

DRIVING OLD CARS

 '38 PACKARD GRILLE SHELL
ASSEMBLY Page 4

 1926-60 PONTIAC
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 4 & 5 Speed Transmission
Parts Page 86

 '09-'31 FORD PARTS
Page 44

WHEELS

SINCE
RESTORATION MAGAZINE



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EL CAMINO, 350 crate
engine, 4 BBL carb, auto,
rust-free, 703-727-4935



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COVERAGE

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1965 Corvette Cpe, Goldwood Yellow, Black leather interior, dual side exh., teakwood steering wheel, tele steering column, factory a/c, 327-365, 4 sp.



1969 Corvette Cpupe, Riverside Gold, orig. paint, 427-400 HP 3.08 posi rear, owner history from new



1966 Corvette Conv., Laguna Blue, Dk Blue interior, White soft top. 427-425 HP, 4 sp, posi rear, PB, PW, transistor ignition, tele steering column.



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.

41st 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. True, 4. False (Styleline lower, Fleet Master upper), 5. True, 6. False (Hydra-Matic), 7. True, 8. False (10 HP), 9. False (1937) 10. True
- Answers to Match Game: 1-B, 2-A, 3-F, 4-C, 5-B, 6-D, 7-C, 8-E, 9-G, 10-H
- Answer to Pop's Garage: Faulty rear wheel bearings.

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SOUTHERN WHEELS 1

53rd ANNUAL PEOTONE SWAP MEET - CAR CORRAL - SHOW CAR DISPLAY

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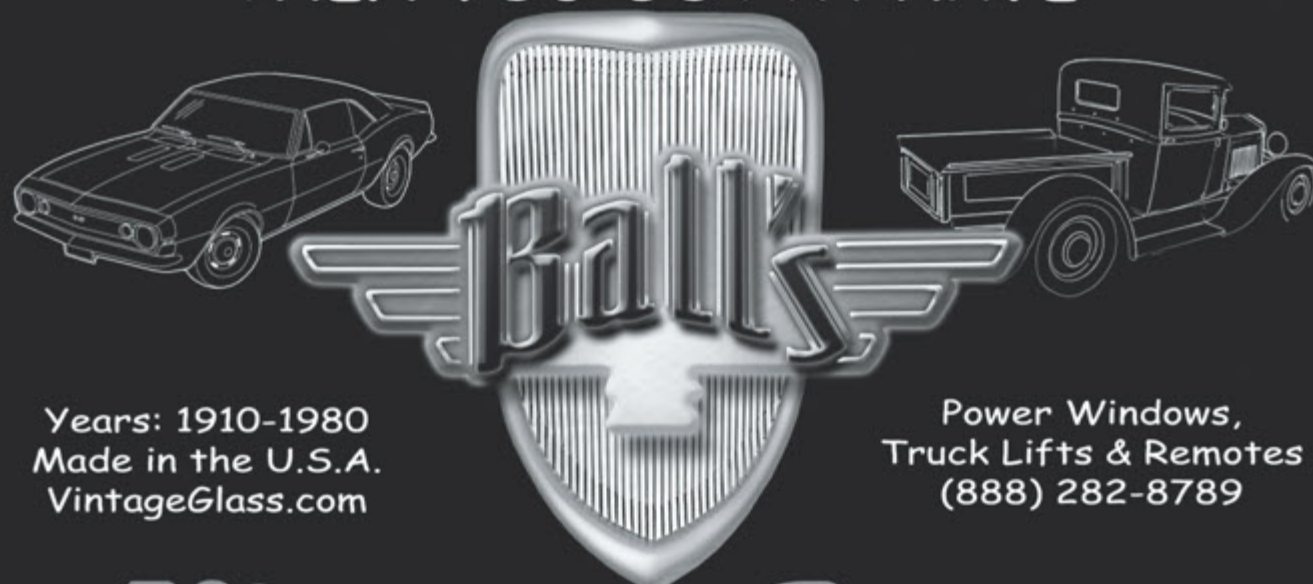
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SOUTHERN WHEELS 3



1938 Packard Grille Shell Assembly

by Ron Carpenter

I am getting back to working on the 38 coupe now. I have been busy doing other things but I started this article a over a month ago but got side tracked. I wanted to get the grille and grille shell finished and I knew that the chrome is one of the things that takes months to finish. I was lucky, with the 38, that when I got the car from Eric that he had been collecting parts for literally years. I had two and a half sets of grilles and louvers. So I knew that I could take the best of all my parts and have them re-chromed. That is what I did. I will start by taking the grille out of the grille shell and then I can take the grille apart.



