

DRIVING OLD CARS

🚗 1938 PACKARD - Hood
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Parts Page 16

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Page 14

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Page 3

SOUTHERN WHEELS

RESTORERS

SI
1984

WHEELS



1958 CORVETTE,
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'47 Custom Super Clipper Club Sdn, 727-410-6352



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Cadillac

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COVERAGE

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



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.



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



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.

www.vintagecorvettes.com

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. True, 3. False (spark plug gap is .025") 4. True, 5. True, 6. True, 7. False (Spark plug gap is .028") 8. True, 9. False (spark plug gap is .025") 10. True

● Answers to Match Game: A-1, B-4, C-7, D-2, E-3, F-8, G-5, H-10

● Answer to Pop's Garage: The selector control linkage was out of adjustment.

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1938 Packard HOOD ASSEMBLY

by Ron Carpenter

I have the front fenders on the car now and I am ready to start stripping and painting the hood assembly. The hood assemble consists of 5 pieces. The top center, two top pieces, and the side pieces that hold the handle and the chrome. The car had been painted many times over the years, at least 5 times. That means that I have a lot of paint to remove.

I start on the hood assembly by taking the rods out that hold the panels together. I then have the individual panels ready to strip. One thing to note, on the hood rods, is that they are a special size—they are not 1/4 or 5/16 inch rods.

Number 1

I have the center top panel on my rolling table and I am using my Super Stripper tool to scrape the paint on the panel. It is a lot to try and sand it off. I would never put a grinder on the panels as you can really distort the panel very quickly and by scraping the paint off I don't put a lot sanding dust like paint in the air.



Number 2



I have the panel scraped as far as I wanted to go and now I can sand the panel with my DA.

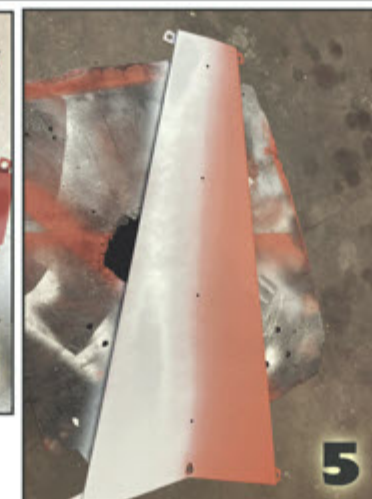
Number 3

I have switched over to the underneath side to sand and it has only the original paint on it so not too hard to finish cleaning up the paint and prep it for primer.



Number 4

I now have the top in first coat of primer, red.



Number 5

I put gray primer on the top of the red and when I sand it it will show high and low spots on the panel.

Number 6, 6A

Before I start stripping the paint of the side panels I take pictures of how the hood handle is attached to the mechanism inside, it is always confusing.



Number 7

I am going to start on the drivers side inside panel. I have to take the handle and rubber corner off before I can prep it for paint. All of the louvers and around the handle are will be hard to get clean.



Number 8

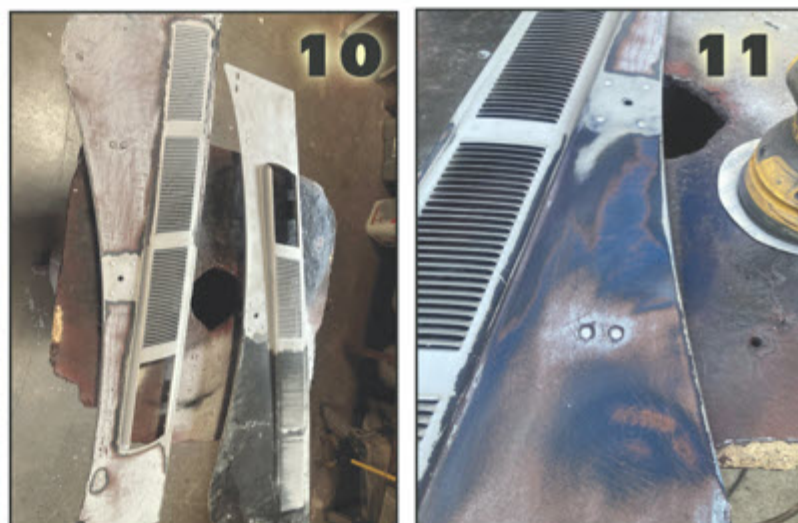
I have taken the handle and previously I taken the chrome off the panel. Now I have to get all the louvers clean as well as the area around the rivets.



