

DRIVING OLD CARS

1938 PACKARD RESTORATION
Seat Tracks, Inner Fenders
Pg 4

1909-31 FORD PARTS
World's Largest Supplier
Pg 74

AUTOMATIC TRANS-
MISSION PARTS
Pg 72

ROCHESTER FUEL
INJECTION Pg 74

SOUTHERN WHEELS

REVIEWS 1984 MAGAZINE



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Chevrolet

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Plymouth

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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.



1967 Convertible, Rally Red, Black leather interior, White soft top, matching # 327-350 HP, 4 sp CI Ratio, Posi rear, PS, PB, AM/FM Radio, NCRS Top Flight 97.3



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.



1965 Convertible, Ermine White, Red int., Black soft top, matching # 396-425 HP, 4 sp, posi rear, frame off to show cond, one of the best, drive or show!



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



1969 Corvette Cpe, Fathom Green, Code 983, 300/350 hp, L46, 4 sp, 3.36 rear, 4 sp, 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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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. True 4. False (unless specifically noted on the regulator, the positive and negative grounded systems use different regulators 5. True 6. True 7. True 8. True 9. True 10. True
- ANSWERS TO MATCH GAME: 1-F, 2-A, 3-E, 4-D, 5-H, 6-J, 7-G, 8-I, 9-C, 10-B
- ANSWER TO "POP'S GARAGE": The rear brake hoses weren't replaced. The right rear hose had collapsed internally and was allowing the fluid to go one way but not return.

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SOUTHERN WHEELS 1



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1938 Packard SEAT TRACKS & INNER FENDER PANELS

by Ron Carpenter

SEAT TRACKS

Most of the time the seats in our cars have not been used for a very long time. In my case the car was last used in the 1980's so the seats don't move like they did when new. There are tiny rollers in the seat tracks and they "gum" up and the seat does not move so I usually start from scratch and I take them apart and blast all the pieces and clean them and re-grease the needle bearings put everything back together again.

Number 1
This is a set of seat tracks ready to be cleaned up and painted.

Number 2
I have one of the seat tracks that has been cleaned and painted and one is before I started the project.



1



2

You can see all the little needle bearing in the rollers that I greased. I have the long pins to help reassemble the pieces. The unpainted original one is the drivers seat as you can see the lever to move the seat.



3

Number 3
I have one of the seat tracks all painted in silver and it is ready to assemble.

Number 4
I have laid out all the pieces that are used for the rollers. The 1/4 inch pins are what came out of the rollers along with all the little needle bearings and the sleeves that they ride inside of. Cotter pins are what keep the pins in the seat tracks.



4



5

Number 5
I will be using the long pins to help reassemble the bearings into the seat track. I have cut a 1/4 rod to hold the needles in place. I will use the longer pins to push the cut rods out until I can put the correct pins in again.



Number 6
I have one of the two rollers in place and I am using one of the longer pins to remove the short pins. I then can put a cotter pin in and hold it in place.

Inner Fender Panels.

I start preparing both inner fender panels by having both sand blasted and then I can straighten the bent parts of the panels that needs to be straightened. I like to remove all the rivets and rubber off the panels before I send them in. I will then can paint the panels.

Number 7
This is what the inner fender panels looked like when I started. These are the left and right inner panels.



Number 8
This picture shows the damage to the front of the panel and the rivets that hold the rubber for the bottom of the panel.