Number 1, 1A
I have to take the grille out of the shell, so I start by taking the side pieces of metal off the radiator shell and the grille it self. A lot of the

time I just cut the screws off as they were not stainless and rusted so they were hard to get off.

I have the main body of the grille ready to come out but it does not want to. I figured out that the center of the grille is held by bent tabs in by the grille shell itself. So I bent the tabs and I can get the grille out now.



Number 2, 2A

Number 3

This is a picture of the top of the grille and you can see the levers and linkages, along with the spring, that helps pull the louvers closed again. I should point out that on the 1938 junior cars (both 6 cylinder and the small 8's) used a a movable louvered grille, just like the senior cars. That helps the car warm up faster and is used in conjunction with the thermostat in the water inlet housing. This heating system also uses a bellows thermostat in the radiator and it works to open and close the louvers for faster engine warm ups.



Number 4

I have the grille standing all by itself to show that all the parts that I have to take off. You can also see some parts from my other grilles I get to chose parts from.



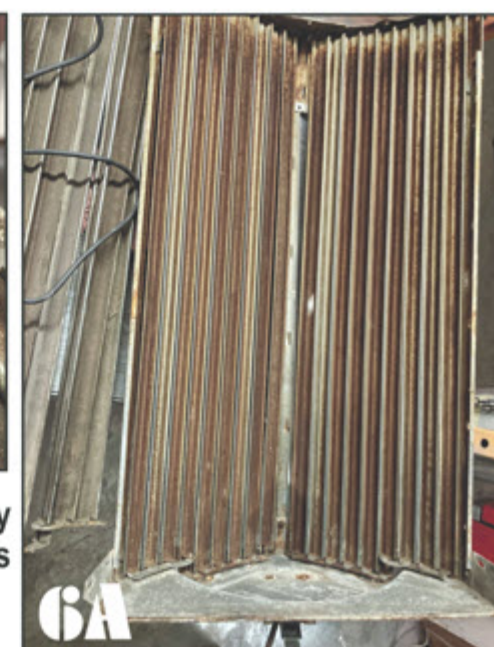
Number 5

This is the top of the grille before I take it apart. I need to know what parts go where as it could get confusing 6 months from now when all the chrome comes back.



Number 6, 6A

The louvers move together with the linkage attached by rivets originally. I will use my Dremel and cut off the heads of the rivets and remove all the individual louvers.

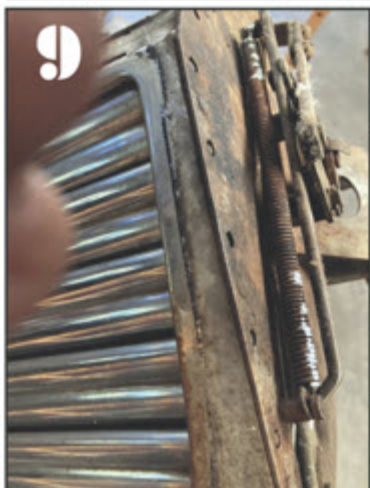


Number 7

I have ground the head off the rivet and tapped it out to show that is what I have to do for all the rivets. This picture also shows the different lengths of the louvers and actually there are 4 different types.



Number 8, 8A Sometimes when you look at a picture you cannot tell if one of the connections is going up or down. So I mark the parts to show which part is bent up or down.



Number 9

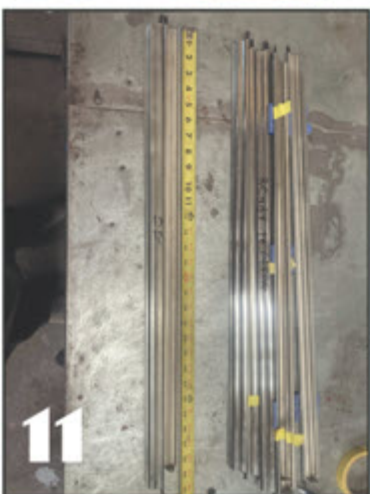
There is a spring under the linkage and I wanted to be sure to highlight that.



