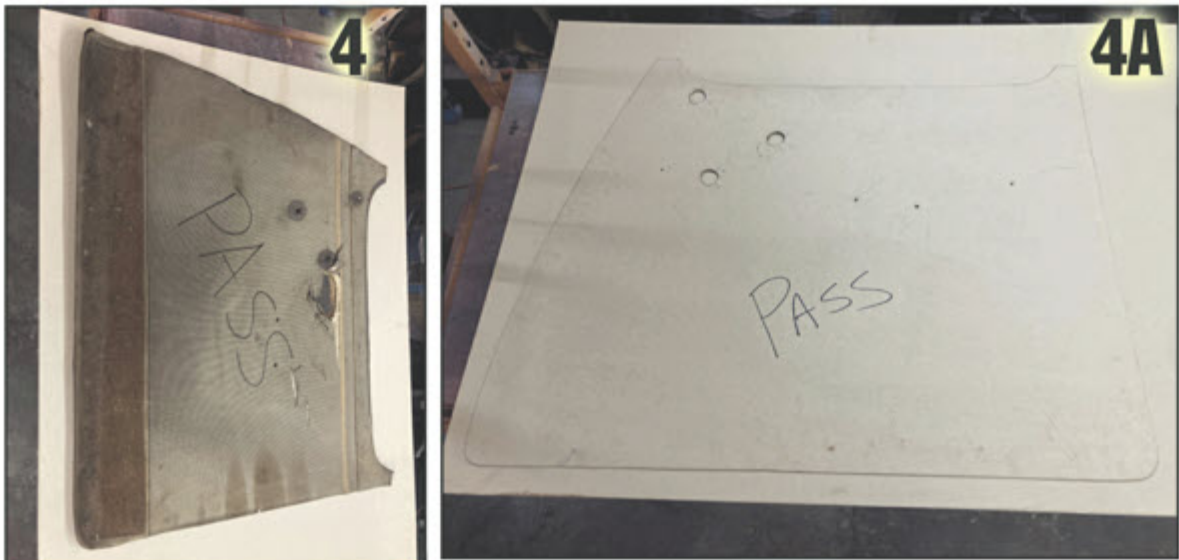


**Number 2, 2A, 2B**  
The bottom wants to curl up and so to get a better measurement I am holding the panel flat with my grips.

**Number 3, 3A**  
I have laid the pattern out on the panel board and I am using my electric sheet metal cutter to cut the new panel board. The material is too hard to cut with scissors. I am checking the other side, the passenger side, to see if the holes line up there. Not all cars have a left and right door that are identical so I have to double check.



**Number 4, 4A**  
I am showing the front of the passenger side and marking the board so that I don't get confused. I have both sides set up and verified that they are the same and holes line up okay.



**Number 5**  
I have drawn in the lines to be sewed in the final finished panel.

**Number 6**  
In this you can see two little dots and these are to identify where the arm rest will screw through panel.



**Number 7**  
I need to put the panels in the same place on both doors. So I have two punch holes that are the mirror image on the drivers side. When I put the panels on the doors they will be identical and located in the same place.



**Number 8**  
I have one of the panels on the door. I have two screws holding the panel onto the door. This will insure that the panels goes in the same spot every time I take it on and off to adjust the panel to fit the door.



**Number 9, 9A**  
When I made the panels I rough cut them out and then I used my belt sander to get the panel flush with the door. Once I made the panel flush to the door edge, I needed to take 1/8 inch off the panel all the way around the sides and bottom. This allows for the padding and material to fold around the edge of the panel. The yellow tape tells where to remove some of the edge but again only about an 1/8 in inch. I use the hand sander to do



minor sanding. I am using a sanding block with 80 grit sand paper.

**Number 10**  
When I got the 38 coupe home I did not get all the door panels pieces, such as the piece that went around the top of the door. To get these pieces I had to make my own. I used the sedan parts car upper door pieces to start with. The coupe door is longer than a sedan so I have to splice the piece together.

