

"DRIVING OLD CARS"

1938 PACKARD Windlace,
Headliner, Etc., (Part 2)
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REPLACEMENT TRUNK
& RUMBLE SEAT LIDS
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PACKARD PARTS &
ACCESSORIES Page 81

SOUTHERN WHEELS

SINCE
1984
RESTORERS' MAGAZINE



1969 CAMARO
RALLY SPORT, 350 LT1
304-725-1155



Willis

'48 Overland Jeepster, 3 sp, 706-857-3916



Corvette

'15 Conv., 6.2L, auto, 716-397-7102



Ford

'29 Model A Rat Rod PU, 818-591-1313

NOVEMBER 2025 / \$4.95



Ford

'69 Mach 1 R code, 428, 4 sp, 740-949-1957



Corvette

'58 Conv., 283-230 HP, 4 sp, 706-857-3916

WORLDWIDE
COVERAGE

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1960 Corvette Conv., Roman Red, Red int., White coves & soft top, 283-230 hp, 4 speed, both tops, frame off restoration to show condition.



1958 Corvette Snowcrest White, Blue interior, Black Soft Top, 283-230hp, 4 Sp, Both Tops, Radio, Heater, WW tires, Complete Frame off restored, Show winner.



1962 Corvette, Honduras Maroon, Black interior, White soft top, matching # 327-340 HP, radio, heater, spare, jack, ww tires, runs & drives great.

www.vintagecorvettes.com



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



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.



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.



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.

42nd 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 (1951) 4. True 5. True, 6. False (Oldsmobile) 7. False (1955) 8. True 9. True 10. True

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

● ANSWER TO "POP'S GARAGE: Move the car rearward and come to an uphill stop.

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SOUTHERN WHEELS 1

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1938 Packard WINDLACE, HEADLINER, Etc. (Part Two) by Ron Carpenter



Number 24, 24A

Everything is starting to take shape. I have the headliner pulled to the back and to the front. The extra material I added to the windlace is under the headliner and will fold over it when I am done. I have the headliner pulled tight around the doors and stapled to the metal bar that I showed previously.

I can't go much further on the headliner at this time I need to get some panels ready such as the rear panel so I can finish putting the package tray in and I have to make the filler between the rear window frames and the head liner. So I am going to make those pieces so I can "tie" it all together.

Number 25

I have the rear package tray panel in place and pulling the head liner down and I can see that the panel will cover the ends of the headliner. I have enough material to overlap the rear panel when I install the back panel.



Number 26

I have glued a piece of 1/4" foam on the face of the rear panel and I have glued some push-in plastic fasteners in the panel. This will identify the same position to install the panel when I am ready to install it. I am ready to install the vinyl on the front of the panel now.

Number 27

Originally when I removed all the panels I saw



that there was vinyl on the floor under the back 1/4 panels and the back panel so I am going to install that first now. I will glue that in when I set the back panels. I used the same vinyl on the floor as I did on the panels.

Number 28

I have a lot going on here. I have the head liner rapped around the rear window I have the 1/4 panels on the sides. You can see where I used screws to hold the head liner to the rear Package tray. They will be covered when I put the new panel in. I have the vinyl on the floor be covered by the 1/4 panels. You can see where the headliner is stopping above the rear 1/4 windows.

Number 29

I have the 1/4 panels in and the rear panel in place now. I am test fitting the panel for the package tray.

Number 30

I covered the package tray panel and left some extra material to staple to the top of the back panel. You can see what I need to fill in around the 1/4 window. I can



get started on making those now.

Number 31

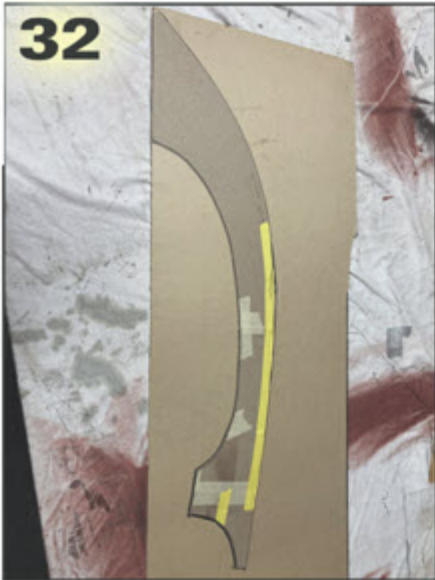
A better picture of the pieces I need to make now. Note that I have left the thread alone when I trimmed the headliner. I will super glue the ends as I cut them and staple; to the metal brace what the rest of the headliner is stapled to.

