

DRIVING OLD CARS

1938 PACKARD 6 Vacuum
Fuel Pump Repair Pg. 4

AUTO SALVAGE YARD
Approx 1200 cars!
Pg 16

Transmission Conversion
T-56 to Vintage Trans. Pg 14

1948 PACKARD Super 8
Center Spread

SOUTHERN WHEELS

RECORDS

RECORDS

40th
YEAR

40th
YEAR

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YEAR

40th
YEAR



1952 FORD Victoria
Crestline Cpe,
239 flathead V8,
manual trans w/OD,
818-591-1313



Chevrolet
'71 Cheyenne L/B, 400 sm blk, 703-727-4935



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'69 Fastback Cpe, 351W V8, 952-243-3876



Chevrolet
'57 Bel Air, 283 V8, manual, 703-727-4935



MARCH 2024 / \$4.95



Plymouth
'71 Road Runner, 383 4 sp, 716-397-0709



Corvette
'60 Conv., 283-245 HP, 4 sp, 706-857-3916

WORLDWIDE
COVERAGE

SOUTHERN WHEELS

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1966 Corvette Coupe, Mosport Green, Green interior, 327/300 HP, automatic, factory A/C, PS, PB, posi rear, owner's manual, one of the best! Owner's manual, glove box pwperwek, frame off restored car, some resto photos.



1966 Corvette Cpe., Sunfire Yellow, Black soft top & int., all correct matching # 327/300 HP, 4 sp, posi rear, PS, PB, owner history, 4-time Top Flight.



1970 Corvette Cpe, LT-1, Bridgehampton Blue, Blue vinyl interior, correct matching 350-370 HP, 4 sp, PB, PW, Bloomington Silver, showing 19k miles.



1967 Corvette Cpe, Marlboro Maroon, Saddle interior, all orig. 327-350 HP, 4 sp close ratio, factory air, PS, PB, 2 time Top Flight 98.0 regional meet, drive or show!



1960 Corvette Duntov, Tuxedo Black, Red interior, Black soft top, correct born-with 283/270 HP, 4 sp, complete frame off resto to NCRS condition.



1967 Corvette Duntov Coupe, 427/390 horsepower, automatic, factory a/c, PS, PB, PW, Marina Blue, White interior, Red stripe tires.



1965 Corvette Coupe, Nassau Blue, Blue leather interior, all correct matching number 396-425 hp, 4 sp, complete frame off resto, complete owner history back to new.



1976 Corvette, Classic White, Tan interior, 350 auto, PW, PB, PS, Bloomington Gold certified, NCRS 5 Star Bowtie, articles, awards, books included.

www.vintagecorvettes.com

40th 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 (1936) 4. False (all except the "Limited") 5. True 6. True 7. True 8. False (1935) 9. True 10. True

● ANSWERS TO MATCH GAME: 1-D, 2-B, 3-A, 4-C, 5-E, 6-F, 7-I, 8-G, 9-J, 10-H

● ANSWER TO "POP'S GARAGE": Condenser that is too hot!

As of January 1, 2024, Southern Wheels Magazine subscription price will now be \$45.00 per year, mailed 1st Class only. We have kept our subscription price to a minimum for 40 years, but the cost of mailing has steadily gone up and is now at a point where we must raise the price to at least break even, so we can continue to publish our printed magazine.

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MARCH 2024

SOUTHERN WHEELS 1



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1938 Packard 6 *It Found Me* “Vacuum Fuel Pump Rebuild & Electric Windshield Wipers” by Ron Carpenter

I am ready to rebuild the fuel pump for my '38 coupe but I am going to make a couple changes such as upgrading to 1940 single action 110 fuel pump. I have already disassembled the pump to start with and that is pretty straight forward, but to put it back together is a little more difficult. I will try to describe that and how I did it.

