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This NEW Shiftworks floor shifter has been tediously designed to be a direct replacement for your factory C3 shifter and properly function with whatever GM transmission you decide to use in your vehicle! The shifter body has been crafted from quality STAINLESS STEEL, fits just like the original, and utilizes the original mounting bolts. The shifter connects to the transmission with an INCLUDED CABLE LINKAGE, which mounts to the transmission with the provided PAN BRACKET (case mounted on 6L80/6L90E's) and correct length SHIFT LEVER(S). We even install and adjust a NEUTRAL SAFETY / BACKUP LIGHT SWITCH for you, so it's ready to simply wire into your car!

1968 - 76 Corvette
SW270-C3A

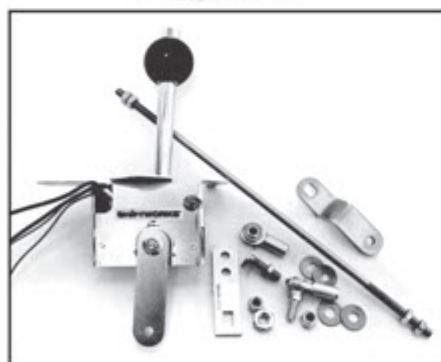


1977-82 Corvette
SW270-C3B



1965-67 CORVETTE

Our low-profile floor mounted shifters for the 1965-67 Corvette is designed to replace the original Powerglide shifter with more adaptability to modern transmissions. It uses the same mounting points as the original. All shifters come with a fully functional neutral safety-backup light switch pre-installed. All 5/16 rod linkage with quality LH and RH ball joint ends are also included.



SW282-R65

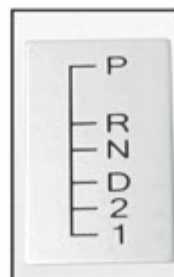


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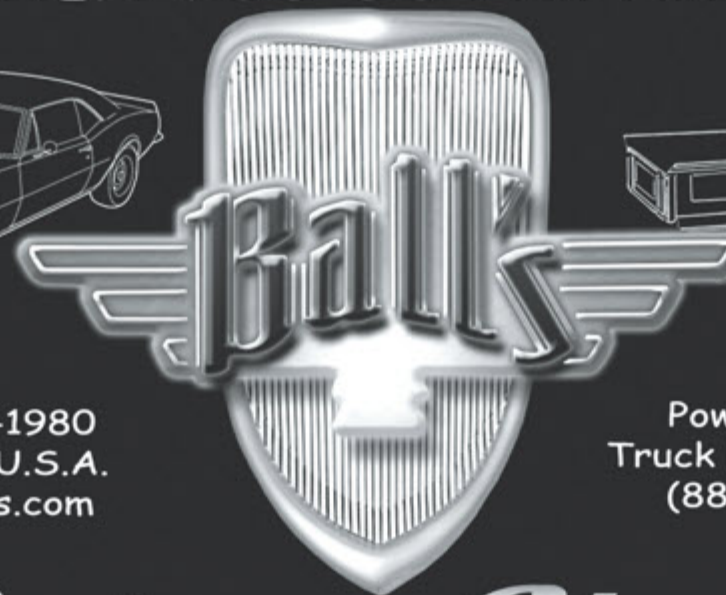


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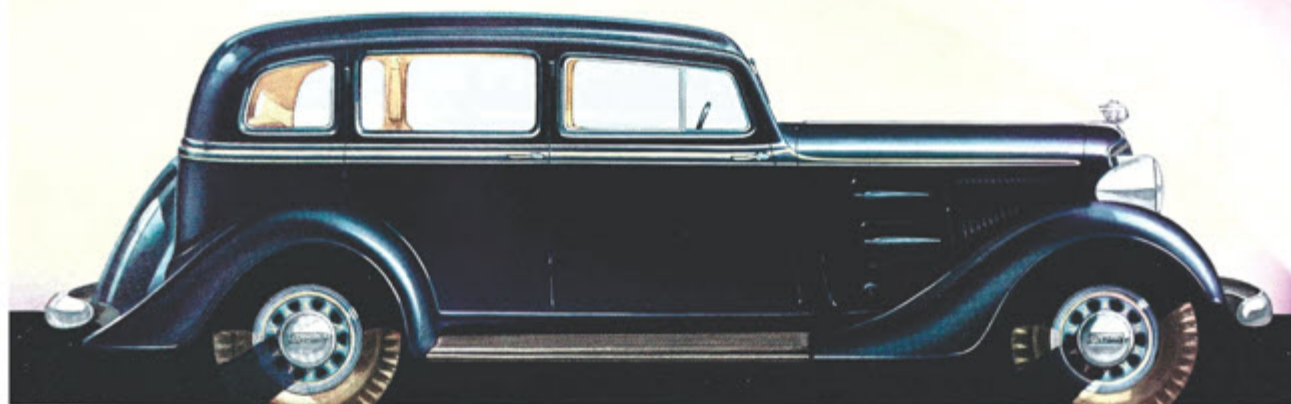
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The New DE LUXE PLYMOUTH



