

DRIVING OLD CARS

1938 Packard-Restoring
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PARTS: Classic & Muscle
Page 51

SOUTHERN WHEELS

RESTORERS' SINCE 1984 MAGAZINE



1967 CHEVROLET CHEVELLE
MALIBU 2 DR H/T, 454 V8,
TURBO 400 AUTO TRANS.
\$39,500, 703-727-4935.



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'62, matching # 327/340 HP, 706-852-3916



Land Rover

'68, Series 11A, 99, \$45,000, 942-243-3876



Oldsmobile

'68 442 h/t, 400 V8, turbo 400, 818-591-1313



OCTOBER 2024/ \$4.95

10



Chevrolet

80 C-10 LS3, auto, AZ title, 716-397-7102



Ford

'69 Shelby Mustang GT350, 703-727-4935



SOUTHERN WHEELS

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1961 Corvette Survivor, 2 owner car, Roman Red, White coves & soft top, 283-245 hp, 4 sp, posi rear, both tops, WW tires, owner's manual, no-hit body, perfect frame.



1961 Corvette Survivor! Ermine White, Red interior, White soft top, all correct born-with 283-245 HP, 3 sp, both tops, 38K 2-owner mi, runs & drives as new!



1961 Corvette, Honduras Maroon, Fawn interior, White soft top & coves, all correct matching # 283-230 HP, 3 sp, both tops, 2 time NCRS Top Flight, many awards!



1967 Corvette Duntov Cpe, Marina Blue, 427/390 hp, auto, PS, PB, PW, factory a/c, AM/FM, runs and drives as new. Lots of awards!



1960 Corvette, Tuxedo Black, Turquoise interior, 283-245 HP, 4 sp, complete frame off restored car, resto photos, runs & drives great! Show or drive.



1955 Corvette Conv., 1 of 180 Gypsy Red cars, White int., Beige soft top, all correct 265-195 HP, automatic, white walls, all trunk tools, complete frame off to show cond.

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41st 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. False (1959) 4. True 5. True 6. True 7. False (1958) 8. False (1956) 9. True 10. True

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

● 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.

SUBSCRIPTIONS

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OCTOBER 2024

SOUTHERN WHEELS 1

The **Mustang Club of West Central Florida** will hold the 32nd Annual **Ponies under the Palms Mustang and Ford Show** on Sunday, November 24, 2024, from 8 a.m. to 3:00 p.m. Enjoy a great Mustang show at our convenient show location at beautiful and picturesque Main Street in Lakewood Ranch, just off I-75 at exit 213. Mustang and Ford enthusiasts from throughout the region will be competing for awards. The public is invited free of charge to see outstanding examples of older and newer Mustangs.

This charity event is open to all years, makes, and models of FORD POWERED cars and trucks. This will be an independently, outside judged car show. Class awards will be presented in the following categories : Mustang 64 1/2 - 73, 74 - 93, 94 - 04, 05 - 11, 12 - 14, 15 - current, Specialty Mustang - All Years (example: Roush, Saleen, Boss 302, Supersnake...), Trucks/SUV, and Non-Mustang (FORD POWERED).** All GT , GT350, Shelby, and GT 500 cars will be placed in their year class.**Specialty is defined as any car sent to a 3rd party affiliates for modifications.

The cost to register a car is \$25 before November 15 (\$30 **cash** day of show) Check in 8:00 -10:00 am. All cars entered before the deadline will be judged using outside judges.

On show day we will draw for many great raffle awards and a 50/50 drawing. Tickets can be purchased at the show. Proceeds will benefit two wonderful charities:

- **Denis V. Cooper Foundation "Wishes for Heroes"** to benefit local needy military veterans.
- **Take Stock in Children**, a scholarship and mentoring program for low-income secondary students who aspire to post high school education.

Details and registration are available at www.mustangclubofwestcentralflorida.com . Or call Tracey at 920-944-8137 or email at trabin2137@gmail.com

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1938 Packard 6

It Found Me

“Restoring the Dash”

by Ron Carpenter

Number 1
When I bought the 1938 6 coupe off Eric he had a few of parts already chromed for the car. One of the parts was the center dash, the part that holds the ashtray and the radio knobs. The lower part of the panel is chromed and is not painted right now. It looks very pretty but needs to be painted between the ribs.



Number 2
I experimented with how to paint the ribs, such as using a thin brush to paint them but in the end I just spray painted the ribs and then used a plastic credit card and rubbed the paint off the chrome and it looks nice.



I should mention that years ago Eric had matched the paint to paint the dash panel and parts. It was an enamel based product and I had still had some activator that I could use for the paint. I used that to paint the dash panels and dash board and other pieces. I ran out of paint and it dried up in the can. It was opened for the first time in 40 years and I guess the air caused it to gel up and I had to have more paint made later to finish the window moldings. One of the parts I received with the car was a new old stock ashtray and it had the color I needed to match with a modern paint. I had the local

paint store make me a match, and it was a 2002 Toyota color which they put in an aerosol can and that was what I used.



