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ASK DAVE

Q: *Hey Dave, I am touching up a small area on my front fender below the center trim strip and rocker panel. I have the matching color, but I sanded the old paint down to the metal and now the new primer won't stick! It dries, but when I sand it the primer comes off. What am I doing wrong? ~Jim*

(Single Stage Paint)

A: Jim, make sure that there are no contaminants getting onto your bare metal. Once you have bare metal, you can use an etching primer which will stick to the metal and is sandable, or a rub-on metal etch that you rub on and wipe off with water, then prime over it. ~Dave

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(Continued from Page 11) were completely different in their production methods. By 1935, the V-12's, Standard and Super 8's bodies looked the same except for some body trim and interior appointments. Both bodies were metal with wood structural framing. Packard felt that there was no substitute for size and weight for riding comfort and that the wood made for a quieter car than the all-steel bodies. But, the all-steel bodies were less expensive to build, and by the mid-1930's were becoming the standard in the industry. Packard's own Junior Series used them and for the first time in the Senior cars' history, the '39 Super 8's were all steel. They were also scaled down from the '38 Supers."

"They looked a lot like the 120's," Jim said.

"That's because the '39 Supers used the 120 bodies with modifications," Jack replied.

"Even though the '39 Super's bodies had changed, the 320 CID 9 main bearing engines were the same, but Econo-Drive (overdrive) could be ordered, which reduced RPM's by almost 30%—a major improvement. The gear shift was moved from the floor to the steering column and the water pumps were now permanently lubricated with double row pre-loaded bearings and came with a new 'quietened' cooling fan that had two of its blades serrated to reduce noise."

"Packard was always working to improve engine bearings and the rod bearings were improved in the '39 Supers," Jack said.

"Do I remember the radiator grill louvers being painted?" Jim asked.

"Yes, on the Super 8's and 12's the chrome louvers were alternately painted body color," Jack answered. "The '39's were 600 pounds lighter than the '38's and owners liked the way they handled. They had a panhard rod-styled fifth shock absorber mounted laterally from one frame side rail to the rear axle housing on the opposite side of the car. This dampened transverse vibration and provided a great ride and handling."

"It really was the end of an era," Pop said. "1940 would bring newly-styled cars, a new 356 CID 9 main bearing Super 8 engine and the mighty 12 would pass from the Packard line forever."

Just then, they could hear the distinctive sound of a diesel. "Raise Bay Two door," Pop said.

"That's Dave with his '84 Mercedes 300D. He called and said he was coming over."

As he pulled in, Pop saw the smoke coming out of the right rear wheel well. Pop didn't have to touch the AMG wheel to know it was hot! You could hear it popping and cracking and smell the brakes.

"What's going on with the Benz?" Pop asked him.

"It started a few days ago with the right rear wheel getting hot. I could smell that metallic brake pad smell and could feel resistance when the car was in forward motion. You know this car sat in storage for about five years, and I replaced both front calipers, brake pads, hoses and rotors, but didn't change anything in the rear because they were working fine. All brakes were bled and the Dot 3 fluid purged and refilled. When the problem started, I removed both rear wheels and checked the calipers and pads. Both calipers were sticking, and the pads on the right were to the metal, so I replaced both rear calipers, pads, rotors and bled the entire system, drove it a few miles and had the same problem again." Dave said, shaking his head.

"You know these cars have conventional brake shoes under the rotors on the rear brakes for the emergency brake system, and they're adjustable on each side with a star adjuster and there is also a cable adjustment," Pop told him.

"Yes, and they are working freely and are correctly adjusted," Dave said, "and I know it's not anything to do with bearings. It's in the brakes. A brake booster problem would result in a hard brake pedal—I don't have that, and I know the master cylinder is good and is getting fluid to all of the wheel calipers."

When the wheel cooled down, Pop put the car in neutral and raised the lift, then turned the right rear wheel by hand. "It will hardly turn; this brake is on! There is something you didn't mention changing on the rear brakes, that is known for causing this locked-up problem."