Number 9

I have switched over to using the rack to clean the paint off the panel.

Number 10
I have stripped as much of the paint off the panels as I could and then I sand blasted the area around the louvers to clean them. When the metal is pressed it strengthens the metal and making easier to sand blast just that area. I never blast the flat metal as it could warp. When you blast metal it warms it up on one side more that the other side and it will bend the metal.

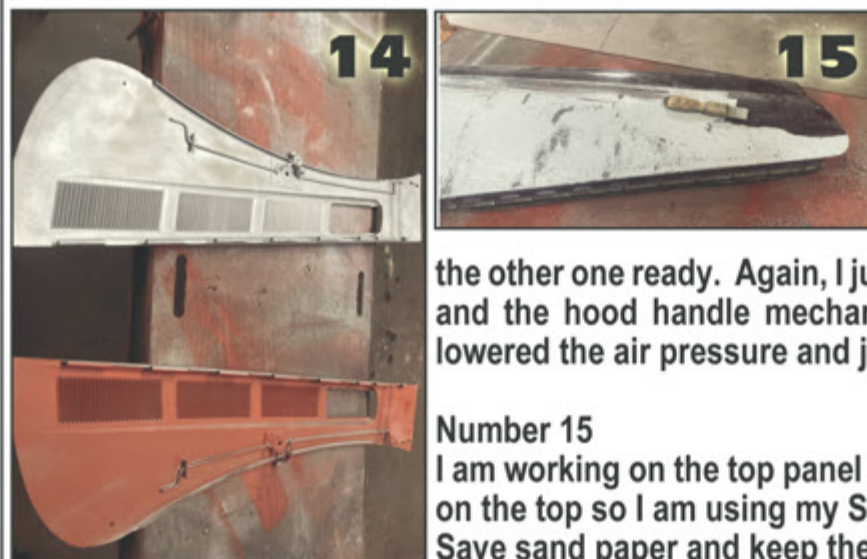


Number 11
I have done a lot of blasting on the side of the panel and I am blasting just around the rivets and louvers. You can see several levels of paint in this picture.



Number 12
I have one panel half way finished removing the paint on the outside and I am working on the inside of the other panel. I can blast around the louvers and the rivets but not the rest of the flat metal.

Number 13
I have finished one side panel and half of the other one on the outside. This shows before and after.



Number 14
I have the one side of the hood finished stripping and I have the other one ready. Again, I just can blast around the louvers and the hood handle mechanism. It won't warp as I have lowered the air pressure and just lightly doing that.

Number 15
I am working on the top panel now and there is a lot of primer on the top so I am using my Super Scraper to scrape the top. Save sand paper and keep the clean up to a minimum.



Number 21, 21A
I have both of the top panels in primer and ready to paint. I am showing the underside of one of the panels and the top center panel in gray primer.



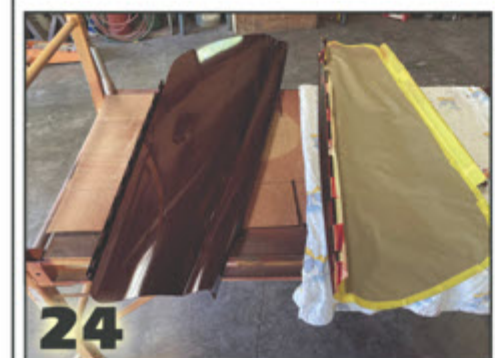
Number 22
I have the top center panel primed in both colors and then I blocked sanded the panel to get it ready to paint.

Number 23
I started painting the panels by painting the underneath "black" to start with. I did not want to take a chance of getting black paint on the final color, Loyola Maroon. This is the stock color for 1939



cars. I had the paint and I like the color.