Number 3
On the bottom of the center panel is the instrument lay out which includes the headlight switch, starter button, ignition switch, throttle and such. That part is painted and the chrome was good enough I decided I was not going to chrome it so I just cleaned it up and painted the part..

Number 4
I am going to start removing the chrome from the drivers side of the dash panel. I have removed two of the 4 pieces of the drivers side.



Number 5
This is what the back of the drivers side panel looks like with the gages removed. I have used my Dremel to remove the "Swedged" over studs that hold the chrome on to the dash panel.



Number 6
This is a close up of the back of the drivers side panel where the "swedged" areas are shown before I started grinding off the ends of the posts. The grind marks are where I ground off the swedged over stud and the unpainted side is still to be done.

Number 7
The glove box door is made in two pieces. One piece is the outside and the other is inside and holds the clock. It appears that Packard "swedged" the chrome on to the dash panels and then put the two parts together. I determined that the spacing for all the chrome is the same on both the drivers and passengers side of the dash. Using drivers side as an example I marked the location on the inside of the glove box door and drilled holes in the back of the glove box door. Once



I had a hole drilled through the back of the door I just used a drill and drilled the "swedge", through the hole, off of the chrome and they were free of the panel.

Number 8

I have all eight pieces off the drivers dash and the glove box panel and they are ready to go to the chromer.

Number 9

This is a close up of how I am filling the holes on the inside of the glove box door. I recessed the holes with a small hammer

and I then used a small pieces of copper and soldered the piece of copper to the part. I first "tinned" the hole and the copper before I started and then used them to cover the holes.

Number 10

I now have all the holes filled and I am in the process of grinding off the excess solder and getting it ready to "Bondo" the back. I know that Bondo is an old term but it sure fits, kind of like when you copy something on a Xerox machine.

Number 11

I have filled all the holes and used plastic filler to finish off the area. I then primed the inside of the glove box door.



9

Number 12, 12A



10



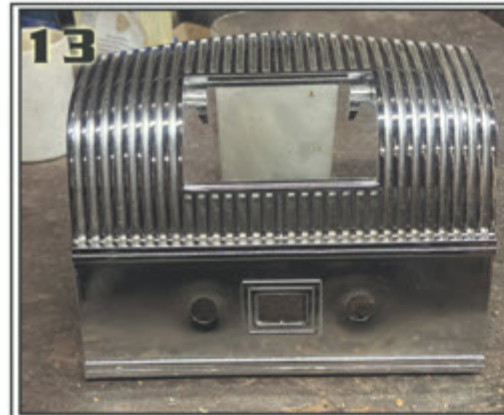
11



12



12A



13

I have primed the drivers and passenger side panels. Note, have used thin masking tape to leave the area where the chrome strips will be glued, bare metal on the panels. I am leaving that area unprimed so it will have good adhesion for when I glue the chrome back on the dash.

Number 13

This is the center panel before I painted the dash color on it. The bottom looks like I have painted it but it is only a reflection.



14

Number 14

I cleaned the center panel and then I painted it with the paint that I got with the car. I have started using my plastic credit card and removing the paint on the top of the ribs.

Number 15

Chrome cleaned and original bottom piece not re-chromed just painted. Looking good enough as is.



15



16



16A

Number 16, 16A

I have now painted the glove box door and the instrument panel on the inside and outside.



17

Number 17 I have glass bead blasted and primed the dash panel and now it is ready to paint.

Number 18 Here is the painted dash panel.



18

Number 19

I am going to flock the inside of the glove box door so I have the glue out and ready to put it on. I purchased my locking supplies from FLOCK IT! and they were in Winnebago, IL. The tag on the product says "Just Flock It! and they are in Rockford, IL. So I guess that one makes the product and one sells it. They have many different colors to choose from and it is not hard to do. If you going to flock the trunk I would recommend that you do it before the car is upholstered as it DOES get all over the place.



Number 20, 20A

I have painted the glue on to the panel and then I used the yellow tube to blow the flock onto the panel. Once I had it on I just kind of shook the flock material around and then poured and tapped the excess off. I will let it dry and the second picture is what it looks like when it dried.



I had to wait for 4 months to have the chrome replated and any more I feel lucky that we still have some chrome shops available to send the parts to. I sent them out of state to a chrome shop recommended to me and I was pleased with them.

I used Advanced Plating in Tennessee and they have been in business for over 60 years.



Number 21

This is the Bob Smith product and they show several different epoxy products available. The different epoxy's available Quick-Cure Mid-Cure and Slow-Cure. I chose Slow Cure as it would allow me to move the parts around until I had them set where I wanted them.