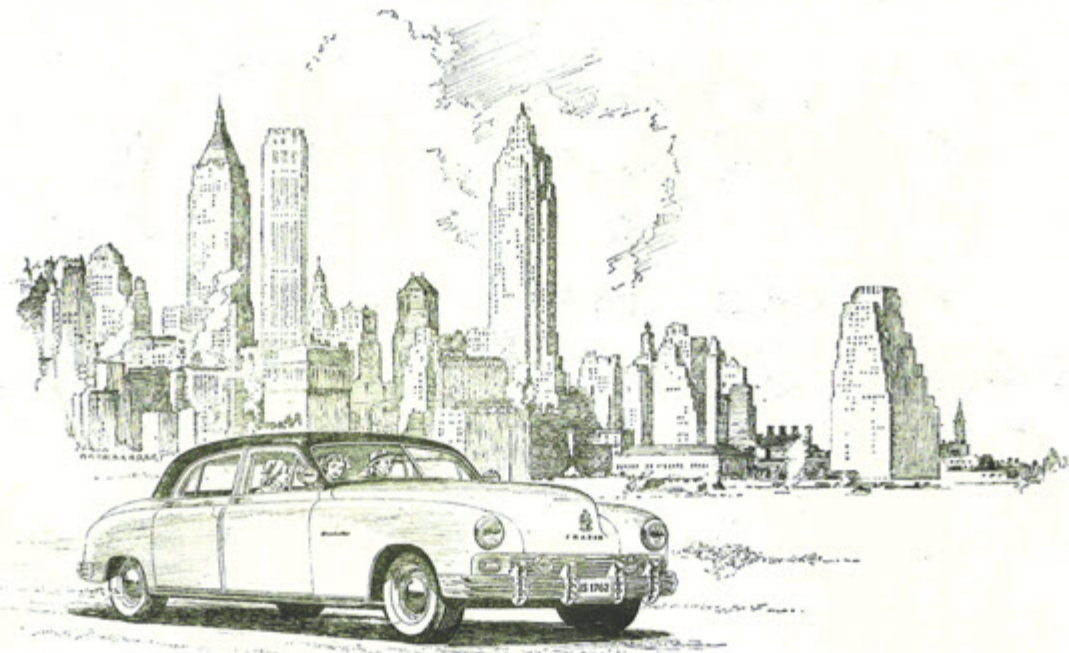
Do you know what it is?

(Answer on Page One)



F R A Z E R

Manhattan



The Frazer Manhattan was styled by internationally famous custom designers. The new beauty of its clean, functional body lines has already established a definite postwar style trend—which is being reflected in the appearance of many "postwar" cars announced by other manufacturers.

Given a free hand — unrestricted by prewar dies and tools — the designers and stylists of the Frazer Manhattan have created a masterpiece of functional beauty. Functional beauty has been defined as "beauty with a purpose." The body lines of the Manhattan are the direct result of purposely putting the entire width of the car *inside*. And they prove that a car so designed to provide maximum roominess and luxurious comfort for its occupants, can have even greater exterior beauty than those designed for appearance only and without regard to interior spaciousness. The Frazer Manhattan was planned from the *inside out* and nothing has been added solely for ornamentation. This car is beautiful as all things are when most perfectly adapted to their purpose. Even the shape and slope of its gracefully rounded hood, which dispenses with old-fashioned, vision-obstructing ornaments or "statuary," and ventilator openings, was carefully planned for safety. The driver can see a dog four feet in front of the car! Controlled ventilation is provided through built-in ducts.



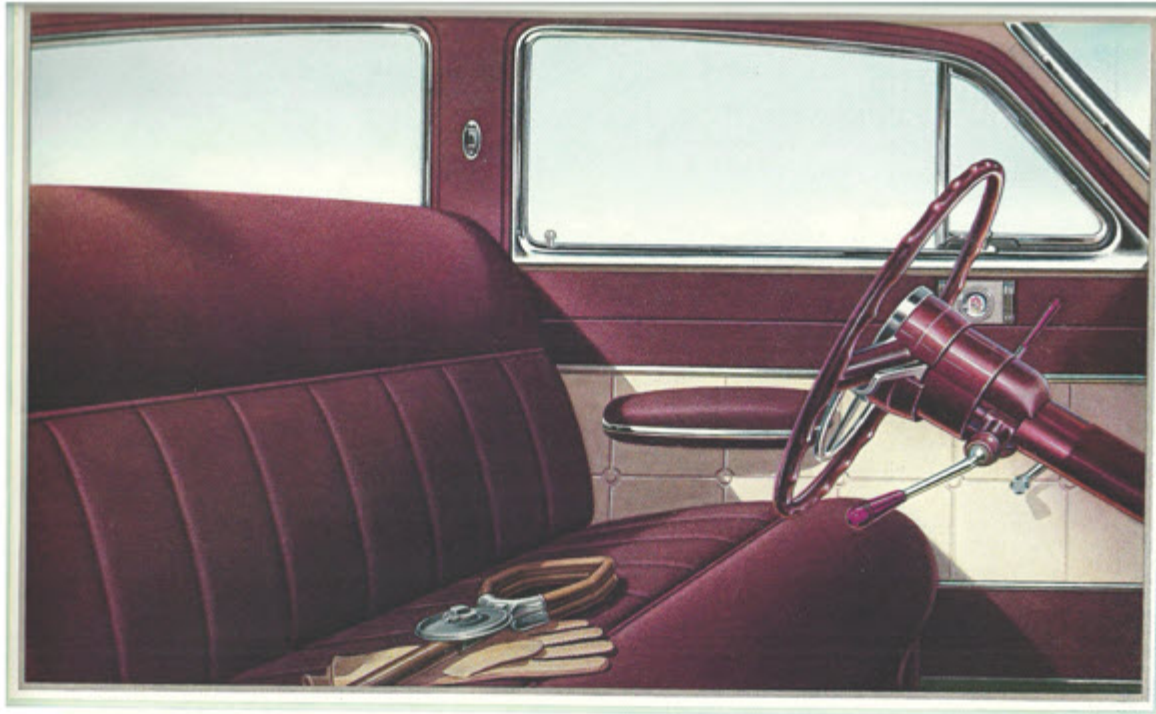
The superb all-steel Frazer Manhattan body is mounted on an equally well-designed, fully postwar chassis. Smart lines, fashionable colors, and luxurious appointments, are but the outward expression of a smoothly functioning marvel of modern automotive engineering.

