

DRIVING OLD CARS

🚗 1938 Packard: Windlace, Headliner, etc. (Part 1) Pg. 4

🚗 Authentic Classic Muscle Car Tires Pg. 3

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1984

MAGAZINE



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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.



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**SOUTHERN
WHEELS**
MAGAZINE

**SOUTHERN
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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. False (early '46's had rubber) 3. True 4. False (straight side trim until mid-July, then sweep spear, 5. True 6. False (1947) 7. True, 8. True, 9. True, 10. True
- ANSWERS TO MATCH GAME: 1-D, 2-I, 3-P&Q, 4-G, 5-D, 6-L, 7-D, 8-P, 9-L, 10-M, 11-J, 12-I, 13-I, 14-R, 15-B, 16-N, 17-K, 18-K
- ANSWER TO POP'S GARAGE: The resistor

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SOUTHERN WHEELS 3

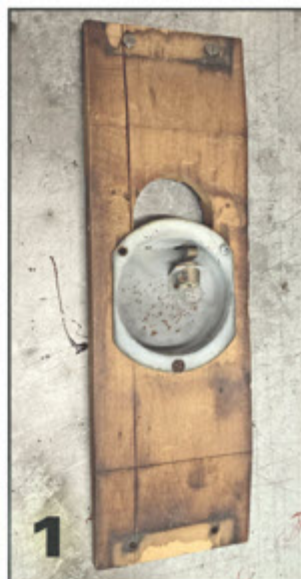


1938 Packard *WINDLACE, HEADLINER, Etc.* (Part One) *by Ron Carpenter*

I have previously discussed making the rear 1/4 panels, the rear panel and the package tray. The upholstery shop has received the head liner and so I now need to get the windlace installed. I will measure the length of the material needed and get it from the upholstery shop. It is time to get to work.

Number 1

Sometimes there are many things going on at the same time. One thing I need to mention is that I rewired the dome light and the switch. The wire for the power for the light comes off the headlight switch and is call "Body Feed". I cleaned the light and repainted it white. I installed new wires and tested the circuit before I went any further so that I would be ready when the headliner was in. Note that there are two circles cut into in the wood. Be sure of which one you need to cut out when the time comes. I am adding this in now so that I won't forget to get the wires and bracket in before I start.



headliner. There is a left and a right side, mirror images.



Number 2

The door jamb opening measures 14 feet. I will add another foot so that I have 6 inches extra each end so that I have extra material at the floor. This will be used to go under the rug and door sill plates.

Number 3

I need to measure from the floor to the dash so I know the location to sew the extra material on to the windlace. This is to cover the area between the dashboard and the

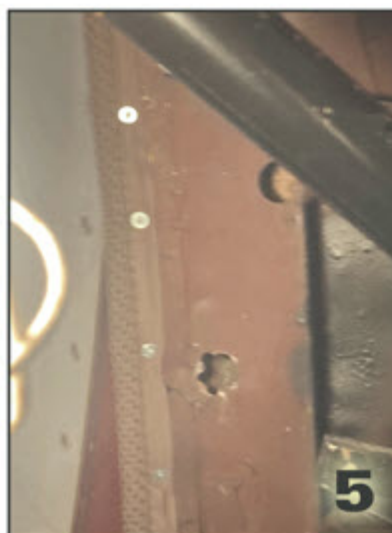


Number 4

I decided to just take a picture of the finished area to show what I can't seem to describe. The small area under the windshield frame from the top of the dash. This hides everything and finishes it off. You fold over a little of the material to have a nice fold of material at the dash. What ever the excess is that you have had sewed on you can just cut it off.

Number 5

The factory must have had a pneumatic nail gun to "nail" the windlace to the door jamb. I drill a small hole and use a #4 sheet metal screw and a small flat washer to hold the windlace to the door jamb.



Number 6

I have the windlace all the way to the floor installed and you can see how the last 6 inches will be tucked under the rug when it is finished.

Number 7

Windlace installed going past the windshield area where the extra material goes.

Number 8

This is another picture of the door opening with the windlace fully installed. I want to call your attention to the metal at the top of the door.