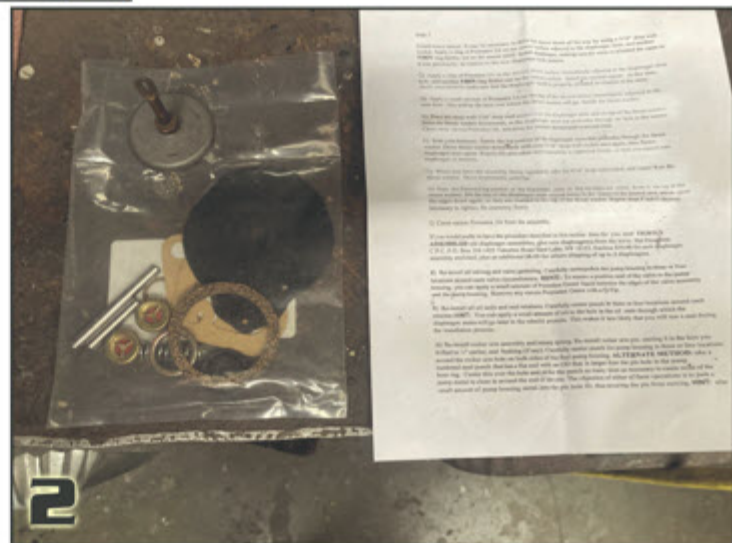
I want to point out that when you disassemble the fuel pump, you need to mark how the pieces came apart and how they go back together. You want to be sure that the inlets and outlets are on the right side of the pump.



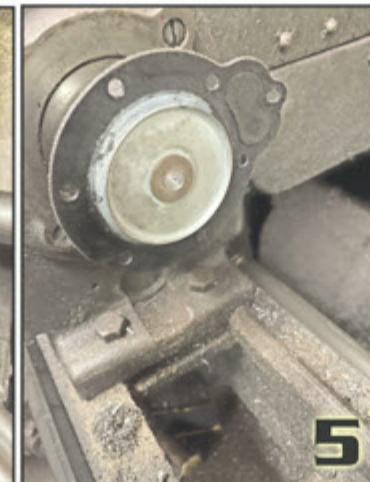
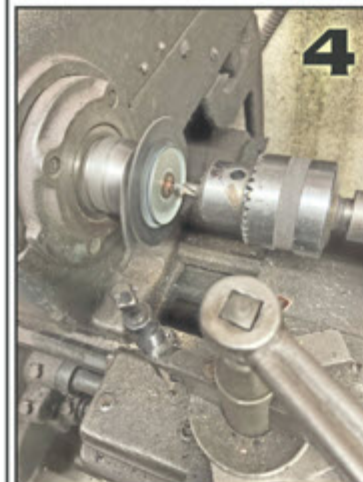
Number 1
Originally my 1938 Packard 6 used a double action fuel pump. Double action pumps have a vacuum side of the pump and that's for the vacuum wipers. I decided that I wanted electric wipers like my 1940 Packard 110 used. So I am changing the fuel pump on the car to use the same 1940 pump that my 1940 110 Two door sedan uses, and I will only have to keep one pump on the shelf as a spare.

Note here: Packard made 110 and 120 and they are considered Junior cars and the senior cars were the 160 and 180 Packards. Packard used the junior cars as a test beds for the electric wipers and made them standard in 1942, only to go back to vacuum wipers later.

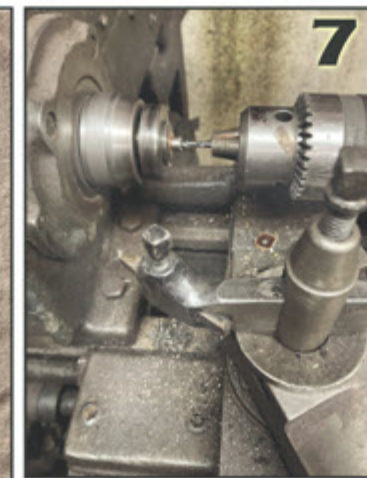
Number 2
This is the fuel pump kit that I got from Max Merritt. It used to be that when you ordered new fuel pump kits you got the diaphragm already attached to the shaft. I have gotten



them both ways. I learned a long time ago on how to replace the diaphragms my way. The instructions in the kit basically tell you that you have to press the shaft out of the metal washers because the shaft is flared over. I have a different way to do this.



Number 3
This is what the diaphragm looks like when you get the diaphragm already attached to the shaft. This from another kit I have on the shelf.



Number 4
I have already disassembled the fuel pump and removed the diaphragm along with the shaft. I set them up in the lathe and I have center drilled the shaft.