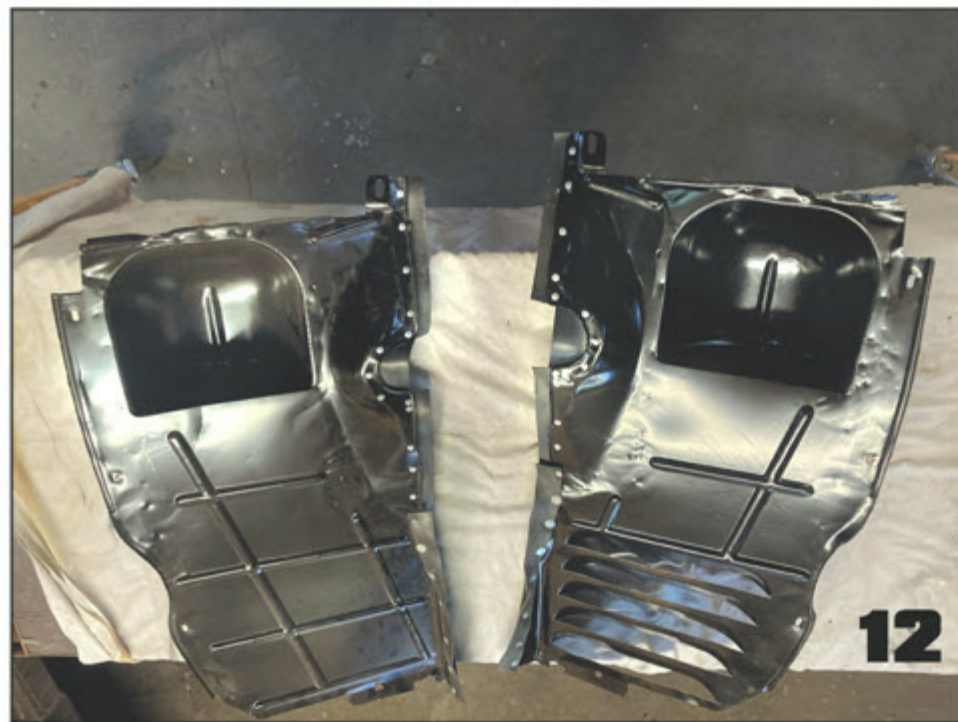
Number 9
This is the drivers inner inner panel and I have started installing the rubber strip. You can buy this from various suppliers in two inch strips and it makes it easier to install. I am using backing washers and pop rivets to hold the rubber on. Packard used over lapping strips like what I am showing here. Picture 4037



Number 10
This is a clearer picture showing the rivets holding the rubber on.