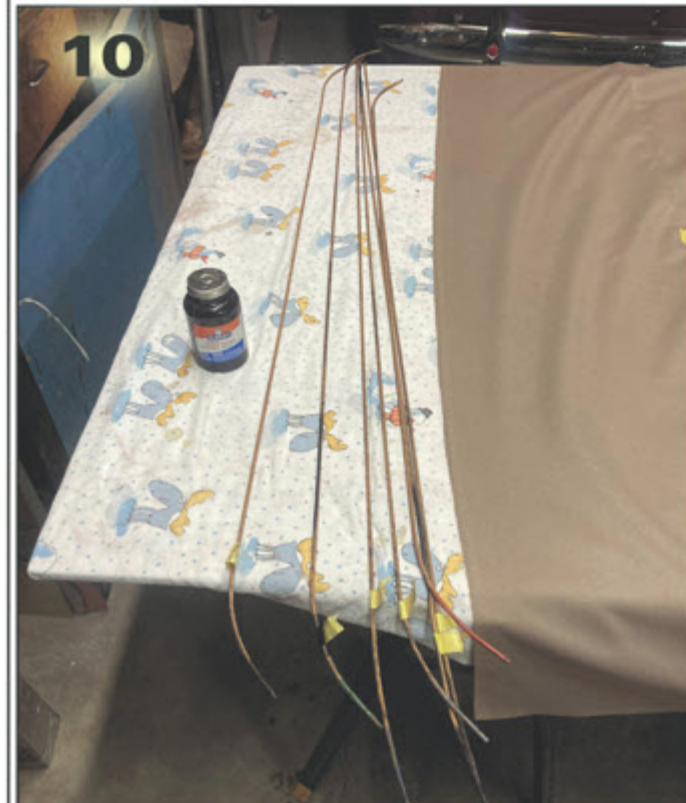


I am trying to add the "cat claws" to installation. With the cat claws you just "tuck" the headliner under them and it holds the headliner material. The car was not made to have them and they just did not work and I took them out when I started installing the headliner. The headliner will have a "wireon" to go around the door opening to finish off the installation on the headline and these just did not work.

Headliner

Number 9

I have the new headliner from the upholstery shop now and I have it laid out on my plywood table. I have all the bows identified and put a piece of tape on the individual pockets where the bows will slide into.



Number 10

Here are a few of the bows that I am using.

Number 11

I have installed all the bows in to the individual pockets. Now I have to figure out how to put it in the car.



Number 13

I am just trying to get parts of the headliner out of the way. I taped the front of the headliner to the windshield and used a rope to hold some of the headliner out of the way. I have to get to the back of the car and get the bows ready to hang. I have a couple tools in the rear window to be ready to bend tabs to hold the bows in place. The bows have "catches" in the roof line that you pull the bow, with the headliner material surrounding it.

Number 14, 14A

The bow in this section is basically



Number 12, 12A

I used a closet wooden clothes hanger closet pole to hold the back half of the headliner. This helps keep it off the floor. I have it hanging by the center bow and now the fun begins. I have my stool to sit on inside the car.



floating on top of the metal brace. That metal brace will also be where the headliner is stapled to. I will make fillers that go around the rear windows and stops here at the headliner. The rear window frame is just below this area. More on this later.

Number 15

This is the rear window and the bows are in the pockets of

the headliner. They will actually catch in a set of holders in the roof.

Number 16

I am starting to pull some of the headliner to the front just to try and stretch it just a little.

Number 17, 17A

Working the headliner in the door area. I want to point out the "strings" on the end of the headliner. You have to be careful of them that they don't unravel on you. Use super glue on the ends until your ready to cut it off and then use super glue on it again.

Number 18

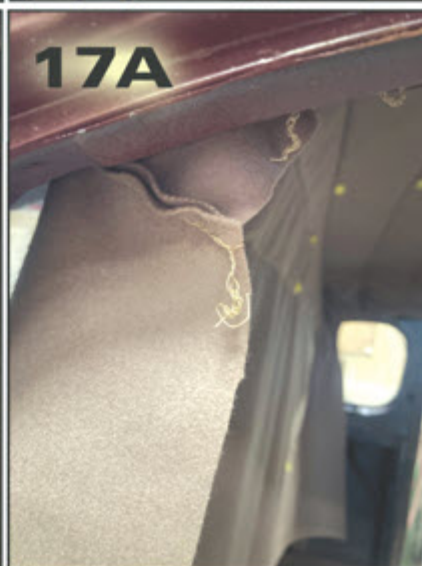
I have jumped to the back of the car again. You can see where the bows will be positioned with the metal tabs. I bend the tabs over to capture the bow which is inside the pocket.