Number 5
Once I had it centered drilled I then machined the end of the shaft. You can see the big washer and a small washer that need to come off.

Number 6
I have all the pieces laid out now. The diaphragm and two large washers along with the shaft..

Number 7
I am center drilling the shaft using a #21 drill so that I can tap it to 10/32 threads.

Number 8
I am taping the hole to 10/32 and I will make it about 1/2 inch deep.





Number 9

I am putting the pieces back together and I am using a 10/32 stainless 3/8 inch long screw. I will be using a thread lock on the threads to make sure it does not come loose. If you ever need to take the screw back out just apply heat to the shaft (like with a heat gun) and it will loosen the thread lock.

Number 10

When I took the pump apart I identified which way the shaft pointed so that I could put it back together right. Some pumps are not as obvious as the 6 cylinder 1940 pumps. Sometimes the shaft will point between the screw holes so be sure to mark which direction the shaft goes.

Number 11

I am installing the seal for the shaft in the body of the fuel pump and then "stacking" it in place.

Number 12

I want to show a couple more things on the fuel pump assembly. I am using a double action pump as a sample. It has been mostly disassembled. I have the vacuum diaphragm still in the pump body and the rocker arm still attached. You will have to remove the shaft pin that is holding the rocker arm into the body. You need to grind the tip of the shaft and drive the pin out. I am calling the rocker arm that moves on the cam that as I don't know what else to call it.

Number 13

I am just trying to illustrate how the arms that attach to the diaphragm are hooked to the rocker.



Number 14

This is the small hole in the pump body that the diaphragm shaft will go thru to attach to the arms off the rocker arm.

Number 15

This is a little piece of sheet metal that I made to "pickup" the arms on the rocker arm that the diaphragm shaft has to attach to.

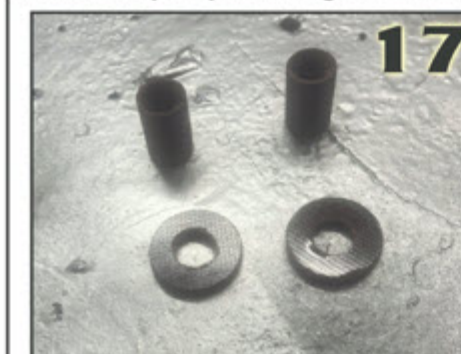
Number 16

I have the sheet metal tool down inside the pump body trying to "pick up the arms" so I can to attach them to the shaft of the diaphragm. Sometimes they can be a real problem getting the arms in. I am not showing the spring that you are



holding compressed while your doing this but it does take some time to get this done.

I am getting ready to install the pump on the car and I wanted to point out one thing that you may or may not have. That is the fuel pump bushings. I once bought a 1941 110 sedan



that had a noise that the owner thought was a rod knock. I started looking into it and I discovered it did not the the phenolic washers and sleeves on the fuel pump. I found a sample and made a set and then installed them and the noise went away.

Number 17

What I have here are the two flat phenolic washers and two sleeves.

Number 18

I have the fuel pump bushings and I am using the original bolts with a heavy flat washer. You can see the holes in the bolts and that is where the safety wire goes thru. You don't use lock washers as that is a lot of pressure on the phenolic flat washer.





Number 19
One more thing once you have the pump back together I always put a little dab of gray RTV on the pump to pivot shaft as I have had some oil seepage before on the pumps.

Number 20
I have the pump installed on the motor now and you can see the safety wire on the bolts and a little "L" shape bracket. That bracket is for the fuel pump shield I will be putting on.

Number 21
I have the Passenger side of the motor all together now and you can see the shield installed. If you don't have one you can get one from John Ulrich as he makes them for all years. The shield helps with Vapor lock but I still get it with the modern gas. Today's gas vaporizes quicker than it used. That is the reason to have an electric pump.

Number 22
This is what the electric wipers look like and it has the dash switch attached. The bracket is showing 2 of the three hold down points. It looks like a "T" and the third hole is on the bottom. This is my spare motor assembly and in retrospect I wish I had used this one because the fuse holder would not have been a problem. The issue under the dash was with the fuse holder interfering with the cowl vent arm. On this one the holder was broken



Number 23
In this picture there is a support bracket with a piece of yellow tape on it. Before I put the painted dash panel on I put a brass screw thru the metal panel that the dash panel screws to. I did not want the screw to interfered with the dash panel so I countersunk the screw hole and then soldered a brass screw to the support panel. I did that so that the screw could not



come loose and give me a problem later. One of the original screw holes on the wipers is not being used. I am using two of the original vacuum wipers screw holes and the one that I added to the panel. I installed the wiper transmissions on the windshield and then centered the arms to the motor and that was how I figured where to put the support bracket is used.