*T*echnically, the Frazer Manhattan obsoletes all prewar standards of design — proves, in its lines, its colors, its mechanical perfection and its supremely luxurious riding qualities, what vast progress has been made since 1941. It is not possible to create such a combination of qualities merely by minor changes in body styling, engine power or frame and spring design. Comfort, for example, is not alone a matter of unusually wide seats. Neither is it solely a matter of the location of these seats *between* the axles. An exceptionally low center of gravity is also involved — the result of moving the seats and the floor closer to the road. The contour of the seats and their combination of steel springs and airfoam rubber, play a part. Peace of mind—so important to comfortable travel—comes from a feeling of safety that is the result of unusual vision in all directions, instant response to the throttle and brakes, quiet operation resulting from mechanical perfection, complete insulation, and the elimination of vibration. The ride, in short, results from *totally new* balance — from *100% postwar* engineering. There has never been a ride like this!



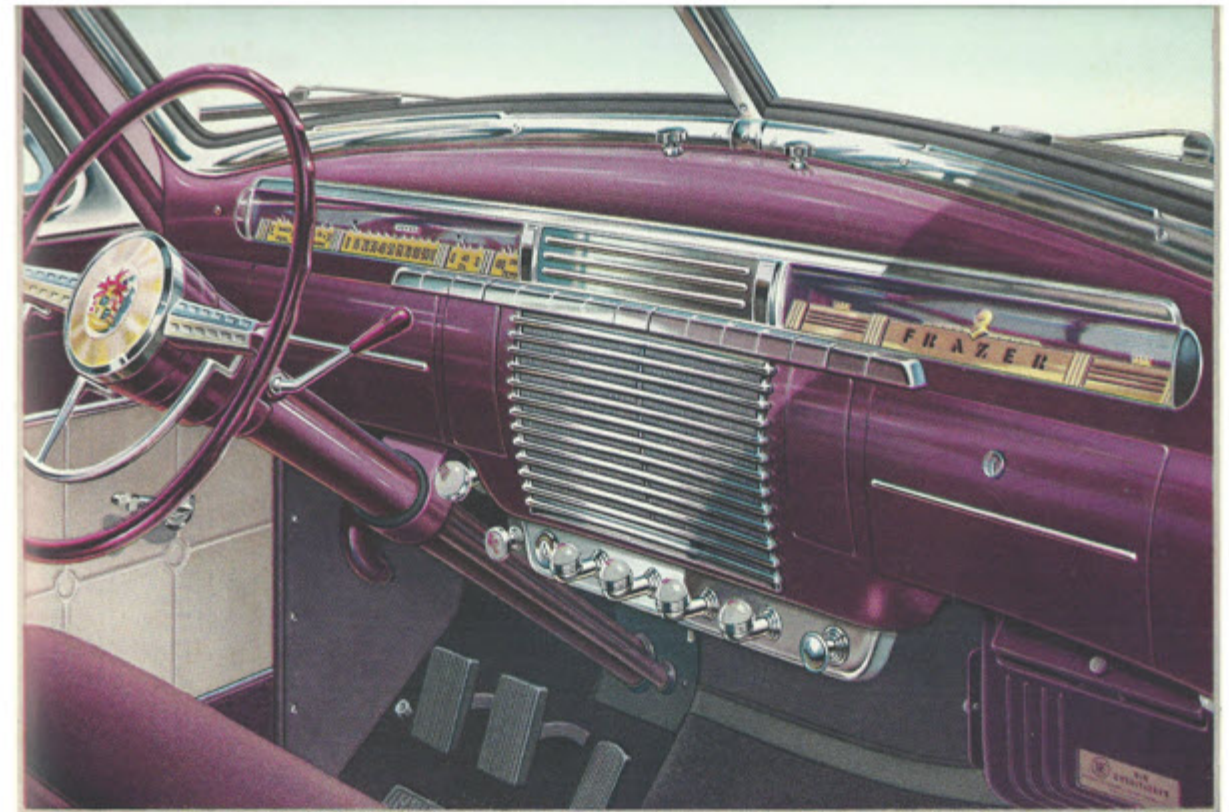
The new Frazer Manhattan body colors, faithfully complemented by the finest of specially dyed upholstery fabrics, produce a fresh and dazzling beauty of ensemble. It is not surprising that this car has been acclaimed by fashion experts as a new achievement in automobile styling.