Number 19, 19A

I am getting close to the rear



window and I have the padding in place around the window. The ends of the bows are on top of the metal and the center is captured in the metal tang.



Number 20

The back of the headliner is starting to take shape I have all the bows "captured" now in the metal tabs that are part of the roof supports. It will be a process of pulling it around the 1/4 window and and the back windows. Only problem is that with all the material of the headliner I can't see a thing as it is in the way.

Number 21

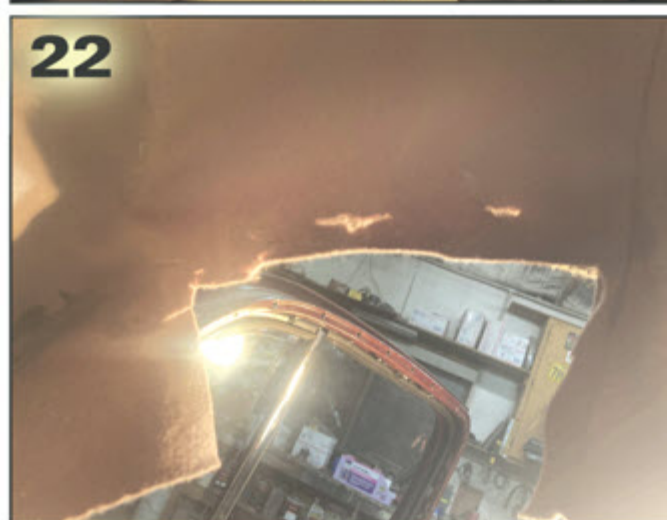
I have the headliner pulled to the front and put a couple staples in it around the windshield but not of the sides yet.



I will be pulling the front of the headliner and putting a few staples around the windshield and then on the sides around the doors. I will be doing the same in the back pulling to the sides and around the rear windows. Pulling and tugging on the material on the front and the back and also side to side. I do this a couple times until I get the headliner the way I want it.

Number 22

I have cut some of the extra material off the door opening.



Number 23

I could not see a thing and I just need to cut some of the material and get it out of my way. I pulled on the material and put some screws in the window opening to hold the headliner in place. There is a lot of material in the package tray that is in the way but I need to put the panel in to see just where I can trim the material. I do have the panel board in place but needs to be covered. I will be using some screws and washers (like I did for the windlace) in the top of the package tray. I have to pull the headliner down and hold it tight. (Continued next month with Part Two)

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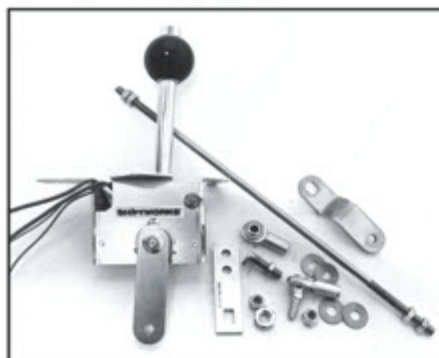


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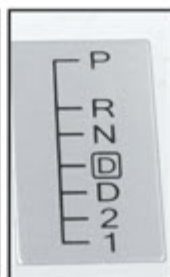


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POP'S GARAGE



Pop was an early morning kind of guy, as were all of the other guys except for Sandy, his grandson. Maybe that was because of the years Sandy spent in a rock n' roll band. He liked to come in a little late, but stayed a little late, so it all balanced out. Today Pop had the guys servicing the tools before they got into the day's project. Tim was changing out the grease cartridge in the air grease gun. He pulled back the follower handle and unscrewed the top, and removed the grease

cartridge.

"Make sure it's for drum brakes and not for disc," Pop reminded him. He removed the plastic cap from the bottom of the cartridge before inserting it, then pulled the top from the tube, screwed on the gun's top cap and pulled the trigger—no grease!