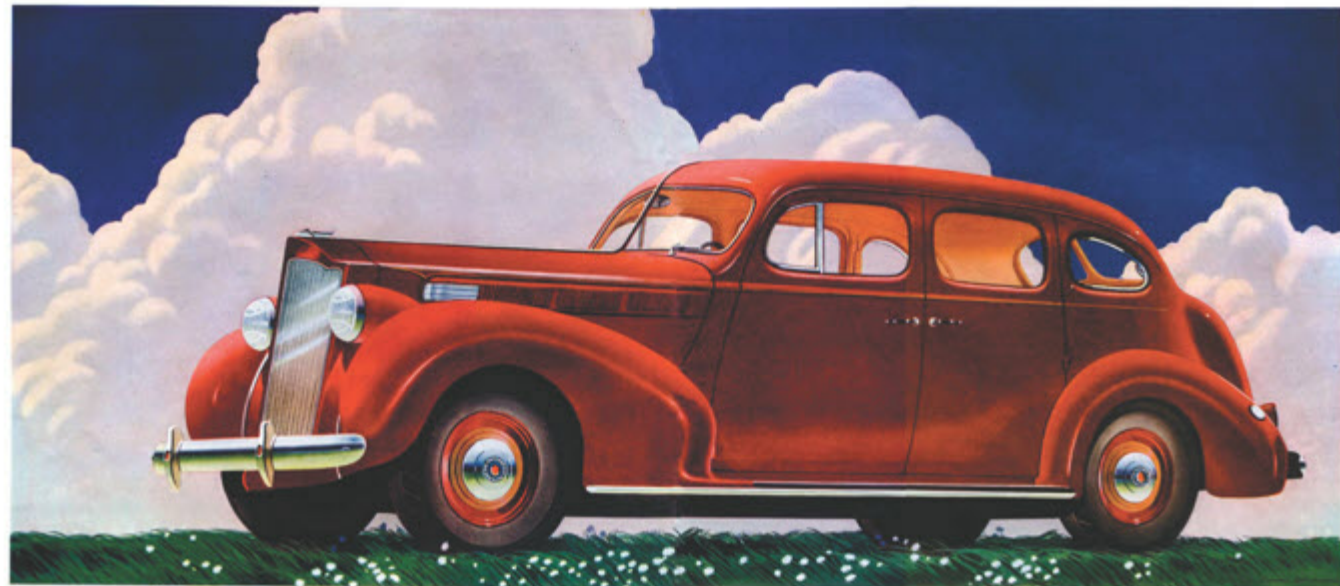


Number 11, 11A
I have to finish going around the hole in the fender. This is to go around the shock so I will add rubber to do that.



Number 12
I have added the final piece of rubber on the inner panels. Basically I just made a bulge in the rubber and pop riveted the rubber on to the panel. The panels are both ready to install on the car. Of course that is always easier said than done. I usually have to loosen the fender and trim the fuel pump shield to get it on the passenger side.

One final note: On the Packard 120's and Super 8's Packard figured out that the long inner fender panels were hard to install so they made the panel in two pieces and that helps a lot when it comes time to remove the panel and then reinstall them. They have to come out when you have to do any valve work like re-adjust the valves.



This Spring, only Packard can say - "Here is a really new car"

WE SAY: The New 1936 Packard Six and Eight are not just "old over" cars with their basic lines. In fact, they are the only 1936 cars which contain so many really far-reaching improvements.

YOU SAY: Well, if you've made major changes, you must have started off with the basics. You didn't change that, did you?

WE SAY: Certainly we did. You can't add more inches to wheelbase to cars without changing their frames. We re-designed the frames of both the Packard Six and Eight to give them far greater stiffness and rigidity. These new frames are far stronger than you find on many cars carrying hundreds of pounds more weight.

YOU SAY: How about those great Packard motors? You didn't find much to do to those, did you?

WE SAY: A side in the new Packard Six or Eight will give you the best answer to that. Both cars have an increased agility. The new Packard Six, with its 100 horsepower Packard-built engine, can challenge any eight of competitive price. And there is a degree of quietness in these Packard motors and chassis never before built into any car. In the Six, when you lift the hood and coast, you might guess any number of cylinders up to twelve.

YOU SAY: Any improvement in the rear suspension?

WE SAY: We have three improvements there! In both the new Six and Eight you'll find these great Packard developments intended to give you the quiet and graceful ride ever built into a motor car.

YOU SAY: That's hard to believe. Your last car's suspension gave you about the best ride in the business.

WE SAY: Yet the good is right in the rear suspension. These new Packards not only feature our shock-absorber, but you can actually feel the improved riding qualities on smooth roads.

YOU SAY: Well, you've mentioned one more change in new. But how about the body?

WE SAY: Packard, this year, has taken the all-steel body with an offset top and made it

really quiet—a good long sought by body builders.

YOU SAY: How did you do it?

WE SAY: Packard worked for years with some of the best engineers with the result that there now are here 11 combinations of 18 different soundproofing materials. These are placed in strategic spots throughout the body that noise, heat and cold are blotted out to a surprising degree.

YOU SAY: But still you've made all these additions to quality, don't your new cars cost a fortune?

WE SAY: Not a bit more—only a few cents more than you would pay for cars that simply cannot be compared with Packard.

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\$1070

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Customer's time can be arranged through your Packard dealer. When these payment requirements are satisfactorily met, the balance due payment on the factory delivered price mentioned on the bill would be

\$357

If your present car is of average value, it will probably cover the down-payment on a Packard Six. Monthly payments are lower too.