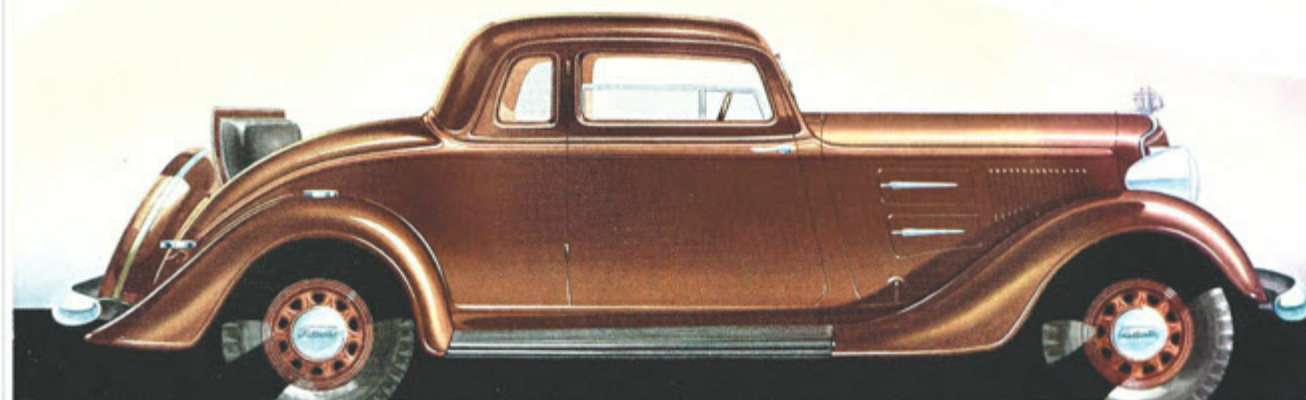
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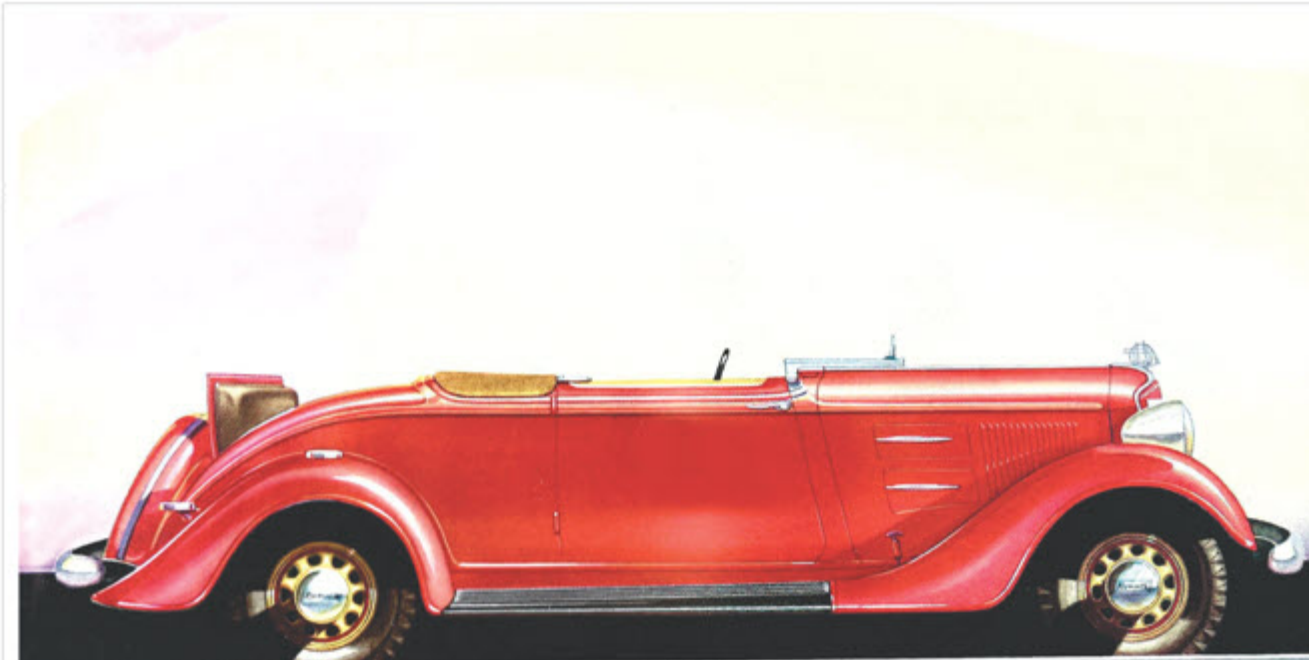