Number 24
This is the broken fuse holder I am talking about and how I installed a fuse holder to it.

Number 25
The best time to mount the electric wipers was when I did not have anything mounted under the dash. The original vacuum wipers only had two mounting points and the the electric wipers needed three screws mounting points. I needed to first install a support screw to the dash. I attached the screw to the dash and I soldered the head of the screw to the metal structure under the dash panel before and then I could put the painted dash panel in place. With everything in place you can see how tight and crowded it is under the dash so it had to be done first.



Number 26, 26A
When I got everything in place under the dash I had problems with the cowl vent lever hitting close to the fuse on the electric wipers so I had to lengthen the arms on the cowl vent lever. I used two sets of arms cut one short and the other one long but I got it all to fit. But it really surprised me that I had to lengthen the arms on the cowl vent lever. I had to lengthen both the arm off the cowl vent and the arm off the lever. I did a "Just in case" and added shrink tubing to the arm off the cowl vent at the point where it was close to the fuse holder.

So everything is in place and the wipers work as intended. Now all I have to do is avoid getting the car wet and have to use them.





RESTORATION

TIP

"NO SUBSTITUTE!!"

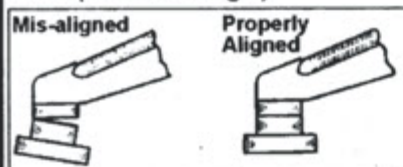


Never use radiator hose for gasoline filler neck hose! The radiator hose will quickly disintegrate—very dangerous! O'Reilly's and NAPA have straight filler neck gas hose and Automotive Parts Network has flexible gas hose you can order online at www.ineedparts.com (search for universal filler hose) or contact them by phone at 888-530-7378.

ASK DAVE

Q: Recently, I filed my points on my 1949 Chevy 216 CID six. I used a point file and ran a piece of card stock between the point faces to clean up the filings. I left the distributor cap off to check the point spark as my friend turned the engine over. There is NO spark from the points as the engine turns. What have I done wrong?

A: The point arm and stand are not aligned. The point faces are not centered. To fix it, with the key off, use a mechanic's mirror and screw driver and move the point arm so that the point faces are dead on and flat against each other (not at an angle).

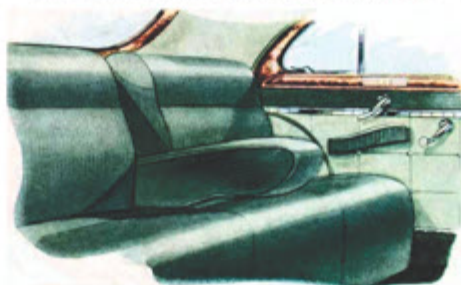


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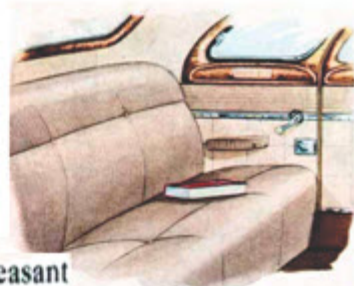
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Two-tone blue is another Custom broadcloth that promises to be fashionable for "Personalized Interiors." This scheme "goes" well with many body colors, and sets off De Soto's stunning appointments, as in this Custom 4-door sedan.

POP'S GARAGE



"Hand me that 3/8" line wrench," Pop said to Dave. "This brake line nut has been almost rounded off by someone using a regular 3/8" on it!"

Pop worked it back and forth slowly, then finally it broke loose. "I wish people would use the right tool for the job!" he muttered. "This line will have to be replaced."

Pop was going over Jack's newest acquisition: A 1936 Buick Roadmaster. It was a big, black 4-door with side mounts, still retaining its original brown broadcloth interior. The moths had gotten to the headliner and Jack replaced it, leaving the original wind lace.