ASK THE MAN WHO OWNS ONE

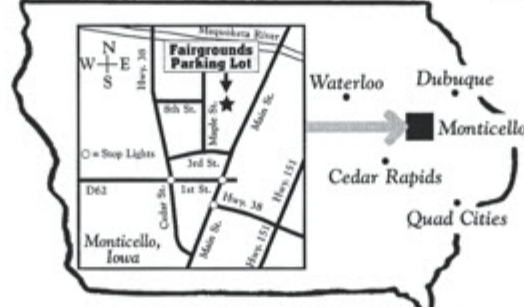
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SW270-C3A

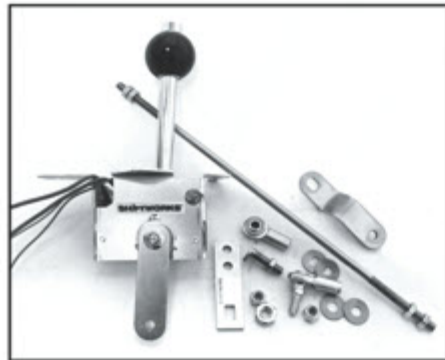


1977-82 Corvette
SW270-C3B



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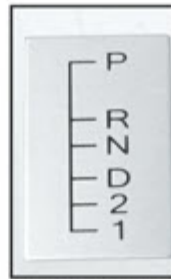


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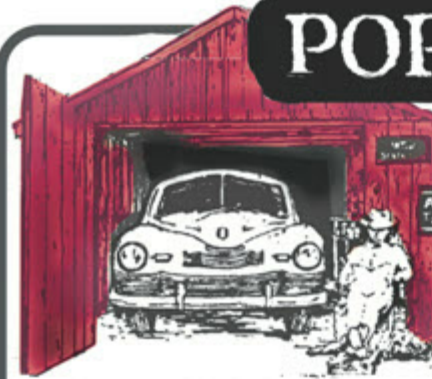
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POP'S GARAGE



As we look in on Pop and the guys in the garage, the conversation is on independent car manufacturers.

"There have been many independents over the years, and I can't believe so many made it through the Depression years. There were Packard, Nash, Hudson, and others, and each had the parent make and a separate make—a low-priced, but high-quality car to get them through the depths of the Depression without lowering the value of the parent car. Packard had the 120, Nash the Lafayette, and Hudson the Terraplane," Jack said, "One company that I have always liked was Hudson."

"When did they start building cars?" Jim asked.

"In 1909, eight businessmen got together, including J. L. Hudson and organizer Roy D. Chapin. After setting up a small plant in Detroit, they sold over 4,000 cars the first year! With this impressive start, Mr. Chapin was elected President. Chapin had a real passion for cars and wanted to know everything about them, especially how they were made. He scheduled a trip to Europe and toured the European automotive plants, learning their advanced engineering and production methods."

"What impressed him the most?" Phil wanted to know.

"Six-cylinder engines! When he returned to the U.S., he began work on a six for Hudson. By 1912, they introduced the first Hudson six," Jack told him. "By 1916, Hudson introduced its 'Super' six with a fully-balanced crankshaft, producing a smooth and powerful engine. This helped to make Hudson a respected name in the automotive industry. With public trust, they now wanted to broaden their model base. They contemplated a lower priced car and set up a separate make, Essex Motors. It was to be a low-priced, closed car at a time when most lower-priced cars were open tourers. This was in 1919. By 1922, Essex had become such a success that Hudson felt secure making it part of the Hudson family, and not a separate corporation."

"How did the market crash of '29 affect them?" Phil asked.

"Hudson felt they needed to change their lower line model once again, and in 1932 they introduced the 'Essex Terraplane,' a name that would evolve into simply 'Terraplane' by 1934."

"Why the name 'Terraplane?'" Phil asked.