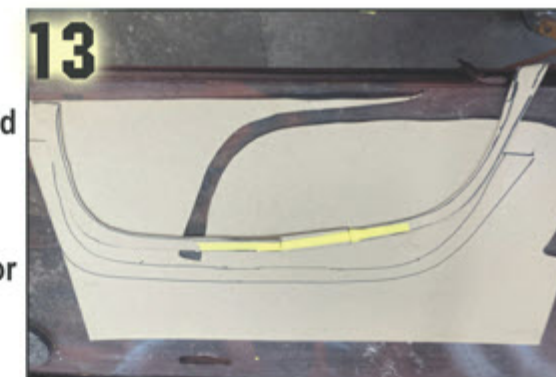


**Number 11**  
I have the new piece drawn out and set on the door. You can get an idea of the difference in length on the coupe doors.



**Number 12, 12A**  
I have cut the piece and you can see the gap that I have to fill in. I made up a piece and taped it all together and now I have a pattern for the door and I verified that it fits both sides.

**Number 13**  
I have laid the new part on a piece of panel board and drawn it out.



**Number 14**  
I have added clips to hold the part on the top of the door and I installed the window frame and everything fits.



**Number 15, 15A**  
I am working on the passenger door and adding holes to hold the panel on to the car. Hard to see but there is a metal clip that will be "hidden" in the middle of the door to hold the door panel in the center of the door. I should mention that it makes it a lot more difficult to sew the panel with this clip in place but I needed it. I have the holes for the window cranks and door handles. The holes for the arm rest are in also. All the holes that go around the panel to hold the clips in place are there now.





Number 16, 16A I am making final adjustments to the panel adding to the edges and the top where the window frame is. I used super glue to hold the pieces and then I used my sanding block to sand the front and back smooth to make it flat and not interfere with the final covering.



Number 17

I have a couple things going on here. First is that I have made and verified my pattern and then I installed all the hidden clips on the piece. I then covered the hidden clips with thin panel board to hide the clips. If I don't hide the clips they will show thru the padding and the cloth.



Number 18

I have the part on top of the foam and I am going to cut the excess off. You can see the hidden clips now.

Number 19

I have my cloth material laid out so I can glue it to the top of the door panel and it is ready to install on the door..

While I was making the tops of the door panels I gave the finished door panels to Armand Annereau at Armand's Auto Upholstery to cover the door panels.

Number 20, 20A

This is the door panel as delivered from Armand's Upholstery shop both Left and Right panels. The little white dots are for the arm rest. VERY NICE, I was really impressed with what Armand made for me.



Number 21

I have the passengers side on the car and you can see the window and door cranks are poking thru the panel.



Number 22

I have both door panels installed and all the trim and the arm rest installed. I have the finished top of door piece installed that I never had shown as the finished product.

So all I have left is the front seat and the Sun Visors. These I have started on but I can't sew, so this is the next hardest part to finish. Armand is just so busy in the shop that it will take some time to finish. I have a sedan seat in the car so I can drive the car but I am getting there.



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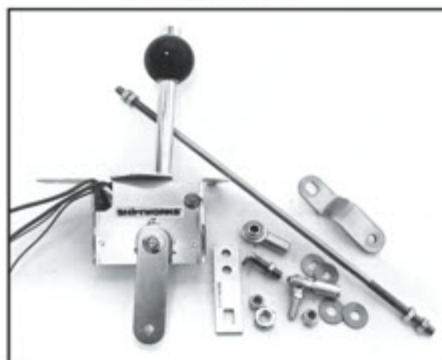
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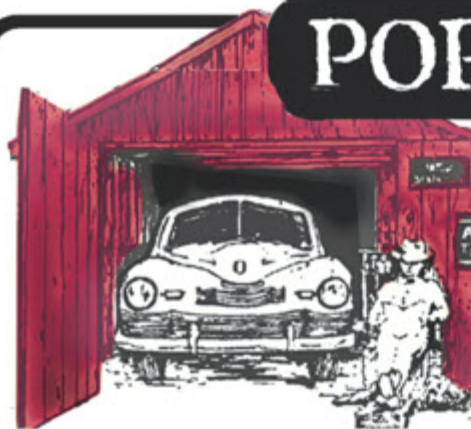
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## POP'S GARAGE