*A*warded the gold medal of the Fashion Academy of New York for leadership in beauty of line and colors, the Frazer Manhattan looks like what it is—the embodiment of good taste in personal transportation. It is available in fourteen single-tone and two-tone body colors with seven custom-tailored upholstery colors. This catalogue illustrates but three of the body colors and three of the interior trim colors. The body colors shown are (page five) Two-tone Turf Green and Linden Green; (page seven) Teal Blue; and (page nine) Two-tone Doeskin and Hickory Brown. The other new colors, available but not illustrated, are Two-tone Gunmetal and Claypipe Gray, Two-tone Horizon Blue, Two-tone Maroon and Doeskin, Two-tone Wedgwood Blue, Two-tone Green Spray, Two-tone Sportsman Beige; also, in single tones, Claypipe Gray, Academy Blue, Onyx, Saddle Bronze and Hickory Brown. All of these new colors, in tough, brilliant, synthetic enamel, represent selections by the leading fabric designers, fashion stylists and decorators as the keynote tones in modern interior decoration and upholstery. Appreciation of the Frazer's new beauty of line and color is international. It recently won acclaim—and the "Grand Prix D'Honneur"—at both the Monte Carlo and Cannes beauty parades, in competition with the world's leaders.



This is where you sit in relaxed ease while experiencing the pleasure of driving the Frazer Manhattan. The maroon upholstery is face-finished broadcloth set off by Sand-tone door panels.

Luxury is the keynote of the Frazer Manhattan interiors. No expense has been spared to make them the last word in custom-tailored beauty and spacious comfort. Yet they were designed with great care for their *purpose*, also. The front seat, shown on the opposite page, is just the right shape to support the driver in relaxed comfort while at the same time permitting the fullest possible vision in all directions and easy access to all controls. His body is supported by scientifically formed cushions which eliminate muscular strain—permit all-day driving without fatigue. Horn ring, directional signal lever and gearshift lever may be reached instantly without effort. The broad, chromium-trimmed arm rest not only aids comfort but serves as a door-pull. The newly designed wheel is set at the most comfortable angle, while elimination of any vertical spoke permits a clear view of all instruments grouped on the panel ahead and read through the wheel. The seat is instantly adjustable, forward or back, over a range of four inches.



Here is the beautiful, ultra-modern, concave instrument panel of the new Frazer Manhattan. Its shape gives added roominess and safety to the front compartment. Described on page 12.

The design of the Frazer Manhattan instrument panel puts all instruments and controls in their proper place but at the same time arranges them with symmetry and an eye to beauty and harmony in the front compartment. At the left, immediately in front of the driver's hand, is the starting button. The horizontal speedometer, with large, easily-read figures, is directly in front of the driver. The standard gauges are grouped at the ends of the speedometer and are also read through the wheel. The radio speaker occupies the central portion, with ignition lock, control buttons and lighter below. At the right of the panel is the glove compartment with lock. Concealed ash trays are located at the sides of the radio speaker. The one at the right may be replaced by an electric clock if desired. The two buttons on top of the panel control the windshield wiper and the defroster. Instruments and gauges are softly illuminated by indirect lighting and plastic pointers glow brightly after dark. Automatic courtesy or map lights are located under each end of the dash.