Number 24
I have masked off the black underneath paint and painting the top the Maroon paint.



Number 25
I have masked off the opening in the side panels and painted them.

Number 26, 26A
One thing I have to do before I assemble the hood assembly is clean the hood rods. I drove them out of the hood to start with and now I need to clean up the shafts. I spin them in my lathe and I use sand paper to clean them up.





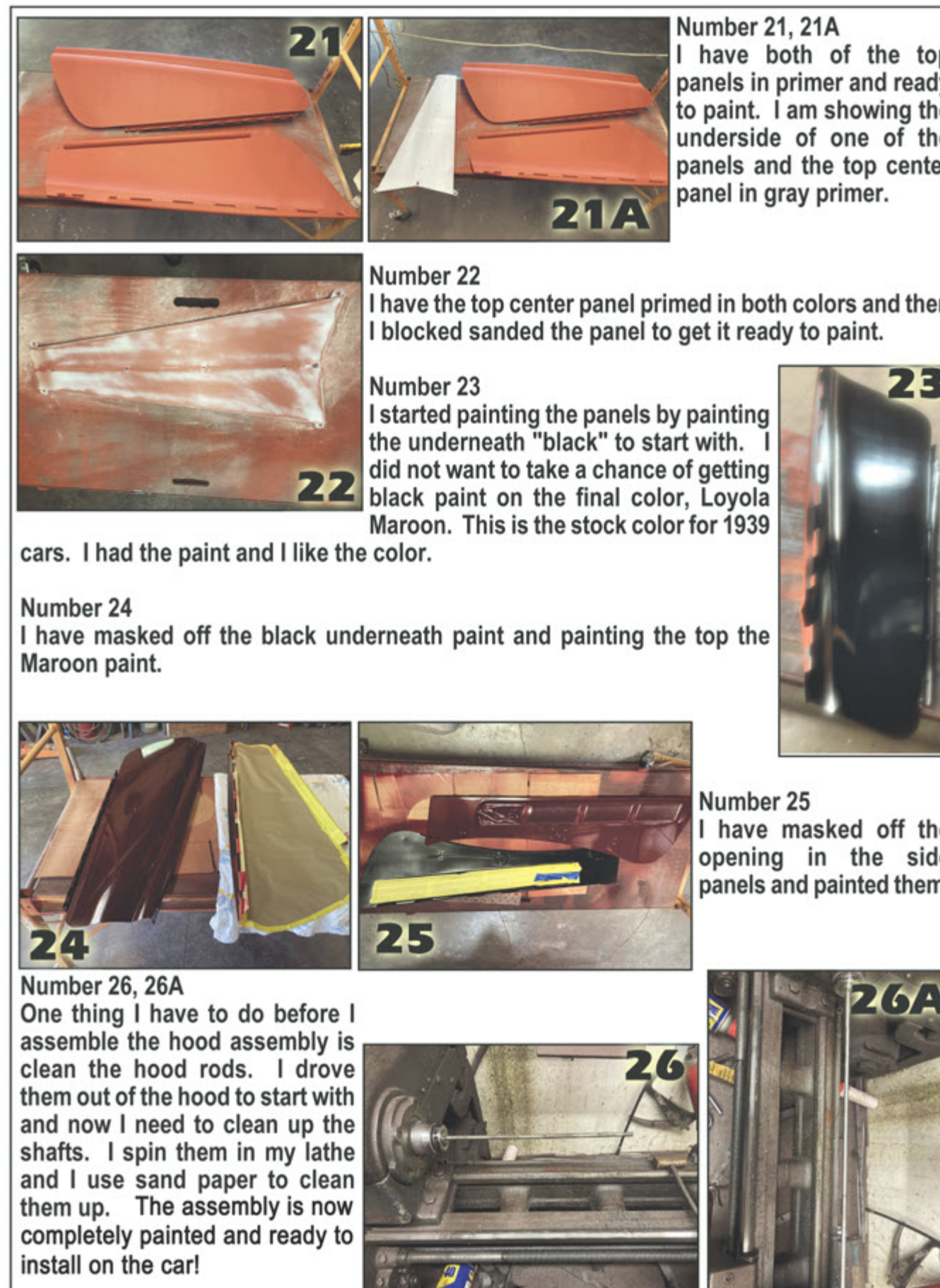
Number 16
I am using my stripping wheel on the inside of the top panel. Notice it is black paint and original to the car.