10

Number 10

This is the top of the grille and all of the moving parts are off. On each side of the top is a notch in the top that the louvers pivot in.



11



11A

Number 11, 11A

I am getting ready to send to the chrome shop the pieces I wanted to chrome. I basically am dividing the grille chrome into two bundles. When the first batch is finished, I will go get it and give him the second batch. You learn early on not to send all the chrome at one time. Easier to keep track of what is being chromed....also at \$150.00 a louver it does get expensive. I will be sending

the lower piece of the grille, to be chromed, with the first batch along with half of the louvers.



12



13

Number 12

I have laid out all the pieces of the grille so I can show what all is involved in the grille. On the left side are the two side pieces that go on either side of the grille. There are two long pieces, one is for the top of the grille to pull the louvers, and the other goes in the middle of the back to hold the grille in the center. There is the re-chromed bottom of the grille and the painted top of the grille. The metal on top goes on the grille when it is all together in the grille shell....directs air to radiator. On the left side are all the louvers for the left side of the grille and on the right is the same. In the middle are the two side chrome pieces that go to the top and bottom of the grille. The one piece left is the center that is what I had to bend the tabs to get the grille out. There are 23 pieces that have to be re-chromed. Now I have to figure out how to get all the pieces back together now.

Number 13

The first thing I am going to do is wax and paint the back of the louvers. I start with laying out the louvers and I am painting them with silver paint on the inside to protect the my new chrome from rusting.



14



15



15A

Number 14

I used stainless 10/32 screws with self locking nuts to put all the pieces together again. I have pieces, top and bottom, and set into the bottom of the grill. Picture 4503

Number 15 15A

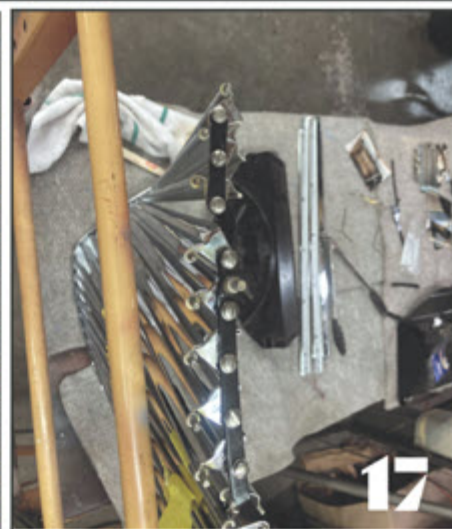
Trying to figure out how to do this with out having everything fall apart. So I try

and use tape to help.

Number 16
I am trying to put the other side in using tape again.



Number 17
I put the top linkage on and this is after several attempts and it keeps falling out of the bottom panel. It was trial and error to figure out how to put all this together.



Number 18
This is the top of the louvers with the metal linkage in place holding the top in one place.

Number 19 I have given up on the tape but I still have the one side standing. I am going to try a different way to put it together.

Number 20
After many attempts I have now gone to laying the grille down and THIS TIME I PUT THE CENTER CHROME STRIP to hold the top to the bottom and at least that helps keep one side together. Looking close to the side of the louvers I have the one side chrome piece holding the top to the side also. I am not showing it but I put blocks under the grille, on one side, and then I was able to get the other side in....but I still have problems keeping it together.