"Aviation was very popular in the early '30's. Howard Hughes had released his blockbuster movie, 'Hell's Angels' in 1930 (one of the greatest aviation movies ever made). Aviator Hughes had also just finished a flight around the world in three days, and aviatrix Amelia Earhart was in the news almost daily with her flying achievements. Less than one percent of Americans had flown, but almost everyone wanted to, so they named the car 'Terraplane,' capitalizing on this excitement. The slogan for the new car was 'On the sea, that's Aquaplaning, in the air, that's Aeroplaning, but on the land, that's Terraplaning.' To further play up the new car, they had Miss Earhart to introduce it. Orville Wright bought the first one and she bought the second one."

"You know we've got a '37 Super Series 72 Coupe coming in today. It's got brake troubles," Pop said.

"They were hydraulic, weren't they, Pop?" asked Jack.

"They were! They were equipped with a patented 'Double-Safe' hydraulic brake system since 1936."

Just then, Joe pulled in with his '37 coupe. Everybody crowded around as he got out to show them the car. It was gray with black walls and featured the famous "Fencers Mask" grill, setting it apart from other cars of the day, and the very unusual "Rocket Ship" hood ornament—an elongated, red glass globe with a chrome base and chrome ribs running lengthwise sitting atop the grill's chrome center strip, with Terraplane and Hudson badging in the front slope of the grill. Inside was tan broadcloth interior with a wood grained dash, with the speedometer surrounded by rectangular gauges in the center of the dash, instead of in front of the driver.

"I've never seen that before," Jack commented.

"It takes a little getting used to, but it's a small, compact interior, and the gauges are big, and easy to read," Joe told him.

"It has the 212 cid Super six with dual carbs, and a three-speed manual transmission."

"Very nice. Simplicity with high build quality," Pop said. "I hear you're having some brake problems."

"I am, Pop. The right rear brake is locking up," Joe answered. "I know the shoes, return springs, master cylinder and adjustment rod are right, and I bled them and got all of the air out of the system."

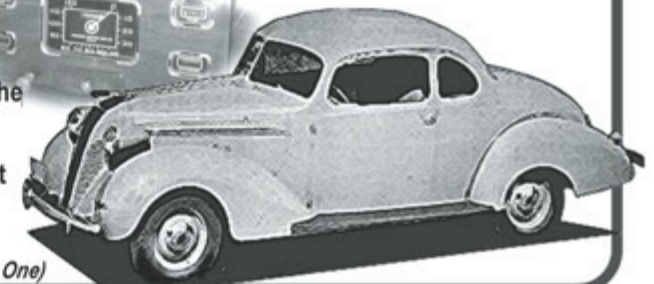
"Did you adjust them?" Pop asked.

"Yes," Joe replied, "There are two ways to adjust for wear: One, eccentric adjustment, and Two, adjusting the adjustment screw to take up the clearance between the lining and the brake drum. I left the eccentric setting alone and adjusted the adjustment screw."

"One of the things that can cause a brake to lock up and not release is _____."

Do you know what it is?

(Answer on Page One)



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.

IA: Monticello, May 3, the 42nd Annual Spring Auto Parts Swap Meet and Cars for Sale Corral, Sunday, 7:30 AM to 1:00 PM, at the Fairgrounds Parking Lot, 700 North Maple Street. Open to High Performance,

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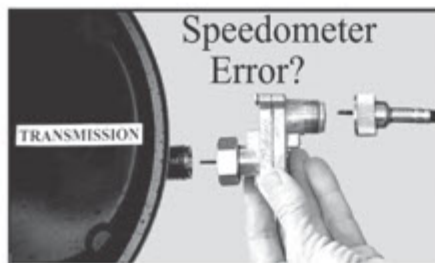
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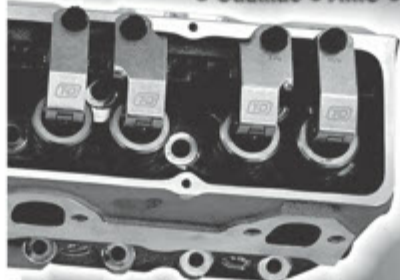
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