"It looks like a nice match," Pop said. "The main thing is to keep the fabric's color in the same family as the original if you are matching for a preservation look. Some browns will have a yellow tone or grayish or reddish tones. I always pull the car outside, open the doors and try different large material samples and then squint my eyes. If the tone is right it will blend with the old cloth. Fabric weight is also important. Headliner material is usually of a lighter weight than seat material, for example.

As he looked around the Buick's interior, he found some moth damage along the edges of the left front and back doors. "This can easily be fixed," Pop said. "Remove the door panels and pull the tacks from the back side. Use some 1/2" cardboard upholstery tape, pull the material around about 1/2" to hide the damage, then staple or tack it down with the upholstery tape on top. You'll never see the old edge and it's original!"

The car's patina was nice, with some yellowing and few bubbles in the front vent windows and the driver's door had a little thin chrome on its handle, but it still looked good and felt so smooth on Jack's hand as he opened the door. Jack had spent a lot of time making sure it had all of its correct screws in the interior, correct pedal pads, even an original owner's manual complete with finger prints from his grandfather, the previous owner. Outside, it had been waxed and polished so much that there were a few places that showed primer through the paint. He even left the small wood scrape on the right rear fender where his grandfather had backed it out of his old one-car, wooden board-and-batten garage.

After Pop finished looking over the engine, he walked around the big four-door taking pictures for his book on survivor cars. This one still had the decal on the air cleaner, semi-gloss on the inner fender wells, stranded spark plug wires, OEM wiring harness with cloth tracer wires—it was too nice to touch!

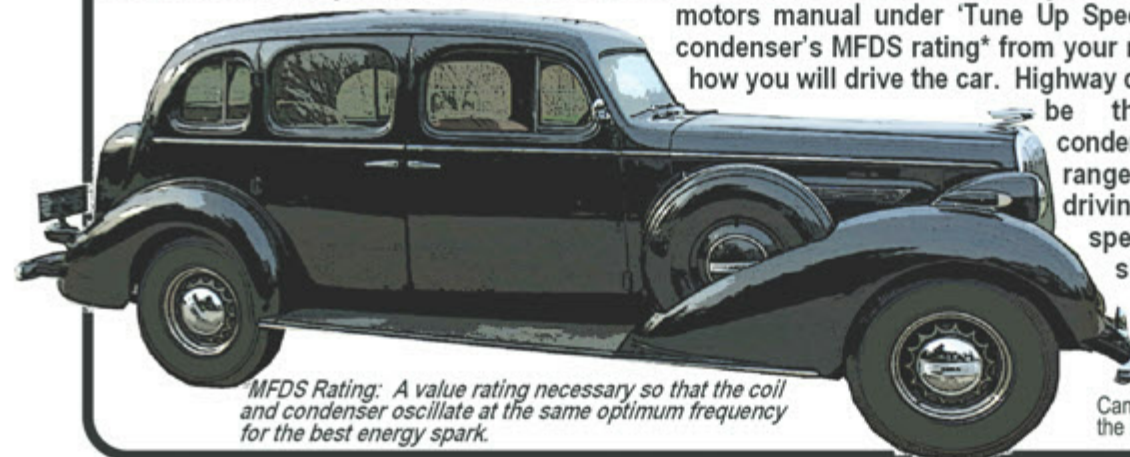
Jack said he had just tuned it up for a tour he wanted to take down to south Georgia. He needed new points and a condenser so he bought them from a guy on the internet who said, "I know what you need."

"I don't think he did," Jack said.

"Why is that?" Pop asked.

"Well, I know everything in the ignition system is right and was working well. I just wanted to put in fresh points and condenser. When I put the contact points and the condenser in, the positive side of the new points after running the engine developed a crater (depression) in it."

Pop confirmed that, and said, "When you have a crater in the positive point, it is caused by a condenser that is _____. I would call one of the vintage Buick parts suppliers and get Delco-Remy points and condenser for your car—a 1936 Buick Roadmaster 80 Series, 320 CID straight 8, and look in your factory motors manual under 'Tune Up Specs' and give them the condenser's MFDS rating* from your manual. Also tell them how you will drive the car. Highway driving (touring) should



MFDS Rating: A value rating necessary so that the coil and condenser oscillate at the same optimum frequency for the best energy spark.

be the lowest capacity condenser in the specification range. Conversely, if your driving is primarily at low speeds, the condenser should be rated at the highest limit of the range."

