

DRIVING OLD CARS

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42nd YEAR



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



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



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.



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



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.



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.



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.

www.vintagecorvettes.com

42nd YEAR!

SOUTHERN WHEELS MAGAZINE



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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. False (1956) 4. True 5. True 6. True 7. False (intro'ed 1955) 8. True 9. True
- ANSWERS TO MATCH GAME: 1-C, 2-F, 3-J, 4-G, 5-H, 6-A, 7-D, 8-I, 9-E, 10-B
- ANSWER TO "POP'S GARAGE": Replace clutch gear and second and third speed clutch.

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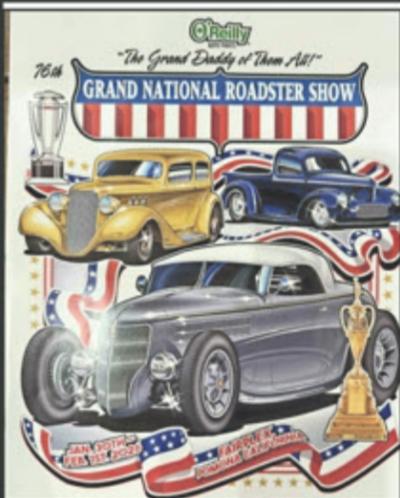
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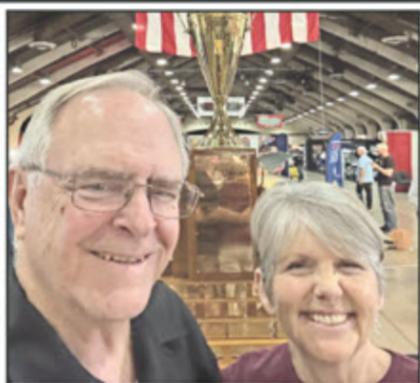


FEBRUARY 2026

SOUTHERN WHEELS 1



The 75th anniversary Grand National Roadster Show was held January 30th through February 1st. The Grand National Roadster Show is a showcase of custom cars and hot rods held each year at the Fairplex in Pomona, California. Established in 1950 by Al Slonaker, the GNRS is one of the oldest and longest continuously operating exhibitions of custom vehicles in the United States, featuring an estimated 1,500 vehicles annually. The GNRS is best known as home to the America's Most Beautiful Roadster (AMBR) Award. The AMBR is presented to the best pre-1937 vehicle in show, and has been won by many well-known car designers and builders, such as Blackie Gejeian, Carl Casper, Boyd Coddington, and Chip Foose.



A big **THANK YOU** to Dale and Pam Beaman of Washington, Utah for the photos!



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1938 Packard VENT WINDOWS

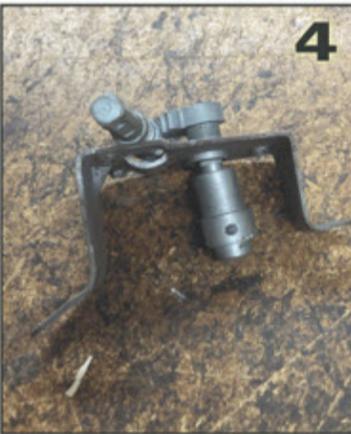
by Ron Carpenter

On the 1938 and 1939 Packard junior cars (Seniors cars were the Standard 8, Super 8 and V-12) they had crank out vent windows. The later junior cars, 1940 up, they had push out vent windows. These crank out vent windows had a problem with the gears stripping out on them. This can happen when the rubber gets old and the glass sticks to it (obviously not used in a while) and they rub on the rubber, so the gears just fail. When I bought the car from Eric he gave me a set of NOS (New Old Stock) gears, so all I had to do was replace the glass in the vent windows and repair the gears. I should mention that he had some of the car parts re-chromed and the vent window frames were re-chromed so all I had to do was repair and start assembly.



Number 1
I have the right vent window mechanism in the vice and there is a "R" stamped on the bracket. I have printed an R on it so I could readily see what I am working with. The "R" is on the lower right side.