Number 17
This is the top panel and it shows that there are at least 5 coats of paint on the hood top.

Number 18
Once I removed most of the paint I could now DA the top of the panel to get it ready to paint my first coat of primer.

Number 19
I have my first coat of red oxide primer on the top panel.

Number 20
I have both of the side panels now primed and ready to paint.



Number 21, 21A
I have both of the top panels in primer and ready to paint. I am showing the underside of one of the panels and the top center panel in gray primer.

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I have the top center panel primed in both colors and then I blocked sanded the panel to get it ready to paint.

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I have masked off the opening in the side panels and painted them.

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One thing I have to do before I assemble the hood assembly is clean the hood rods. I drove them out of the hood to start with and now I need to clean up the shafts. I spin them in my lathe and I use sand paper to clean them up. The assembly is now completely painted and ready to install on the car!



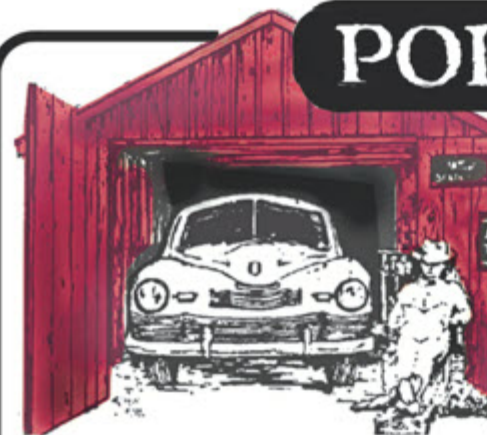
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*We appreciate, as always, the
Photos by Dale & Pam Beaman
Washington, UT*



POP'S GARAGE



Pop was talking with his grandson Sandy as he sprayed the final coat of Royal Maroon on Tom's '49 Buick Roadmaster Sedanet. Pop's technique with acrylic enamel was to spray the next-to-the-last coat, then let it dry, color-sand it with 400 wet, followed by a thinner, final double coat with a hotter reducer. This produced a nice shine and didn't require further color sanding, just buffing to get the OEM lacquer look he wanted.

As they were cleaning up, Pop looked at Sandy and said, "Nineteen forty-nine was a good year. It was the year you were born! I remember how happy we all were as we drove down to Erlanger Hospital in the old Nash. Even when you were two or three years old, you could name all the cars on the road! You knew the Buicks by the portholes, the Cadillac's tail fins, the Ford's spinner grill, and the sound of a Chevy changing gears! Of all the cars you liked growing up, I think you liked the '49's best. It was a good year for cars, too. The new postwar designs were out and Detroit was building some very stylish and dependable cars."

Just then, they could hear someone coming down the alley. A car turned into the drive next to the garage. It was Jack in his '49 1/2 Packard Custom Convertible. "What a sight!" Pop said as he walked around the Ivory convertible. "I remember when the 23rd Series came out in mid-'49. The '49's were the Golden Anniversary models, to commemorate the fiftieth year of the Packard Motor Car Company. Packard produced 2000 custom painted golden promotional cars to send out to their dealers. Stylewise, there was actually little change from the '48 to early '49 22nd Series. They increased the rear window by 30 percent, changed the side trim to one mid-door front-to-back piece with a return to the spear shape on the front leading edge of the piece. 'PACKARD' block letters were added to the front fenders, a new speed goddess for the hood, and the old Clipper-styled rectangular tail lights were replaced by pods with oval red lenses, as well as incorporated turn signal lights. But the BIG news was the Ultramatic--Packard's new automatic transmission. I remember Packard's chief research engineer Forest McFarland was instrumental in getting this project on the