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THE DE LUXE PLYMOUTH — Detailed Information

AXLE, Front—None, see INDIVIDUAL FRONT WHEEL SPRINGING.

AXLE, Rear—Gear ratio: Sedans 4.375 to 1; Coupes 4.11 to 1. Semi-floating with one-piece two-pin differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Chrome-molybdenum axle shafts with two tapered roller bearings at each outer end. All tapered roller bearings are fully adjustable.

BODIES—"Safety-Steel," braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Perfected ventilation in all models.

BRAKES, Service—Plymouth hydraulic, internal-expanding with molded, nonburning brake shoe facings 2" wide. Centrifuge brake drums, 10" in diameter.

BRAKES, Parking—Independent in operation. 6" drum at rear of transmission. 2" external contracting brake band. Equalized through differential gears.

CARBURETOR—Downdraft, equipped with combination air cleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump. Interconnected choke and throttle.

CLUTCH—Single dry-plate type. 9" driven disc with torsion springs around hub for absorbing shock of starting. Ball bearing clutch release. Improved automatic clutch control at slight extra cost.

COOLING SYSTEM—Water capacity 3 3/4 gallons. Self-adjusting water pump packing seal. Circulation controlled by special by-pass thermostat, an unusual construction which circulates water in cylinder block alone during warming up period. Cellular radiator core cooled by 4-blade (staggered) 17" fan driven by endless V belt.

ENGINE—L-head type. Bore, 3 1/2"; stroke, 4 3/8"; displacement, 201.3 cubic inches; S. A. E. horsepower, 23.44; developed horsepower, 77 with standard compression head and 82 with aluminum head. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Oil capacity, 5 quarts. Crankcase ventilation with air cleaner. Oil filter. Four-bearing counterweighted crankshaft. All crankshaft and connecting rod bearings steel-backed interchangeable precision type. New T-slot aluminum alloy pistons with 4 piston rings. Alloy valve seat inserts. Engine suspended in Floating Power rubber engine mountings.

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theftproof cable leading to lock on instrument board. Illuminated ignition keyhole.

FRAME—Rigid-X double-drop with box section channels for still greater strength.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump with air dome, mounted at right side of engine, driven from camshaft. Fuel filter. Fuel tank mounted at rear of frame; capacity, 15 gallons.

INDIVIDUAL FRONT WHEEL SPRINGING—Each front wheel is free to move independently of the other. A coil spring of special steel alloy cushions the shock of uneven roads at each front wheel. Double acting shock absorbers control the spring action. Pivot points in assembly move on free acting threaded bearings which require no adjustment and are permanently quiet.

OVER-ALL LENGTH—With bumpers, Sedan 186".

SPRINGS—Rear springs semielliptic; width 1 1/4"; length 53 3/4"; Oilite discs between leaves; Silent-U shackles and rubber-cord shackles. Front springs coil type with individual wheel springing.

STEERING GEAR—Cross-steering design to eliminate road shock. Steering gear semi-irreversible type. Friction reduced by tapered roller bearings plus a roller mounted on straight roller bearing. Roller shaft on Oilite bushings. Steering gear ratio 18.2 to 1.

TRANSMISSION—All-Silent cast-iron shift with helical gears throughout. 7 ball and roller bearings in transmission.

FREE WHEELING—In all forward speeds, cam-and-roller type—controlled by button on instrument board.

WHEELS, TIRES—Five steel artillery wheels with spare mounted rear. Airwheel tires 6.00/16.

INSTRUMENTS AND EQUIPMENT—Instrument panel includes speedometer, ammeter, oil pressure gauge, electrical gasoline gauge, water temperature indicator, ignition lock switch, light switch, choke and throttle control buttons, free wheeling control. Horn button at center of steering wheel. Foot controlled headlight beam switch. Equipment includes cowl ventilator, automatic windshield cleaner, nonglare rear vision mirror, adjustable horn, stop light with glow lens, glove compartment. Full set of tools on all models. Closed cars equipped with built-in radio antenna.