Number 2
I have the left side winder assembly pictured here and you can see the "L"



Number 3
I have everything cleaned up now. I took all the pieces apart and bead blasted them.

number 4
I am showing the bracket and it is holding the shaft that holds the new gear and the worm gear, which is what I am replacing.



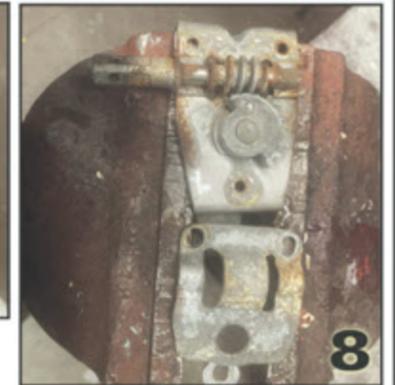
Number 5, 5A
I am showing the gear on the shaft that you have to replace the gear on.

Number 6
On the right side of the gear you can see that they are stripped off. You can also

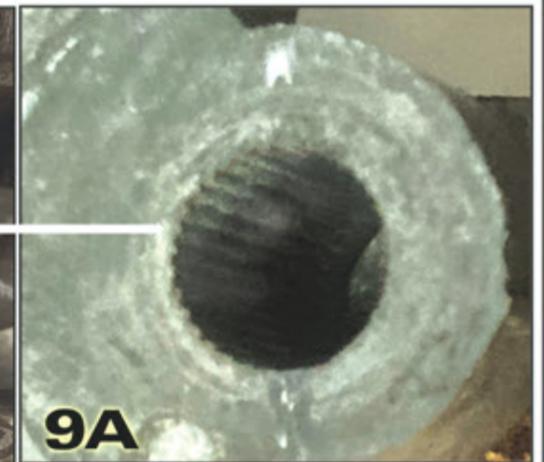
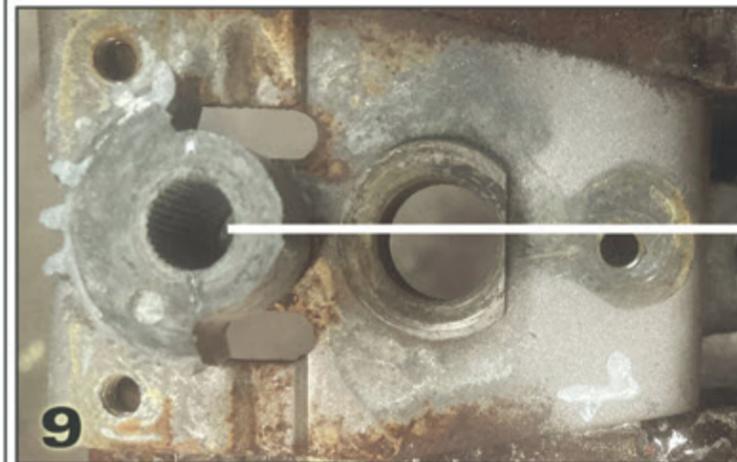


see where I have scratched a mark (probably used my Dremel) to show the location on the shaft and the gear. Now I know where to install the new gear on the shaft.

Number 7
I have the new gears in the vice to show how the teeth go different directions which also means that the shaft that turns the gears goes a different direction also.



Number 8
I have the shaft laying next to the damaged gear so that you can see how it is in relationship to the broken gears.



Number 9, 9A
I have the gear pressed out of the shaft and you can see the fine grooves (splines) that the shaft presses into.



Number 10
Parts all cleaned up and the worm shaft is laying there

Number 11
I have a bunch of spare parts that I can choose from in order to put the best parts on the window winder assembly.



12



13

Once I had both of the vent window winders ready to install I needed to get my vent window glass and window frames ready to install in the car.

Number 12
I have laid out my new vent glass and window frames along with the complete winder assembly.