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

EVENTS

TX: Salado, April 4-7, 2024. The 45th annual Texas Packard Meet will be hosted by the four Texas regions of the Packard Club and is the oldest regional Packard meet in the country. Host hotel is the Salado Holiday Inn Express. Phone 254-947-4004 for reservations before March 14, for group rate. INFO: texaspackardmeet.com.

TN: Pigeon Forge, April 18-20, Spring Rod Run & Cruisin' the Strip, at the LeConte Center. A Cooper Corvettes event presented by Atomic Speed Shop. Huge swap meet, hundreds of show cars, and car corral, top 25

awards, Ultimate 7 awards, Much, much more! Free spectator parking at show. Register at rodrun-pigeonforge.com. INFO: 865-687-3976.

IA: Monticello, May 5, 40th Annual Spring Auto Parts Swap Meet & Cars for sale Corral at the Fairgrounds parking lot, 700 N Maple St, 7:30 AM -1:00 PM. Open to High Performance, Custom, Stock & Antique vehicles. Swap spaces for Parts, Cars, Trucks, Motorcycles, Related items & services. Corral spaces limited to Cars, Trucks & Motorcycles in running condition. INFO: 319-465-5119

GA: Marietta, May 4, 43rd Annual Buick-Oldsmobile-Pontiac-Cadil-

lac Car Show 570 Piedmont Rd, 8 AM to 2PM. Advance registration is \$30 per vehicle, swap meet spot or car corral spot. After 4/19 and day of show registrations are \$35. Spectator admission is free, car owners \$30. INFO: 678-793-6339.

CA: French Camp, May 18, Pete Paulsen's Truck'n Mania at Paulsen Ranch, 1504 W Bowman Rd. Open to all years, makes and models trucks, vans, El Caminos & Rancheros, and SUV's. Early entry is \$35; Day of event \$45. General admission is \$10, 10 and under free, seniors and military \$5.00. 66 awards and truck club participation trophy. All to benefit Bikes for Kids. INFO: 209-983-0271. www.petepaulsen.com

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7	.2010	47	.0785
8	.1990	48	.0760
9	.1960	49	.0730
10	.1935	50	.0700
11	.1910	51	.0670
12	.1890	52	.0635
13	.1850	53	.0595
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15	.1800	55	.0520
16	.1770	56	.0465
17	.1730	57	.0430
18	.1695	58	.0420
19	.1660	59	.0410
20	.1610	60	.0400
21	.1590	61	.0390
22	.1570	62	.0380
23	.1540	63	.0370
24	.1520	64	.0360
25	.1495	65	.0350
26	.1470	66	.0330
27	.1440	67	.0320
28	.1405	68	.0310
29	.1360	69	.0292
30	.1285	70	.0280
31	.1200	71	.0260
32	.1160	72	.0250
33	.1130	73	.0240
34	.1110	74	.0225
35	.1100	75	.0210
36	.1065	76	.0200
37	.1040	77	.0180
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"1930's," True or False:

1. 1939 was the first year for hydraulic brakes on the Zephyr by Lincoln.
2. In 1935, Hudson introduced a new optional "Electric Hand" gearshift.
3. 1937 was Auburn's final year.
4. In 1939, all series Buicks received the new '39 body style.
5. New for Chevrolet in 1939 was the optional column gear shift.
6. Running boards were optional on the 1938 Pontiacs.
7. Packard built their final V-12's in 1939.
8. 1934 Pontiacs were the first to have the "Silver Streak" bands on the hood.
9. The "Spirit of Motion Styling" (Shark nose) was featured on the 1938-39 Grahams.
10. Ford introduced hydraulic brakes in 1939.

(Answers on Page 1)

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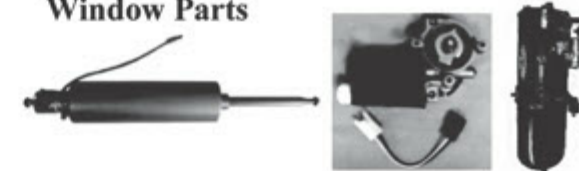
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