NOTE—All specifications subject to change without notice.





Calvin Nelson Soest 1934-2023

by *Bill Johnson*
with Robert Escalante
Custom Auto Service

I I joined Packards International in 1972 after having bought my first Packard: a 1946 Clipper 8 in 1970. As the years passed, my Packard collection grew and so did their complexity. I bought a 1937 Super 8 and a 1936 1401 Rumble Seat Coupe. The 1401 has a gear-driven generator that can be a bit tricky to align. I called Cal and he walked me through it and told me “you can do this.” And I did!

I will never forget him—a nice and patient man—I will miss him. **I**

~Bill Johnson, Owner, Southern Wheels Magazine

Cal grew up in Orange County, California and showed

an early interest and aptitude for pre-war automobile engines. Upon returning home from military service in the 1950's, he followed his dream. He became a master in such engines as the Lincoln Zephyr flathead V-12. He bought his first Packard around 1961 and joined Warren Hoster in repair and restoration of Packard cars. His mother Edith Soest became a founding member of the newly-formed Packards International founded by Bill Lauer in 1962, and served on the board as club secretary until her death.

When Bill Lauer founded Custom Auto Service in 1966, his first hire was Cal Soest and they focused on Packards. For fifty-seven years Cal worked at his craft, becoming the most knowledgeable Packard mechanic around. Soft-spoken and patient, he was always willing to share his knowledge. Honest to a fault, he never tried to up-sell

a customer or fix what didn't need fixing, or replace a perfectly functioning part with a new one. Over the years, Cal taught us so much, and not just about mechanics.

Cal didn't tolerate “know-it-all” customers who would consult him, then proceed to give him their opinion on how the job should be done. His philosophy was “if they knew how to fix the car, they wouldn't be here!”

However, he also believed that “if you don't know the answer to a Packard problem, don't fake it.” The customer will see right through you. Admit you don't know and they will respect you more for that than if you hazard a guess.

Then there's his adage, “Don't try to fix the unfixable.” A customer brought into the shop a Packard in which someone had switched a six-volt-positive engine to a 12-volt-negative one. Cal simply said, “I'm not working on this car. You're just asking for problems.”

No means no and yes means yes. Cal was a man of few words, and you knew when Cal was right (and he was always right). He lived his life with honor and integrity. No matter the outcome, he would always tell the truth.

Cal had a wonderful work ethic. He enjoyed coming to work and never counted down the days. The shop kept him happy and healthy in his later years. Cal passed away quietly in his lifetime home in Garden Grove, California on December 14, 2023. His memorial service was fittingly held at Custom Auto Service, his second home, where friends and family could gather to honor him.

~Robert Escalante
Custom Auto Service



40th Annual Spring

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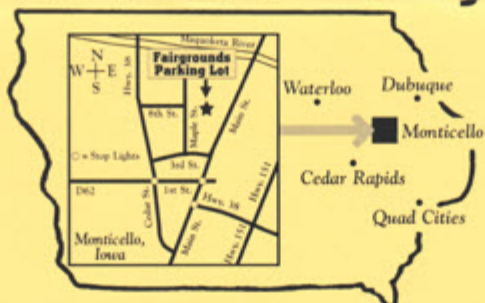
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Corral Space (includes 1 general admission)	\$10.00	\$15.00		
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Grand Total				

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 <p>1971 Chevrolet Cheyenne long bed pickup, 400 CI small block eng, 4BBL carb, dual exh, auto trans, PS, PDB, factory a/c, tinted glass, factory bucket seats w/console, alloys, runs/drives very good, \$29,500</p>	 <p>1955 Chevrolet 3100 short bed pickup (1st Series), frame up resto: drive train, body taken to bare metal, refinished in orig Black w/Champagne fenders added, all chrome redone, weatherstrip, etc., \$49,500</p>	 <p>1957 Chevrolet 2 dr hardtop, 283 V8, 3 sp manual trans, dual exh, optional working OD transmission, Bel Air w/super nice body, chrome & interior, runs/drives very good, optional Continental kit, \$57,500</p>

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With the invention of the internal combustion engine, carriages no longer needed horses to pull them; however, unlike horses, engines did not have muscles to pull them gradually faster, so automobile makers had to devise and utilize the transmission.