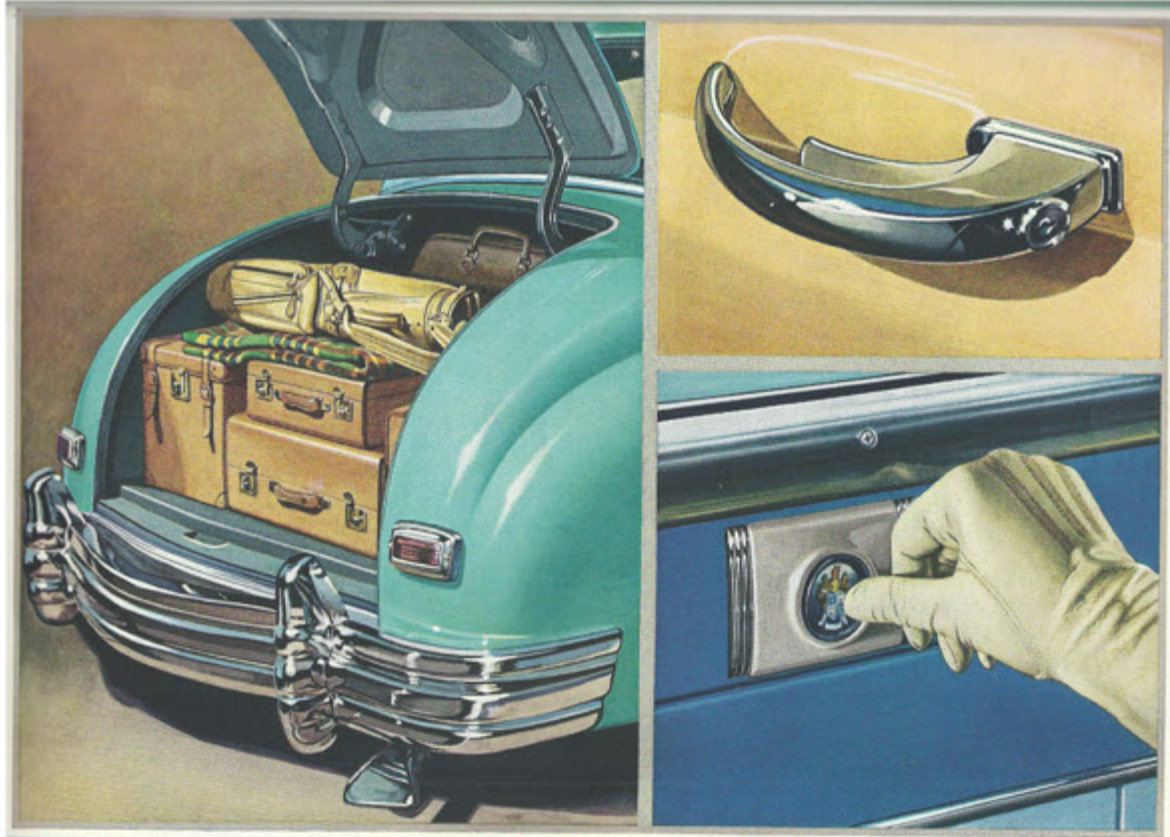
An example of the exquisite interiors and appointments of the new Frazer Manhattan is this Teal Blue and Sand-tone combination. This is the interior of the model pictured on Page Seven.

Both of the divan-like seats shown on the opposite page are 62 inches—2 inches more than 5 feet—wide. These seats extending from door to door—are among the widest available in any car. They each provide more than enough room for three adults. Such luxury of roominess is the result of body design that puts all of the width of the car inside. The floor is so low, despite an adequate 7½-inch road clearance, that no running boards are necessary. You simply open the door and sit down. Note also the leg room and head room provided—first by the 123½-inch wheelbase and, second, by eliminating the exaggerated slope of the rear roof so prevalent in prewar design—and so restricting to rear-seat passengers. Your attention is called to minor niceties such as the chromium assist handles on the back of the front seat, the push-button door openers which replace old-fashioned handles likely to be grasped and turned by mistake, and the broad, comfortable arm rests which also serve as door pulls. Carpets are laid over deep floor pads.



This is the rear compartment of the two-tone Doeskin and Hickory Brown Frazer Manhattan shown on page 9. It invites passengers' relaxation amid harmony of soft cushions and soft colors.

All passengers in the Frazer Manhattan ride *between* the front and rear wheels, which provides a "front-seat ride" in both seats. The rear seat, so invitingly shown in the color print on facing page, is well ahead of the rear wheel housings. This not only permits it to extend the full width of the car—instead of being cramped between the housings—but also has let it be moved down with the floor to a position much nearer the road. The low center of gravity and the redistribution of both mass and load are important factors in providing the extraordinary ride which distinguishes these cars. They *hug the road*, even in taking curves at high speed. Sway has been reduced to a minimum. They glide over rough roads, drift along the pavements, with such effortless ease that even the longest day's journey leaves you fresh and untired. Owners say this is due to lack of strain, the elimination of muscle tenseness—the way in which soft springs and airplane-type shock absorbers cushion all up-and-down movement. Some have called this "the *gliding ride*."