"Did you purge the air out of the gun?" Pop asked. "No? Then just loosen the top cap to where it's only on by a couple of threads, pull the trigger to let the air come out, then tighten the cap and the grease will come out."

"Works!" Tim said. "Does grease ever freeze?" he asked.

"The specs on the cylinder lists -52 F as its freeze point, but it works best at normal room temperature."

"Normal room temperature!" Sandy huffed as he came in. "Feels colder than that in here to me!"

"Bring in some wood for the stove," Pop replied. "If you had waited a little longer you could have brought lunch!"

"Ok, ok! What are we working on today?"

"A 1954 Buick Century 2 door hardtop. The Century was considered a 'Gentleman's Hot Rod' at the time. It used the smaller Special body with the big 322 CID V-8 Roadmaster engine that had intro'd in 1953. Buick had made a few changes in the new V-8. The '53's had some 'pinging' and acceleration problems. Buick tried in late '53 to fix this by changing the vacuum advance, but the remedy was to make the '54 pistons about one-half inch lower and decreasing the combustion chambers, eliminating the pinging and hesitation during acceleration," Pop said.

"The Dynaflo's were better than ever, with the twin turbine design, eliminating most of the slipping feeling during acceleration, and you could actually squeal the tires from a stop, in low. Buick kept its torque tube through 1963 and it was known for absorbing rear axle twist, letting the rear springs take the full brunt of braking and accelerating torque. During the '50's, many of the race cars used torque tubes or torque arms. Buick had some years where the brakes were a



(Continued on Page 13)

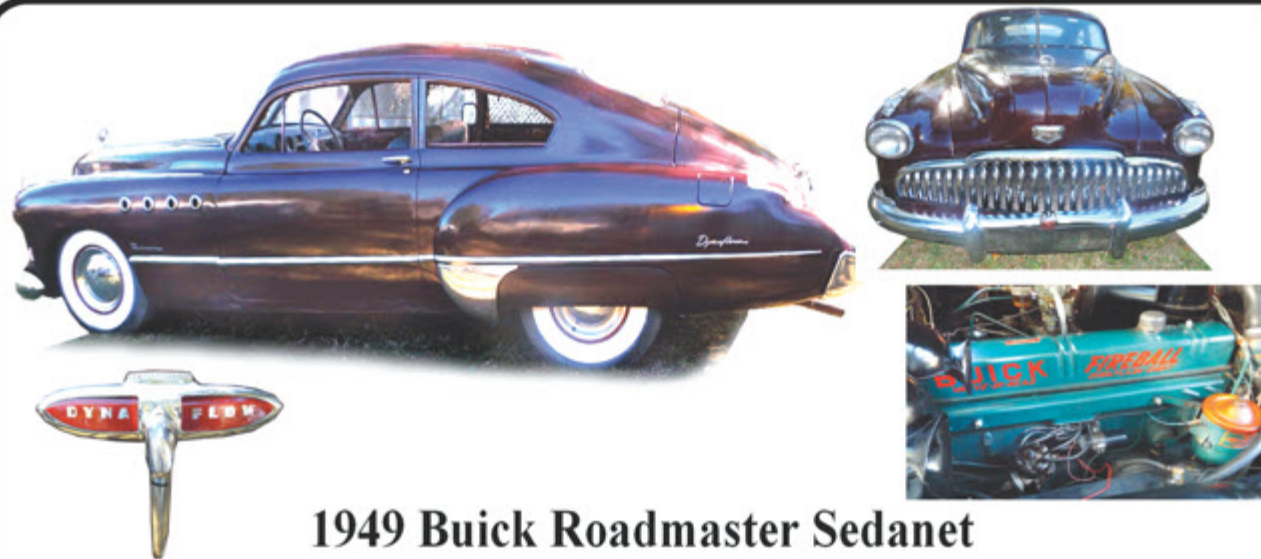
EVENTS

TN: Knoxville, November 7-8-9, FL: Melbourne, February 6 & 7, IA: Monticello, February 21 & the 43rd year Christmas Fair 25th anniversary celebration 22, 57th O'Reilly Auto Parts presented by Cooper Events. Mopars of Brevard, 2500 Park-Crafts fair, Arts, Shopping, way Drive, Equestrian Center. Santa and more! Held at the All make vehicles welcome! Knoxville Expo Center, 5441 Swap Meet, Show & Shine, Bake Clinton Highway. It's a Christmas Shopper's Paradise! Lots of Vendors, Get your space early! Admission is charged. INFO: 865-687-3976.