Number 32, 32A

I have laid out my pattern on some panel board and will cut it out. I will check to see if the pattern works for both sides of the car. Some time there is a difference.



32



Number 33, 33A

I have installed the pieces on both sides. The passenger side has the additional hole for the dome light switch so I cut that out and installed the switch to see how everything fits together.



Number 34

I am covering the pieces and getting ready to install them.



Number 35

I have installed the piece now and I have also installed the wire-on all along the headliner and I have installed the wire-on on top of the back panel. With the rear window molding in place it is looking complete.



Number 36

I have the back of the car figured out now and I am working on the extra material that covers everything up at the front windshield. What we are showing here is the material that we added to the windlace and that goes to the dashboard. You can see a fold in the metal dash that I will lay the material there. The wire-on is stapled to the metal brace that goes all the way to the back of the car.



Number 37

I have opened the wire-on so I can cut the rope that is inside of it. There is too much bulk and have to remove part of it.

Number 38

I have trimmed the excess off now.



Number 39, 39A

I have laid the material over to the window and I have stapled and trimmed the excess off.

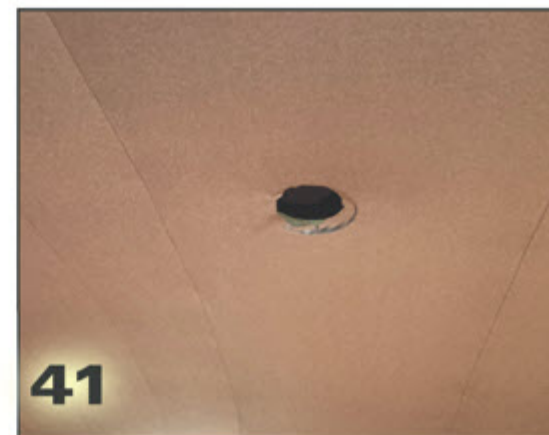
Number 40

This is what it looks like when it is trimmed stapled and trimmed. Just needs the windshield molding to be complete. What you see is the windlace and the wire-on and the piece of material sewed to the wind lace and then stapled to windshield opening and the material was trimmed



Number 41

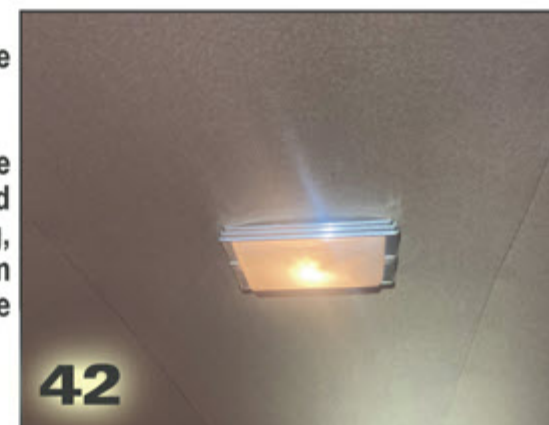
I have cut the material around the opening of the dome light and I have found the wires that go to the metal base for the light. Again I have to say I "ALMOST" cut the wrong hole so make sure before you cut. The wooden base has a smaller hole to gather the wires for the light and I found it first and then I realized I had the wrong one.



Number 42

I have installed the dome light and tested it once more and this looks good.

SO at this time I have the back panels installed and the head liner install. I have the door panels to work on and the other small things like the windshield molding, getting the sun visors to install and the arm rests. I am sure that I can find something else to work on in the mean time such as the floor coverings.



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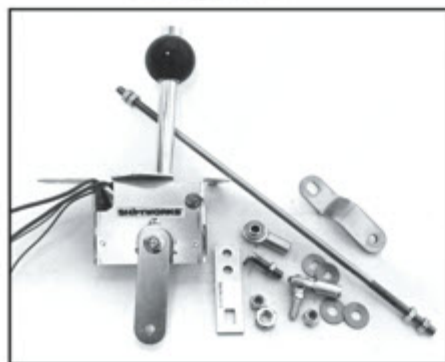