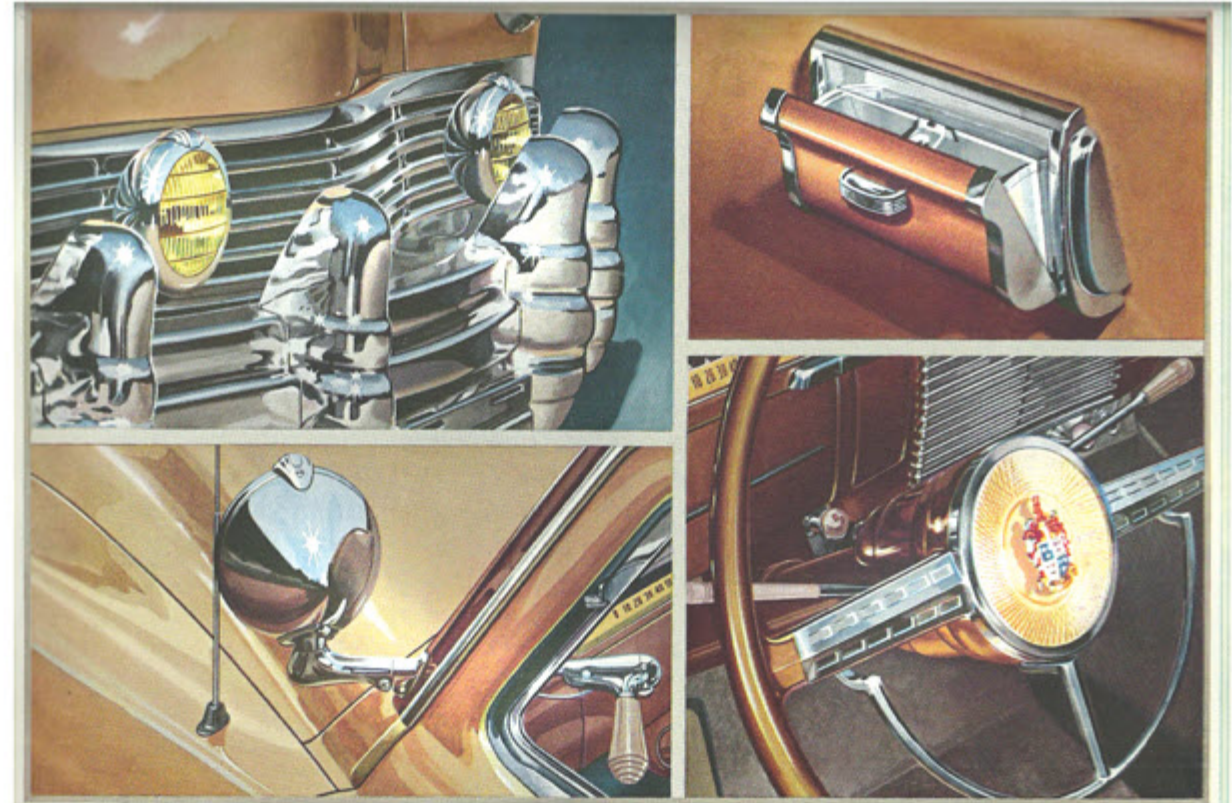


Among the many exclusive features of the Frazer Manhattan are the remarkably roomy trunk compartment (27 cu. ft.), the "trigger" outside door handles and the push-button interior door openers, shown above. The advantages of these are described more fully on the opposite page.

Moving the rear seat forward of the rear wheel housings — primarily to get the passenger weight lower to the road and well between the front and rear wheels—also permits an unusually commodious trunk compartment. There is room for seven large bags in the 27 cubic feet under the gracefully curving rear deck — in addition to the spare wheel and tire. The spring-balanced deck lid lifts easily, locks securely.

The advantages of the modern "trigger" exterior door handles are that they do not turn, cannot be twisted off by thieves and cannot catch on clothing. A touch of the fingers opens the door. Both front doors lock from the outside as well as with inside plungers. Rear doors lock, with plungers, from the inside only.

The push-button interior door openers are not only convenient but represent an important safety factor. Children cannot accidentally open the doors.



Big, beautifully formed bumper guards, and fog and spot lights, as well as a retractable radio aerial, are available to those who want full custom equipment on the Frazer Manhattan. The "jewel-case" ash receiver for the use of rear seat passengers and the horn ring are standard.

Every detail in the design and equipment of the Manhattan has had the best thought of experts whose leadership in motor car styling has been long established. Nothing in either chassis or body has escaped long study and exhaustive tests. The aim was to create the ultimate in personal transportation.

This portfolio was designed merely to whet your appetite with a few glimpses of beauty and a few words of stark description. They are a poor substitute for the esthetic pleasure you will get from just standing and looking at the big car itself. You will fall in love with it at first sight! Then when you enter the superbly tailored, roomy comfort of its interior you will understand why it is impossible to describe the Frazer Manhattan in terms of prewar standards of excellence. You will want to drive it and when you do you will learn that there is something equally new and indescribable in performance and ride. Here is everything you have hoped to enjoy in a 100% postwar automobile.