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(Continued from Page 11)

little less than good," Sandy commented.

Pop replied, "In '54, Buick's power assist was improved.

If you chose the power brake option, you could get vacuum assist with an electric pump that automatically kicked in via a relay that cut in when the engine speed dropped to a low RPM, eliminating the possibility of having the required pedal pressure change without warning due to a vacuum manifold pressure drop. They worked quite well," he said.

Just then, Bay One door went up and Jack drove his sleek Carlsbad Black '54 2-door hardtop Century in.

"Nice car!" was everyone's reaction.

The guys walked to the front as the smooth V-8 was turned off. The grill was a design feature first seen on Harley Earl's 'Y-Job' and it was a one-year-only. It had Buick's vertical chrome bar design with a top bar that rolled downward on each side.

"Sort of a frown with an attitude," Jack said.

The headlight housings were like the '53's with a single headlight and one round park light below, both housed in a single headlight ring. The bumper had the familiar 'Dagmars' so popular in the '50's and above the grill was the word 'BUICK' tightly set in condensed block letters. The hood ornament was a chrome circle with a 'V' in the center, with a long chrome spear piercing it. On the front fenders were only three portholes, the same as the Special and Super. The Roadmaster had four."

"In 1955, the Century would graduate to the fourports," Sandy said.

Jack showed off the famous Buick side sweep spear heading back toward the stacked rear tail lights. There was a red, white and blue new addition on the trunk—a circle with long chrome extensions on each side. The backup lights were round with white lenses that were mounted just below the trunk on each side.

Jack walked everybody around to the driver's door and pointed out the Century logo on the rear quarter—a red circle with the 'C,' then 'entury' in chrome. He also commented on the factory Kelsey-Hayes wire wheels with the wide whitewalls. Inside the car was red leather with circular gauges on the dash instead of the new-for-'54 thermometer, horizontal speedometer as used on the Roadmasters and Supers. There was a round faced clock on the passenger side of the dash and aircraft-styled control levers to work the heater. The emergency brake was foot activated.

"Really a nice car!" Pop told him. "You said before you came over that you were having some trouble with the points burning. Is that still going on?"

Yes it is, Pop. When I bought the car, the previous owner said he had re-wired the primary circuit."

"Let's look at the system," Pop suggested, as Jack opened the hood.

"It's a 12 volt negative ground system with an 'external' resistor. The ignition is composed of two circuits: The Primary and the Secondary. The 12 volt primary consists of Battery, Resistor (or resisting wire), Ignition Switch, Primary winding coil, Distributor, Contact Points, Capacitor and Low-voltage Wiring connections.

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Do you know what was missing?

(Answer on Page 1)

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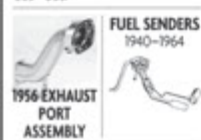
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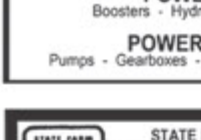
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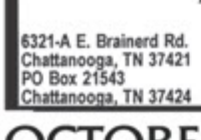
✓ **FUEL SENDERS**
1940–1964



✓ **1956 EXHAUST PORT ASSEMBLY**



✓ **INSIDE REARVIEW MIRRORS**
Brand new, for late 1930s–1970s



✓ **1941 FENDER SPEARS**



✓ **LENSES '30s, '40s, '50s, '60s**
From obvious to the obscure. Taillight, backup, turn signal, foglight, courtesy, maplight, dome, reading light, door, license plate.