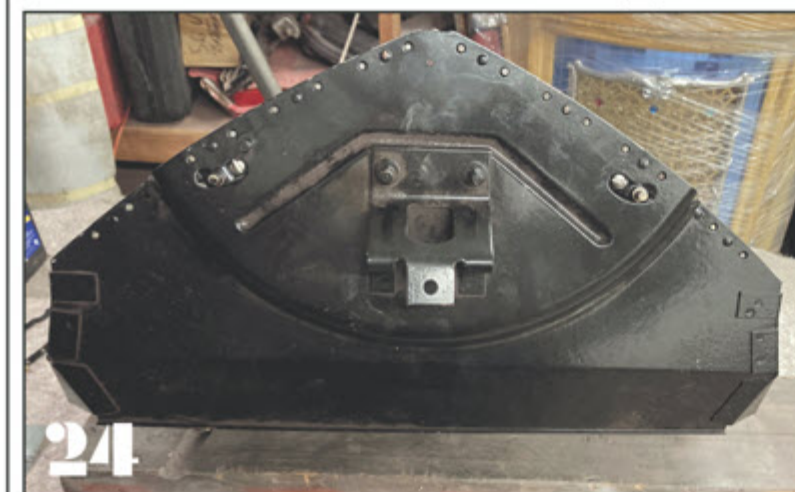
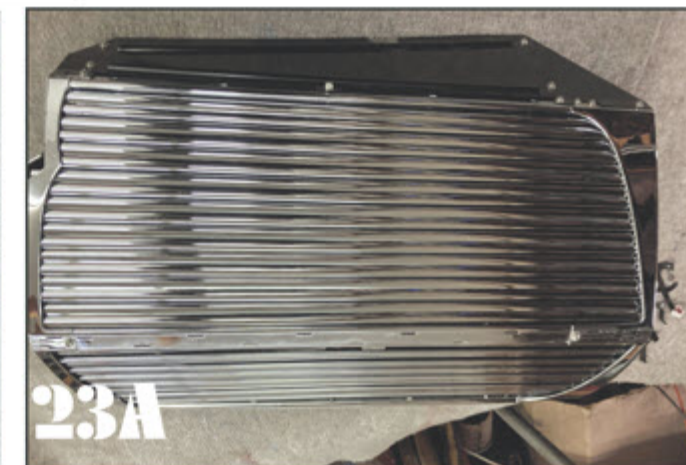


Number 21
I kept losing the end of the linkage and I had to figure out how to hold it and put the assembly together. I am showing a tool I got from my buddy, John Ulrich, that can grab hold of a part and locking on to it held it in place. This was after many attempts to put this together.



Number 22
I am just using the friction clamps to hold the louvers in one place while I put the other side piece on.

Number 23, 23A
I now have the whole grille back together with the side and bottom sheet metal pieces assembled. I still have to put the top linkage on the grille.



Number 24
This is the top of the grille ready for me to assemble the top linkage on to it.



Number 25
I have all the parts to the linkage installed on the grille and I can move the louvers back and forth.

I am finally ready to get the grille shell blasted and painted and install the grille into it.

Number 26
I started by having the grille shell sand blasted just to see what repairs I



had to do and then paint the shell. I actually had a choice of two grille shells to work with. The one I chose had a lot of little dents, so I did not have a lot of work to do on the shell.

Number 27
I have the grille shell back from the blaster now and I can see what work I need to do to it.



Number 28
In this picture I have one little hole in the metal and I soldered the hole. It is hard to see in the picture but there are some spots where the metal has "craters" in the metal. Hard to figure out where they came from.

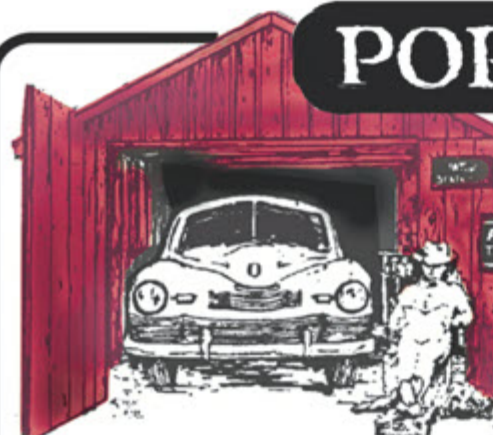


Number 29, 29A, 29B
Another picture of the panel and showing I have sanded the solder and you can see the



(Continued on Page 14)

POP'S GARAGE



It had been a while since Pop and the guys had been able to get outside and have lunch at the picnic table. It had been a rainy Spring, but it was drying out and the temperature was now in the 70's. The area around the shop looked great, and green with ivy growing along the stone wall fence, the old oak trees full and covering the area. A great day to take a few minutes and talk. "I hear Jim's '49 Buick is coming back today," Sandy said to Pop.

"That's what he said. You know he has the Sedanet and the Woody Wagon."