1977-82 Corvette
SW270-C3B

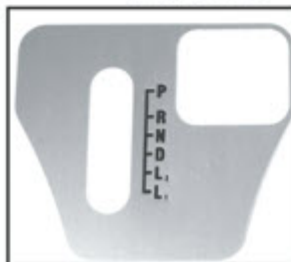


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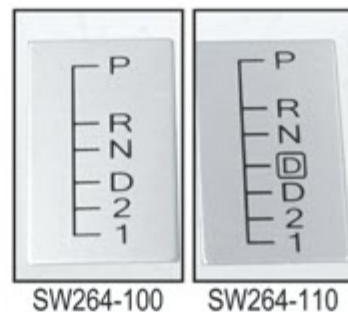


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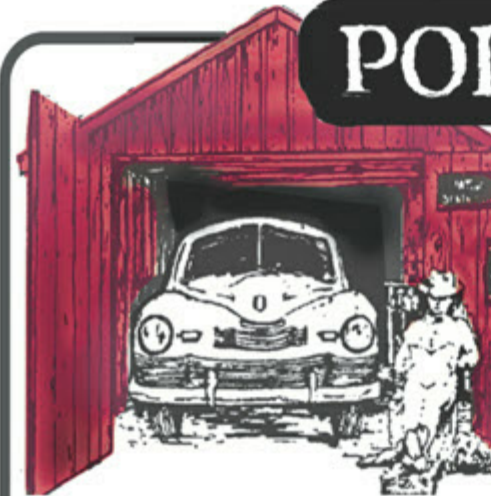
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POP'S GARAGE



"Pump it twice and crank it!" Pop said, as Tim started his '64 Red Corvette fastback.

"It always starts," Tim replied, "but over the winter it's developed a miss at idle and when it's driven."

Pop removed the air cleaner of the 327-365 HP V-8. "The choke is opening. I know we tuned it up and put in gas stabilizer, and it was running great before Christmas. Did you start it much over the winter months?" Pop asked.

"Yeah, Pop! It's been kept in this garage, but I had to move it in and out quite a few times to get the other cars out."

"Did you at least let it warm up to operating temperature?"

"No—just ran it long enough to move the cars around."

"Any time you start a car, it should be run long enough to go through its heat cycle—especially this engine. It has high dome pistons, double hump heads and a mild cam. Shut it off and I'll pull the spark plugs."

Pop pulled all of the plugs and just as he suspected, they were gas-fouled. After changing them, he asked Tim to start the car. It started instantly with no miss!

"I would also change the oil," Pop said. "That unburned gas from those cold starts has to go somewhere," he told Tim, as he smelled the dipstick. "There's gas in the oil."

"I'll take care of it," Tim assured him.

"Let's leave the Vette here in your garage. Come on and ride with me back to the shop." As they drove along in the Nash, Pop said, "Mid-year Vettes were always a favorite with me. They were introduced with the split window in '63 and GM intro'd another great car that year—the Buick Riviera—both cars under the direction of GM Design Chief Bill Mitchell, and we've got a '63 Riv coming in today."

As soon as they pulled into the shop, smiles lit their faces when they heard the unmistakable throaty sound of a Buick "Nail Head" coming down the alley.

"Pull in here," Pop said as Phil pulled into Bay Two. It was the Black, 401 CID, 325 horse '63 Riviera that Phil had inherited from his dad. He stepped out and *up* as he got out of the low-profiled Buick.

"The 'Riviera' name was first used by Buick in 1949 to designate hardtops, but became a 'model' designation with their all new, separate model in the Buick lineup named Riviera in 1963. It was intentionally a limited production model with exactly 40,000 built and sold. It was a personal luxury car to go head-to-head with Ford's T-Bird four-seater," Pop told them.

"Its origin goes all the way back to the 1955 Autorama, when it was a concept car originally, to revive Cadillac's LaSalle. It was called the LaSalle II. As it



(Continued on Page 23)

EVENTS

FL: Melbourne, February 6 & 7, 25th anniversary celebration Mopars of Brevard, 2500 Parkway Drive, Equestrian Center. All make vehicles welcome! Swap Meet, Show & Shine, Bake Sale by the MOB, Dash Plaques to the first 100, Lots more. INFO: visit www.moparsofbrevard.com, Roger, 321-243-4952 or Penny, 321-727-1039.

IA: Monticello, February 21 & 22, 57th O'Reilly Auto Parts Rod and Custom Car Show, at Monticello Berndes Center, 766 North Maple Street. Trophies, Cash Prizes, No entry fee for street rods, custom cars, custom motorcycles, street machines, Race cars and Hot Trucks. INFO: Galen Muller, 319-465-5119.