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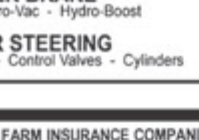
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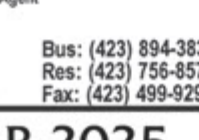
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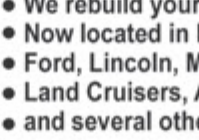
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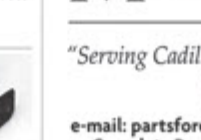
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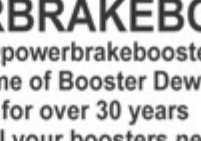
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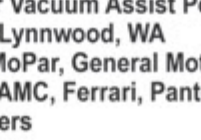
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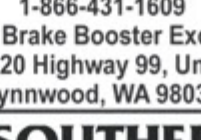
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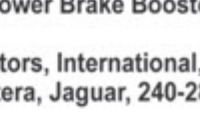
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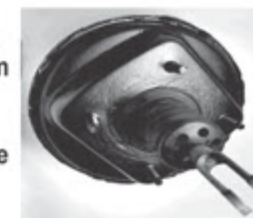
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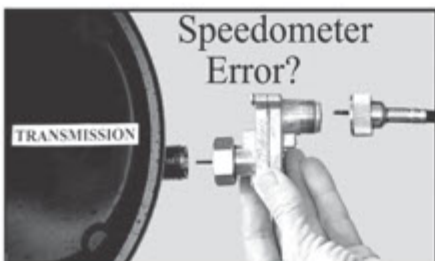
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CAR QUIZ



True or False...

1. 1946 Fords featured red striping on their grills.
2. All 1946 Cadillac Series 62 Club Coupes had chrome rear fender guards.
3. 1940 was Ford's first year for sealed beam headlights.
4. All 1949 Buick Rivieras featured sweep spear side trim.
5. Hydra-matic became optional on Pontiacs in 1948
6. The first postwar Studebaker Convertibles were 1946's.
7. Packard's first year for a post-WWII convertible was 1948.
8. In 1941, Chevy produced a coupe pickup "Ute" that had a small load bed in the trunk opening.
9. 1940 Buick Specials could be ordered with a "sunroof" option.
10. 1946 Buick Super and Roadmasters featured fenders that flowed from the headlights to the rear fenders, and were called "Air Foil" fenders.

(Answers on Page 1)

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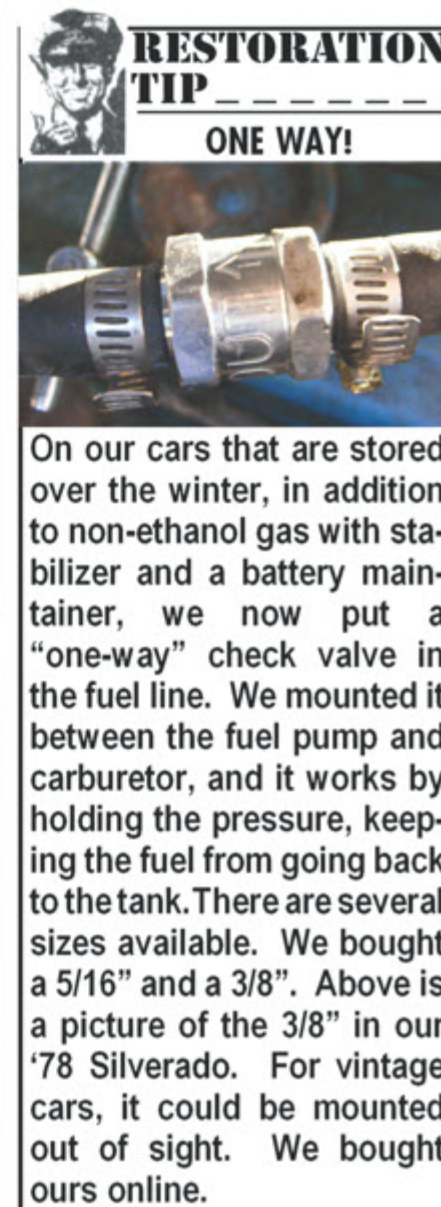
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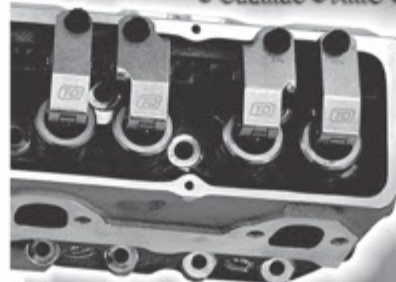
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