(Continued on Page 13)

EVENTS

Aug 21-23, PA, Carlisle. Corvettes at Carlisle Carlisle Fairgrounds - 1000 Bryn Mawr Road. Admission Daily \$20, Event Pass \$40, Under 12 FREE, <https://carlisleevents.com/events/schedule>

Oct 12, IA, Monticello. 41st annual Fall Auto Parts Swap Meet and Cars For Sale Corral. 7:30 am to 1 pm. Fairgrounds parking

lot, 700 North Maple St., Monticello. Open to high-performance, custom, stock and antique (domestic and foreign parts, cars, trucks and motorcycles plus related items and services). For swap and corral vendor space information, contact Galen Muller, 319-465-5119 or go to www.autopartsswapmeet.net. September 7, Vallejo, CA

Annual Packard Parts Swap Meet, hosted by NorCal Packards, at USA World Classics Event Center. Bring your car, Show your car, buy a Packard, buy or sell Packard Parts. From 8 AM to 1 PM. INFO: 308-599-9103

Nov 2, OH, Troy. Dayton-Buckeye Model A Ford Club Swap Meet. Miami County Fairgrounds off I-75, exit 78, south 3 miles. 8am-1pm. For swap spaces contact Tim Staker at (937) 689-7222.

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(Continued from Page 11)



road. Packard had been working on an automatic since the '30's, but in 1944 they went with the torque-converter concept that became the Ultramatic. It was similar in some ways to Buick's Dynaflo, without the slippage. It combined two turbines with a pump and a reactor to produce torque multiplication or gear reduction within the unit, with no external gearing needed. Both Packard and Buick had a manually-selected low gear. Ultramatic's Direct Drive clutch was its main distinguishing feature. This was a cork-faced unit running in transmission fluid, automatically controlled by a combination of vehicle speed and throttle pressure from the driver. Once engaged, the torque converter was no longer in use. The power was transmitted through the clutch, eliminating the Dynaflo's feeling of slippage. Even compared to the Cadillac's 4-speed Hydramatic, the Ultra was much smoother and quieter. It really was an excellent automatic for the time!" Pop explained as he admired the egg-crate grill. "These sure are impressive-looking cars! With the egg-crate grill, I think the 127" wheel base, in contrast to the smaller 8's 120" wheel base, gives some needed length to the bathtub design. Some buyers ordered the headlight rings painted car color, to add fender length. It did elongate the fender line."

Jack's car had the 9 main bearing 356 cid straight 8 with hydraulic valve lifters and power hydro-electric windows, seats and power antenna in the fender. Pop got in and sat behind the wheel, looking at the Ultramatic's lighted control selector. It was marked "P-N-H-L-R." "This car has a neutral safety switch, to keep it from starting in gear. It will only start in Park and Neutral, like modern cars. Nice! Is everything working correctly?"

"Well, I'm having extreme slippage in the transmission!"

"Is it in all ranges?" Pop asked.

"Yes, it is. I've checked the fluid level in the transmission. It was rebuilt by our buddy Ron, so I know everything in there is okay!"

Pop double-checked for low front oil pump pressure, a faulty front pump relief valve, checked the spring, the pump selector valve was good, and so were the rotors. "That leaves one most likely thing," Pop said, "and it's an easy fix."

Do you know what it was?

(Answer on Page 1)

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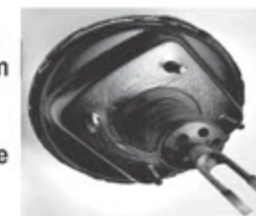
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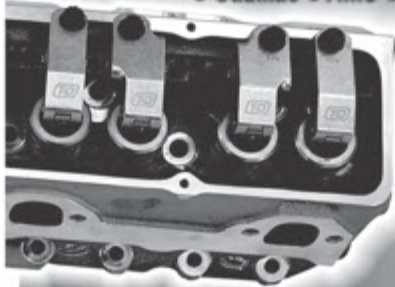
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