Without a gearbox, a car could still move, but it would take a long time of riding the clutch to get to a speed that would be acceptable and allow for a comfortable ride. First, the top speed of the vehicle would have to be determined and the proper gear installed into the differential. Then, when the engine was started, it would have to be revved up to a speed that would keep it from stalling, at which time the clutch would have to be engaged a little at a time until the car was going fast enough to maintain its speed. Then, the clutch could be completely engaged (wasting a lot of time, gas and clutch material). Even then, this would only work on flat ground or downhill.

Using a transmission gives an engine a chance to build up power by changing the ratio between the speed the engine turns and the speed the wheels turn. For example, when first starting off, there is a lot of weight at a stand still. By placing the proper gearing between the engine and wheels, the engine can be made to turn at a much faster RPM, with the tires turning slower. Of course, this gearing will only let the vehicle get to a certain speed before the engine starts to scream. Therefore, another gear needs to be initiated to allow the vehicle to go faster. With the proper range of gears, a vehicle can get underway smoothly, increase speed comfortably, and reach a top speed without putting undue strain on the drive train. In addition, the gearing can easily be changed if the engine becomes strained (such as when on a steep incline).

Most older cars had three speeds and reverse. The first speed started the motion and brought the car to about 15 MPH, the second speed brought it to about 30 MPH, and the third speed brought it to top end (however fast that might be). Some work vehicles had what we know as granny gear. These gears are so low that

they are not practical to use except when pulling extremely heavy loads, as they will only bring a vehicle to about 5 MPH.

It was not long before engines became more powerful and cars were built sturdier, leading to the demand for higher speeds and thus more gearing. Many cars, even in the early days, would reach top end and still seem to ask for one more gear. This need for more gearing led to the invention of the overdrive. An overdrive is simply a unit that allows the output shaft of the transmission to turn faster than the engine, thus adding speed without straining the engine, increasing fuel mileage at the same time.

As time went on, engines became even more powerful and the interest in racing became more popular. Having a higher top end was no longer enough; getting to the top end faster became more important. Engines were designed to reach higher RPM's and do it faster. This led to gearing that would allow the engine to build RPM's quicker and required more gears and more choices of gearing, both in the transmission and in the differential.

In the sixties, the cubic inches of the engines became larger and the horsepower ratings varied to such a point that gearing was suited to the vehicle. Big luxury cars had low differential gears so the acceleration was not quite as fast, but they had an increased highway speed. Pickup trucks did not have very fast engines, but had a high differential gear so they could pull a heavy load without bogging down. Muscle cars had high horsepower engines that turned high RPM and were usually equipped with large differential gears for quick acceleration. In addition, four speed transmissions were very popular because they gave the driver more control over the use of power.

If you have ever noticed a tractor-trailer start on the road, you would have seen that gearing is also the key to moving heavy loads in these trucks. These drivers shift for miles before they reach high gear. These kinds of loads could not be moved without utilizing so many gears.

The automotive industry has come a long way in one century. There have been many changes in gas, many changes in cubic inch and many changes in horsepower, but gearing will probably always be a determining factor in making cars with good speed and performance.

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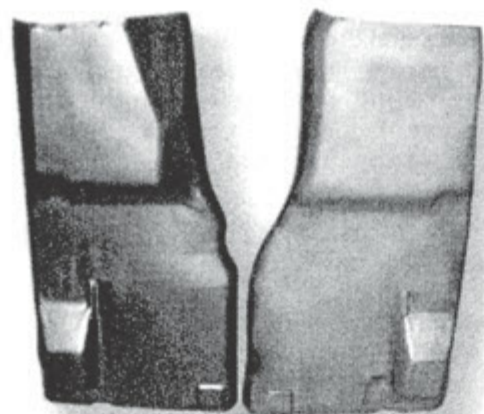
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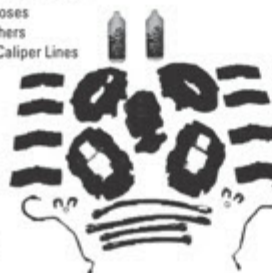
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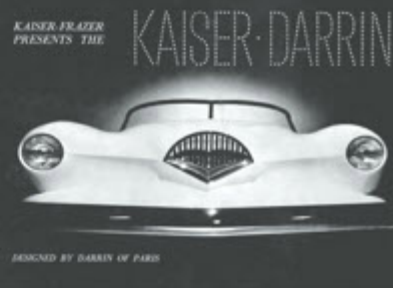
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