Pop and his wife Bobbie's old Victorian was all aglow with colored lights of the Christmas season. Bobbie had put candles in all of the windows of the old two-story, to light the way for the family who were all coming to visit on that cold, December night. Their five children and their families would all be there soon.

In came their son Jimmy, with Sarah and Sarah Ann in their '53 Ford, then daughter Boo and her family in their '62 Lincoln Continental, Jack and his family in their '59 Impala 2-door, closely followed by Anne and Tommy and the kids in their '50 Stepdown Hudson, and Helen and Bill and their family in their '52 Chevy. As the cars were parked, the kids

jumped out and ran to the back door, hearts pounding with excitement. They couldn't wait to see their Grandparents! It seemed like forever as they waited, listening to Pop's footsteps in the hallway as he came to open the door. Then, there he was, and everyone rushed inside where the smell of roasting turkey and freshly-baked pies filled every room of that wonderful house.

Daughter Boo, who had a knack for embellishing a story, took everyone into the living room to warm themselves by the fire. As she described their trip over in the Lincoln, Pop, Jack, and grandson Sandy slipped away to sit at the kitchen table and have some hot chocolate. Sandy showed them a picture he had brought of a 1934 Chrysler Airflow, and asked Pop to tell him all about it.

"I remember the Airflow," Pop said. "They were made in Chryslers and DeSotos. The first running prototypes went back to late '32, and the first time the public saw one was in 1934 at the New York Auto Show held that January. It was so different from other cars of the time! Cars of that era had fenders that appeared 'attached' to the body. They seemed to be put together in pieces, rather than the 'streamlined,' all one piece look of the Airflow. It was a design that would be used industry-wide by the '40's, with a large, waterfall grill, recessed headlights, and a wide, unitarily-constructed body and chassis. The body had cage-like steel grid network framing, adding strength, compared to the wood framework of many cars of the day. An advertisement of the time showed an Airflow being driven over a cliff, landing on its nose with no noticeable dents, then being driven away.

Plus, the wide body allowed three front seat passengers instead of just two, as in most other cars."

"What was meant by 'boulevard ride,' Pop?" Jack asked.

"They lengthened the front and back springs, which reduced vibration, and moved the rear seat just ahead of the differential, taking a lot of the bounce out of the ride. Another thing they did was tilt the engine and transmission downward slightly toward the rear of the car. This dropped the drive shaft and lowered the floor tunnel, giving increased leg room, and it also improved handling, especially in the corners, and at high-speed driving."

"How did it sell?" asked Sandy.

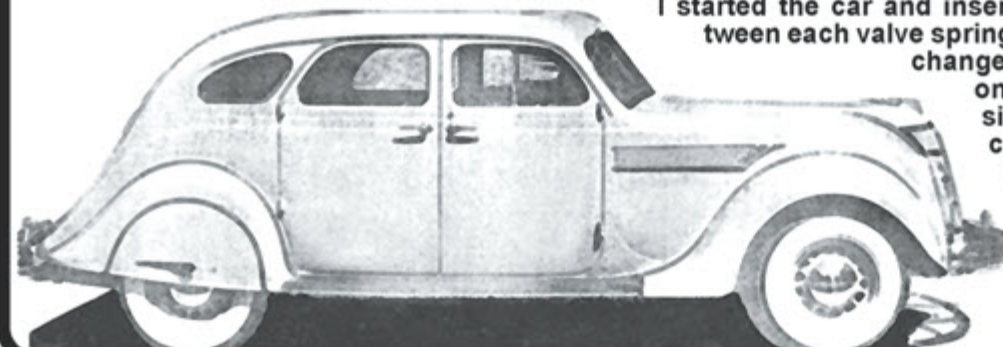
"Not very well," Pop responded. "The public voted it the best- and worst-looking car for 1934 which gives you an idea of how divided everyone was on it. You either loved it or hated it. But no one could deny its state-of-the-art innovations, that would be used in cars to come: Unitized construction, lower center of gravity and aerodynamics..."