22



Number 22

Chrome for the glove box door, all 8 pieces of chrome and Bob Smith Industries epoxy. I am using this product to hold the chrome pieces on because my friend Fred Hill recommended this to me. The pieces are the same on both doors so I just picked the ones that seemed to fit the best on the glove box door to start with.

Number 23

I am using tape to hold the chrome strips on the glove box panel. I only used a few drops of glue as Fred warned me not us use too much as it would spread out from underneath the chrome. The new piece of chrome is ready to install.



Number 24, 24A

I am holding the chrome onto the drivers side now on this panel. Note how nice and clear the "original" speedometer is. The car was such a nice original car when Eric had it and was stored inside so the sun could not fade the dash.



Number 25, 25A

This is the completed dash and it looks so nice.

One final thing I did for the dash was to have the glove box door lock "PICKED" by my local locksmith, Bomac's Locksmith in Walnut Creek, so that I can lock the glove box door if I need to. The lock would open but could not be locked without the key and the lock was just too nice. I just wanted to have all the keys for the car and this was the last one to deal with.



PACKARD & CLASSIC CAR SWAP MEET - 9/8/24



Our fellow restorer and writer Ron Carpenter put together this unique event in Vallejo, California, featuring Packard and Studebaker parts for sale or swap. 1- John Fornbocker and Jeff Atkins of Moose Motors with John's '41 6-Coupe. 2-Studebaker Club member showing Chevy carb upgrade. 3-Vendors' Row including Don Figone and Ladd Stevenson. 4-David Moe came from Seattle, WA. 5-Christopher Slater & Matt Kilkenny at the coffee table selling club tees. 6-'25 Studebaker Roadster with member and his mom.

WAKE UP AND DRIVE THE SMARTEST CAR OF 1938!



Alice Faye, now starring in the 20th Century-Fox picture, "In Old Chicago."

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

OH: Columbus, November 30-December 1, Ohio Ford Expo Fall Super Swap, Ohio Expo Center, All Ford Swap Meet & Car Corral. Acres of all Ford products and related parts - cars, trucks, new parts, used parts, high performance, tools, literature, collectibles and more! Automotive gift ideas for Christmas! Ford, Lincoln and Mercury car corral! Two huge buildings! All indoors and heated! The largest Fall Ford meet in the USA! Directions: Take I-71 just north of downtown Columbus to 17th Avenue (exit #111). Located in the Voinovich Building and Oneill Ohio Expo Center, 717 E. 17th Ave., Columbus, OH 43211. Show Hours: Saturday: 9:00am-4:00pm. Sunday: 9:00am-2:00pm. Security: The Ohio State Patrol is on site 24 hours a day and will be monitoring the facility. Spectator Admission: Adult admission \$10.00. Weekend pass

\$20.00 (includes Friday Floor Rights and Saturday admission before 9am.) Children under 12 and special needs individuals free. Participant Admission: Car Corral: \$40.00. Swap Meet: \$80.00 10'x12' Indoor. Voinovich Building. Swap Meet: \$80.00 12'x12' Indoor. O'Neill Building. Swap Meet: \$80.00 10'x20' Outdoor. (Swap spaces are available day of show \$100.00.) 8 foot Table Rentals \$15.00 each. Car Corral entry includes one (1) adult admission per vehicle. Swap Meet entry includes two (2) adult admissions for the first space, and (1) adult admission for each additional space. Facebook: JeffJohnsonMotorsports. www.ohiofordexpo.com ohiofordexpo@gmail.com 614-268-1181 TX: Salado, April 3-6, 2025, the 46th Annual Texas Packard Meet will again be held in historic Salado in

the heart of the Texas hill country, sponsored by 4 Texas regions of the Packard Club. Welcoming party, early bird tour, parade to the public, show & swap meet, much more! Details and forms found at texaspackardmeet.org.

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ASK DAVE

Q: *Hi Dave, I have a '51 Chevy 216 CID six and it always starts, that is, until today! It has its original 6 volt negative ground system and the negative side of the coil goes to the distributor. I've had the car a couple of years, but I'm just starting to drive it regularly. The coil has 6V to be used with an "external" ballast resistor. I changed the points and condenser when I got it, with correct ones. The trouble is, the points keep burning. They have a white/gray-ish look and no spark. Do you think the coil could be the problem?*

A: Yes, the Chevy 216's did not have a ballast resistor in the system. That didn't come along until the 12V V-8's in '55. Change the coil to a standard 6V, change your points and condenser, check your wiring—track negative and positive wires (I would replace them) and you should be fine. It amazes me what people put on these old cars without even looking at a wiring diagram!

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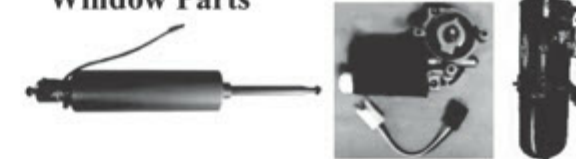
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