"I remember," Sandy replied. "Which one is he bringing in today?"

"The Woody."

"Sounds like fun!" Tom said. "Did he mention what problem he was having with it?"

"He didn't say, but being a Buick, it's a true Woody, and not a Tin Woody like most of the 1949-52's. In fact, Buick continued with its wood wagon through '53 and they are very valuable cars today."

"I used to have a '52 Chevy Tin Woody," Sandy said.

"I remember," Pop commented. "It was maroon with a tan and mahogany inlay."

"It was, but I had wood grained it. The originals were Di-Noc."

"What was Di-Noc?" Dave asked

"It was a wood grained transfer that was applied to the body. 'Body by Fisher' had a service news letter that may still be in reprint, that did a step-by-step process in case of needed repair. Di-Noc had been used previously on dash and mouldings, and throughout the cars where wood was implied. In 1949, the maintenance of a real wood station wagon had fallen out of favor and the all-metal bodies on the Chevrolet, Pontiac and Oldsmobile was a good look and a good sale in '49."

"Have you ever put on Di-Noc?" Tom asked Pop.

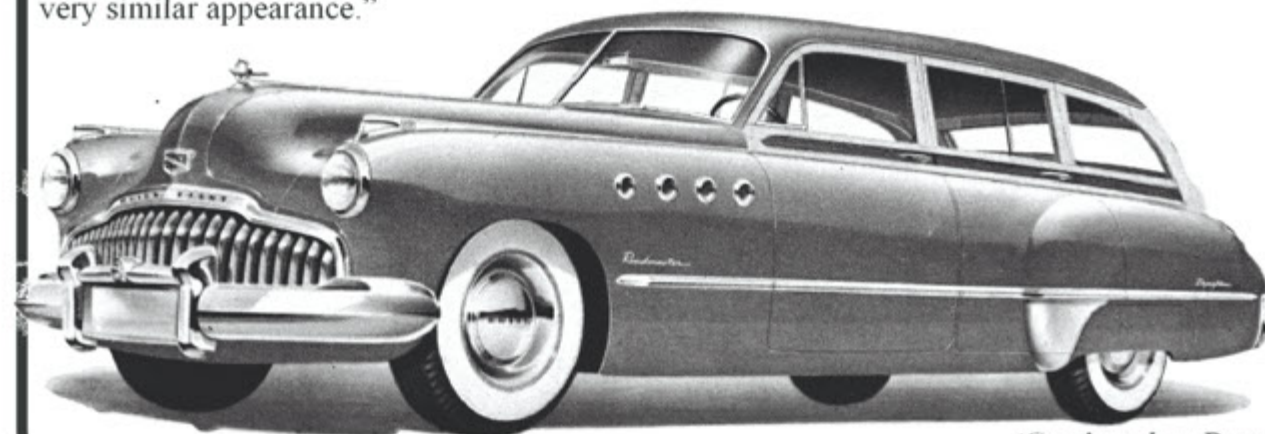
"Yes," Pop replied. "You start with a smooth surface, for example, the panel starts as a bare metal panel, is cleaned and sanded smooth, then the metal surface is sprayed with a primer surfacer, then it is wet-sanded smooth, then a transfer bonding coat and lightly sanded. This is a Tan paint. An adhesive is applied, then the wet transfer including the backing paper, which is smoothed out and then the backing paper is removed, leaving only the film transfer which consists of wood grain. After this dries, it is clear-coated. When this was new, the transfer sheets were 32" x 55" or 21" x 48." Pop said. "Of course, the size depended on grain design."

"What colors were available?"

"White Ash, Dark and Medium Mahogany was available for panel inlay."

"Sounds like interesting work," Sandy said.

"It was, and a transfer is still being made. It's not exactly Di-Noc, but can be applied to give a very similar appearance."