Number 13
I had new glass made and I will be installing the glass

in the re-chromed vent window frames. I when you install the glass you need a setting tape to put the glass into the frames. I have found that Bod Drake Ford parts has a lot of good parts for various jobs. One of them is the glass setting tape in various thickness.



14

Number 14
I have installed the divider bar on the metal frames. The metal frame will bolt to the door it self. I will be installing the rubber that the vent window stops against.



15



16

Number 16
I have laid out all the pieces to the vent window. I have taped the new gasket to the glass and I will use Windex to lubricate the rubber so I can put the glass in. The yellow masking tape keeps the rubber in place while I put the glass in.

Number 17
I have the glass in the window frame now and all I have to do is just use a razor blade to cut off the excess.



17



Number 18
I have laid out the completed vent windows with the rain guards and the vent window winders installed on the vent windows.

Number 19
This picture has the outside of the car showing the vent window and the rain guard in place.

Number 20
This passenger door picture shows the inside of the door with the vent window installed and the vent window crank is in the same position as the drivers side. The

18

main point is that you want them to be the same. This was why when the gears were installed they had to be in the same position as when you took the gears off.



19



20



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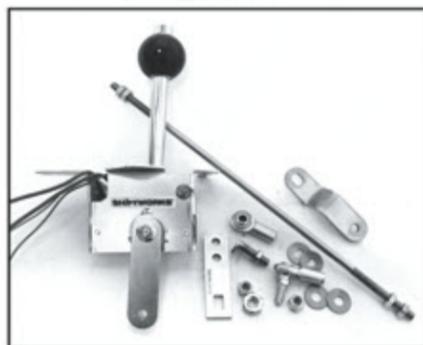


1977-82 Corvette
SW270-C3B

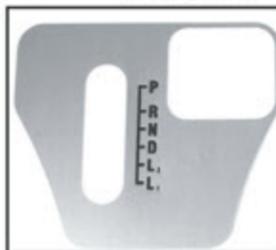


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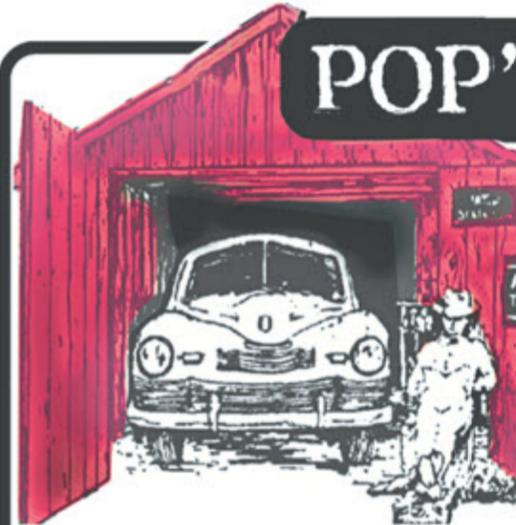
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POP'S GARAGE



35 degrees this morning with a high of 65 by 4 PM! "What a difference!" Pop said. "Last week we had the ice storm. What a difference a week can make!"

"I agree, Pop," Sandy replied as he put another log in the wood burning stove. "I don't care what the groundhog said. I don't want another six weeks of Winter, and by the weather report, it doesn't look like we're going to get it."

Just then Jack and Tom came in. "Hey, guys," Pop said. "Grab some coffee and we'll go over today's work."

"I want to ask you a question first," Tom said. "On the '55-56 Chevy Bel Air dashes, which one has the bow tie relief and which has the block rectangles? I had a friend of mine to ask me."

"The '55's had the Black bow ties and the '56's had the black

rectangles."

"I knew that," Tom said. "I like the bow ties best. The Tri-Fives were, and will always be great cars with fabulous design elements."

"What have we got coming in today?" Sandy asked.

"A 1951 Chevy 2-door Fleetline. It's a manual 3-speed, so it's got the 216."

"The automatics had the 235's, didn't they, Pop?" Tom asked.