Just then, Tommy joined the group. "What's the latest project, Pop?" he asked.

"Well, Jim had his '50 Buick Super over this morning. You know it's got the 248 straight 8 and it was making a light knocking sound at idle. We drove it and heard the same sound around 40 mph. The engine's performance was irregular and it was backfiring! There was no late valve timing, so I removed the valve cover and saw that none of the valve springs were broken. Finally,

I started the car and inserted a screwdriver between each valve spring coil. The noise didn't change until I came to the last one. Increasing the tension on that spring changed the sound, and told me what I needed to know.

Do you know what Pop found?



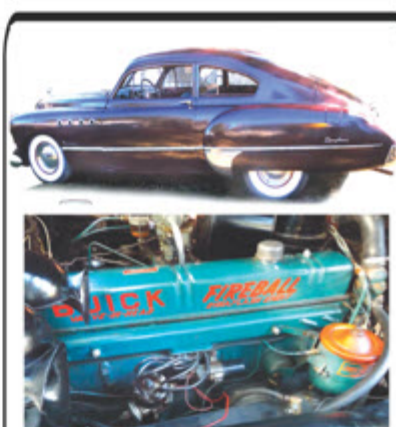
(Answer on Page 1)



# EVENTS

FL: Melbourne, February 6 & 7, 25th anniversary celebration Mopars of Brevard, 2500 Parkway Drive, Equestrian Center. All make vehicles welcome! Swap Meet, Show & Shine, Bake Sale by the MOB, Dash Plaques to the first 100, Lots more. INFO: visit [www.moparsofbrevard.com](http://www.moparsofbrevard.com), Roger, 321-243-4952 or Penny, 321-727-1039.

IA: Monticello, February 21 & 22, 57th O'Reilly Auto Parts Rod and Custom Car Show, at Monticello Berndes Center, 766 North Maple Street. Trophies, Cash Prizes, No entry fee for street rods, custom cars, custom motorcycles, street machines, Race cars and Hot Trucks. INFO: Galen Muller, 319-465-5119.



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## CAR QUIZ

*True or False:*

1. In 1938, Packard used Stromberg carburetors on all of its series except the Six, which used "Chandler-Groves" since 1937.
2. In 1940, all Chevy's had "Knee Action" front suspension.
3. In 1941, Cadillac replaced the "LaSalle" model with the "61" series.
4. All 1950 Buicks had one-piece windshields.
5. In 1938, Studebakers had Auto-Lite ignition systems on their Sixes and Delco-Remy on their Eights.
6. 1934 was the first year Pontiac used its famous "Silver Streak" band design.
7. 1942 DeSoto "Customs" used concealed (air foil) headlights.
8. New for '38 were hydraulic brakes on Ford motor cars.
9. Cadillac built its last V-16 in 1940.
10. Pierce-Arrow continued offering its V-12 & V-8 throughout its last year in 1938.

(Answers on Page 1)

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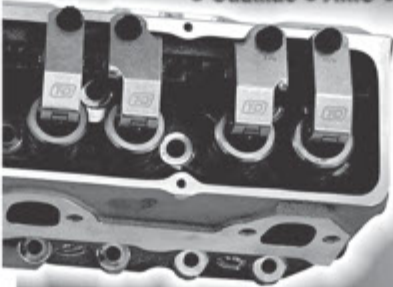
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