(Continued on Page 72)

EVENTS

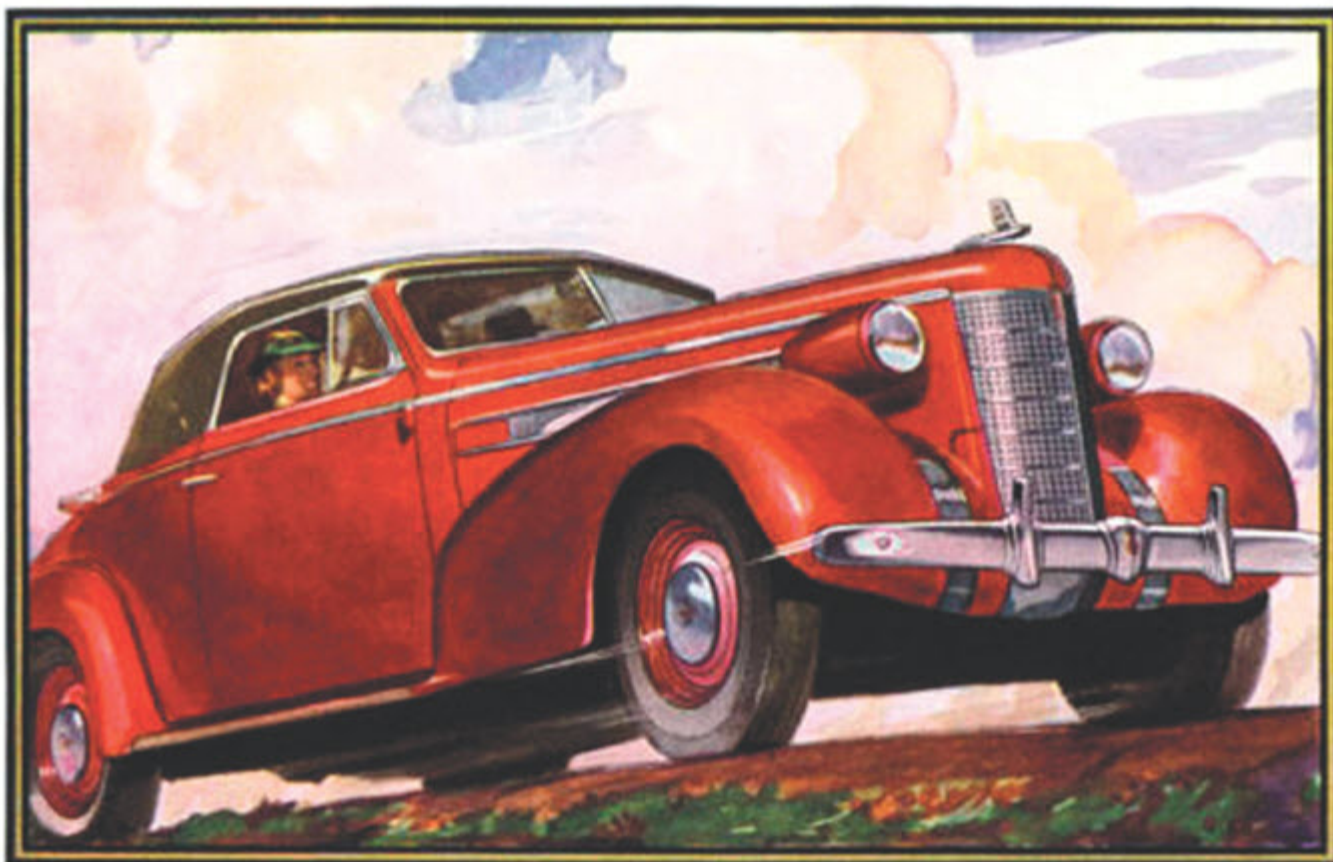
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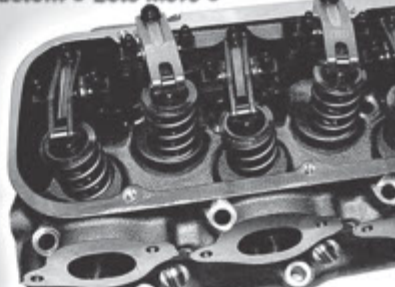
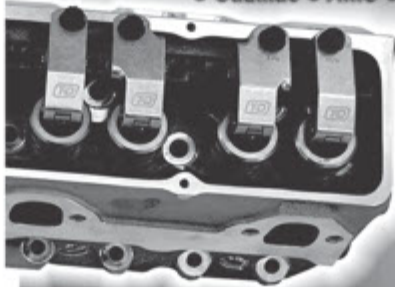
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