"You're right. They introduced Chevy's first automatic with the 235 cubic inch Six in 1950. The '50-'52 Powerglide automatics did not automatically shift between low and high (direct drive) which made for a sluggish start so many drivers started in Low and shifted into High around 35 mph. In '53, Drive started in Low automatically."

At this time, Jim pulled up and into Bay Two in his '51 Chevy. "Hi, Jim," Pop said as he helped open the door for Jim. "Before we get started, show us your car."

Jim started in the front. "It's styling was new for '51. The grill had horizontal bars with no teeth. (They would be there in '52) with a top chrome bar just below the grill that had the 'Chevrolet' script on it. The hood had a middle and lower. The middle bar ran over to the park lights that looped around enclosing the lens and the bottom met the bottom of the grill. Behind the middle and bottom grill bars was a Dark Grey ribbed panel. The front bumper wrapped around on each fender with a bumper guard in the middle. It had two vertical chrome guards connected with a Horizontal chrome piece. The hood ornament was horizontal with a blue bow tie surrounded by a red background. The standard hood ornament was a rocket, although others were available," Jim said. "There are small Blue bow tie hubcaps. Some had trim rings. Chevy also had Yellow bow ties on the hubcaps. In 1950, they changed them to Yellow but it was hated, so they went back to Blue in '51."

"On such a short wheel base as this car, I like black walls, and that's what I have. Firestones with Black rims. There are two stripes that are original—one close to the hub cap and one on the flat part of the rim.

There is stainless surrounding the green house area. Running on the front fender to past the door in the middle of the car is stainless and a rocker panel piece running front to back, meeting the chrome stone



(Continued on Page 24)

EVENTS

TN: Pigeon Forge, April 16, 17, 18, at LeConte Center, presented by Atomic Speed Shop. Registration info is found at rodrun-pigeonforge.com. Huge Swap Meet, Hundreds of Show Cars and Car Corral. Awards and Cash Giveaway. INFO: 865-687-3976.

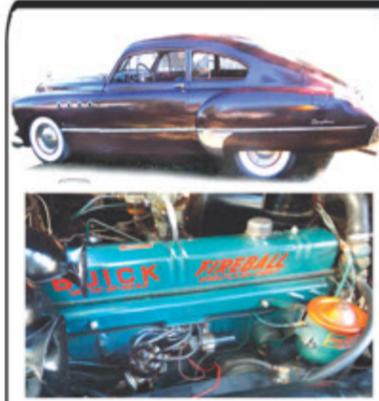
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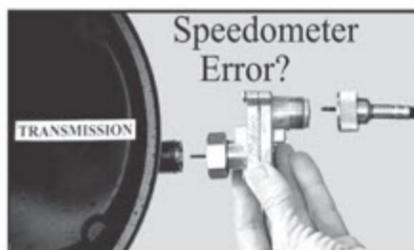
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(1950's – True or False:)

1. 1951 was Chrysler's first Hemi V-8.
2. The 1954 Kaiser Manhattans featured a McCulloch centrifugal super-charger.
3. In 1955, Pontiac "Strato-streak" V-8's were available with dual carbs.
4. Packard's top "Thunderbolt" 327 straight 8 produced 155 HP in 1952.
5. In 1954, Mercury's new engine was a larger version of Ford's Y-Block V-8.
6. In 1951, Hudson's "Hornet" monster L-Head six was a 145 HP 308 CID.
7. Ford introduced the T-Bird in 1956 with a 292 CID V-8 as standard.
8. In 1957, Chevy 283 V-8's were available with "Ramjet" fuel injection.
9. When GM introduced the Corvette in 1953, they were powered by Chevy's Blue Flame Six with a special triple-carb version available.

(Answers on Page 1)

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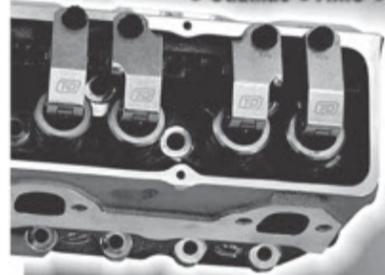
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