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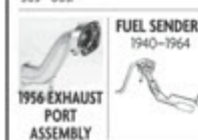
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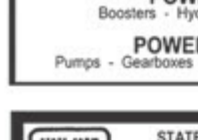
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1940-1964



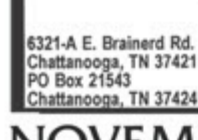
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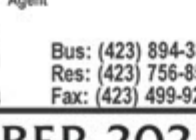
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✓ **CORRECT
"V" FAN
BELTS**
1940s-1960s



✓ **1948-64 HOOD BUMPER SETS**



✓ **FRESH AIR-HEATER/
DEFROSTER DUCT HOSE**
Many uses in Cadillacs from '30s-60s. Comes in 2", 2 1/2", 3", 4", 4 1/2" and 5".



✓ **STAINLESS/CHROME
SOMBREROS**
✓ Medallions only



✓ **1950-58 WINDSHIELD
WASHER PUMP**
Restoration kits & service



✓ **1957 WHEEL COVERS**
✓ Medallions only



✓ **1959 FRONT FENDER SPEARS**



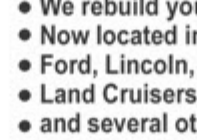
✓ **ENGINE DECAL & DETAIL
SETS 1936-1972**
Detail aspects of your engine compartment are more critical than ever; just go to a car show and look! When it's time to spiff up, call us.



✓ **1960 EYEBROW
MOLDINGS**
New stainless sets with clips



✓ **1959 FRONT FENDER SPEARS**



✓ **1950-58 WINDSHIELD
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Restoration kits & service



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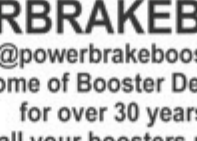
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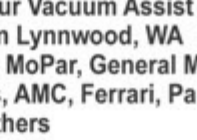
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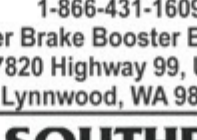
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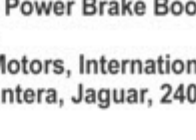
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CAR QUIZ



(True or False:)

1. 1955 Corvettes' new 265 CID V-8 Power-Pak featured a 4 bbl carb and dual exhausts.
2. From 1951 Ford offered its own automatic transmission, the "Ford-o-matic" 2-speed as an option.
3. Chrysler introduced its Hemi in 1952.
4. 1957 Cadillac Eldorado Broughams featured a brushed aluminum roof and quad headlights.
5. Chrysler introduced the Powerflite—a 2-speed automatic transmission in 1953, that evolved into the 3-speed Torque-flite in 1957.
6. 1957 Buicks could be ordered with the J-2 Rocket V-8 featuring 3 2 bbl carbs and 300 hp.
7. Pontiac introduced its first V-8 in 1956, called the "Strato-Streak."
8. Hudson introduced its new "step-down" design in 1948.
9. 1951 Packard's all new "High Pockets" design was created by John Reinhart.
10. Ford offered a transparent, green-tinted plastic roof on its "Sky Liner" in 1954.

(Answers on Page 1)

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A: On the Customs, everything grounds through the generator. There should be a bolt for the cable midway on the generator bracket. If the bracket has been changed, just mount it on the back generator bracket bolt.

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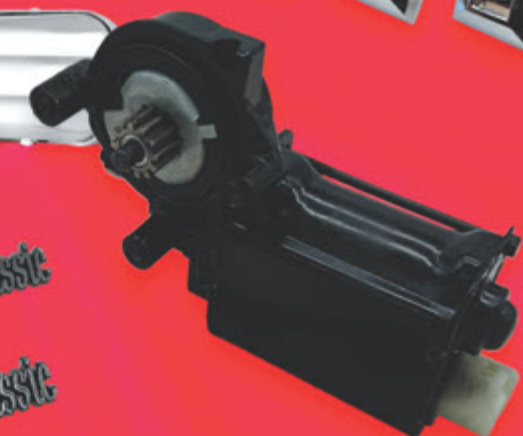
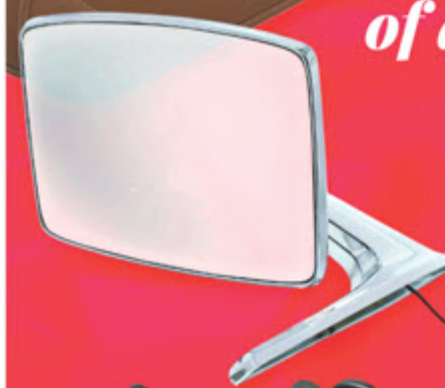
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