ENGINE HEAT EFFECTS

*From 2007, a tribute to our great engine-building friend, Joe Rabelskie.



When working on a car, one should always consider the toll that heat takes on the parts. This is easier to do once one understands that heat has an effect on not only hard parts (heads, blocks, cranks, etc.,) but also on liquids (oil, water and fuel) and gasses (air or oxygen) alike.

When a solid, like iron, gets hot, it expands. Likewise, gasses and liquids also expand; but heat is not just caused by the running of the engine, it is also caused by pressure. When put under pressure, the molecules of all three (solids, liquids and gasses) go through a change. These molecules start moving faster, causing them to collide with each other, causing more heat. The hotter they get, the faster they move; the faster they move, the more they collide, causing more heat. This is why the compression, like the cooling system, is so important in an engine.

If the engine has a loss of compression, the air/fuel mixture will not get hot enough to ignite properly; likewise, if the compression in an engine is raised, it could cause the engine to run hot. This does not mean high compression is bad; it just means that if the compression of an engine is raised, it should be taken into consideration (it may be necessary to modify the cooling system and perhaps other parts of the engine to accommodate it). Water has a boiling point of 212 degrees Fahrenheit (not far from the operating temperature of most automobile engines). This is why coolant is recommended. It is also why cooling systems have pressurized caps. Although pressure raises the temperature, it also raises the boiling point. When coolant boils, it causes air bubble to circulate through the system and air pockets to form, which could lead to cooling system failure. Engines are designed to run at a certain operating temperature. When they stay within this range, things usually remain problem-free. If an engine is running hot, removing the thermostat is not the answer. Even though a gauge says the engine is running cool, it is important to remember that the gauge is a water temperature gauge, not an engine temperature gauge. When a thermostat is removed, the

water is no longer restricted and can run through the engine so fast that the cool water coming from the radiator does not pick up the heat from the engine as well as it should, thus giving a false reading at the gauge. It is important to keep fresh oil in your engine, but it is equally as important to make sure the oil is not getting too hot. When an engine runs hot on a constant basis (such as running without a thermostat), it can cause a wide array of problems: Oil breakdown is only one of them. If the crankshaft and bearings (for example) get too hot, it can cause the oil to thin out or even evaporate away, causing a lack of lubrication, resulting in a spun bearing. This is not only true for engines, but also any moving part that gets too hot, like a rear end differential. If it runs low on oil, or has the wrong weight lube in it, it could cause a lack of lubrication and the gears could become gauded. Even when engines stay in the proper temperature range, there is the matter of constant heating up and cooling down.

The constant expansion and contraction causes its own problems, especially if they are not allowed to heat up to full running temperature (a good 15 or 20 minutes). Sometimes even if everything is bolted down properly, parts can still warp. Because they are bolted down, they stay in place; however, when they are loosened up, they are allowed to move and take their new position. Such is the case with parts like heads and manifolds. The proper fix for this is to resurface these parts flat, to allow them to bolt up flat again. Trying to bolt parts like manifolds down and force them into position could cause them to break (particularly long manifolds such as on a straight 8). Some heads, especially flatheads can be re-torqued flat if they are not too bad, because they are so thin that they will give, but should really be resurfaced to be sure. Moreover, if a head blows a gasket, it should be resurfaced because the gasses blowing across the surface will weaken the iron, causing another gasket to blow prematurely.

When you think about it, heat plays a large part in the longevity of an automobile or the problems you might encounter while working on one. If you consider this when planning your next project, you probably will not be surprised when you run into one of these problems.



Southern Wheels Shop Safety Tips ...with Wayne Smith

from Dependo Rent-all



THINKING ABOUT SPARK PLUGS

These things that we take for granted that *used* to be cheap—I don't give them much thought.

Over the years, I've learned a thing or two. Spark plugs can easily become fouled. Starting an engine that hasn't been started for a good while—I usually end up fouling the plugs. Now, fouled plugs can be saturated with gas, oil or carbon that keeps the spark from jumping across the gap. We all recognize a bad plug with carbon or oil, but one soaked in gas is hard to tell from a new one. For many years I didn't know what was happening. I didn't think the ceramic would hold the gas and cause a short. Another thing I never thought of was what can happen if I *drop* a spark plug. Besides closing the gap, the ceramic can crack and the spark will short thru the crack. Even if it tests fine, it can break down when it gets hot. I've dropped a few hundred in my time.



Now plugs can last a while if they are maintained by cleaning and re-gapping them. If you have a carbon-fouled plug you can clean it with carb cleaner. For rough deposits use a brass brush (the brass will not damage the electrode). Be careful with the threads, especially if you have aluminum heads. You don't want to damage the threads in your heads.

Aircraft mechanics re-gap and *clean* plugs in an aircraft each 50 hours of use and *replace* them every 500 hours. *What about your baby?*

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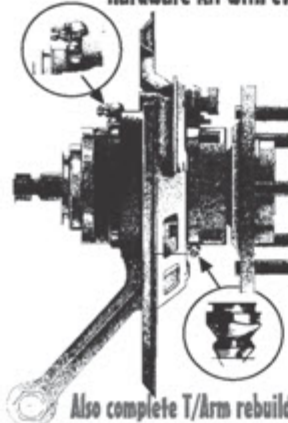
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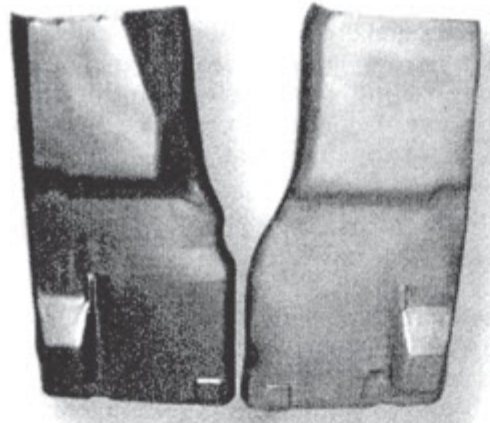
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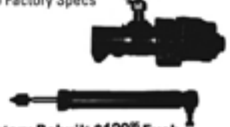
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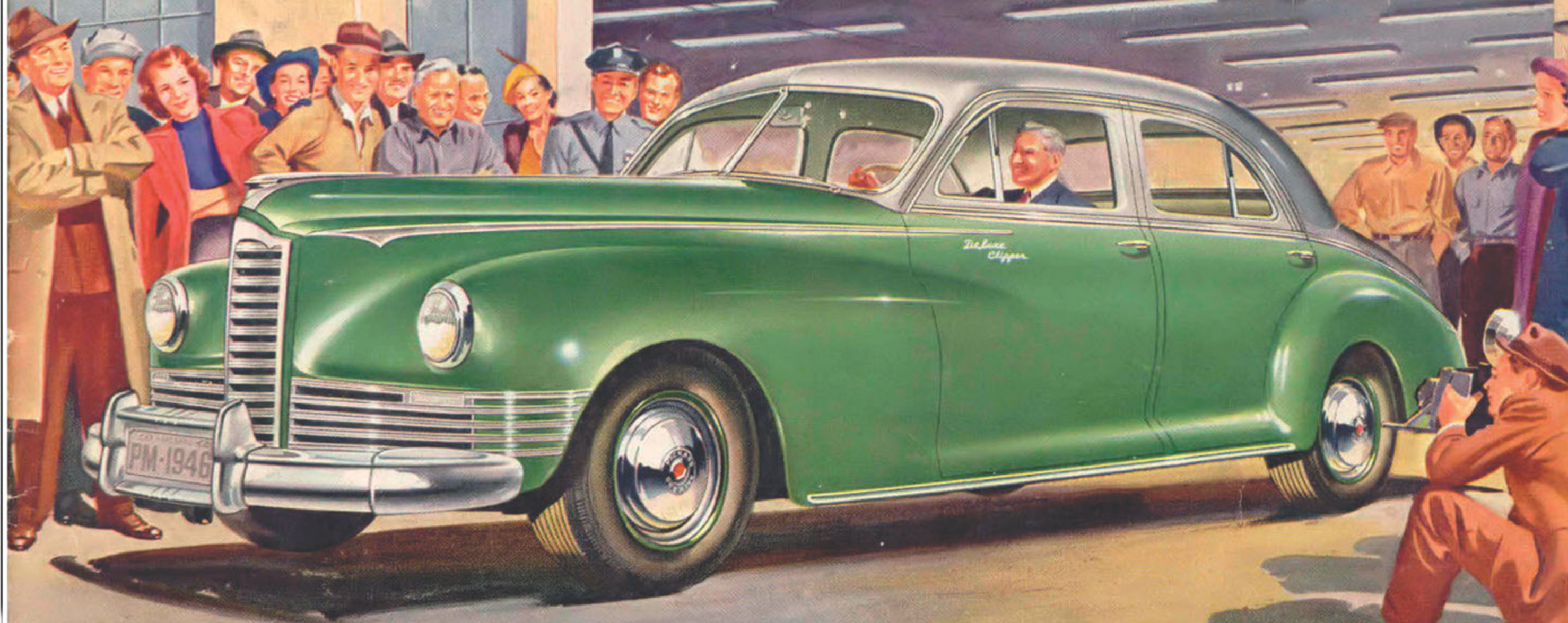
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