DRIVING OLD CARS

- 1990 CORVETTE - What was I Thinking? (Cont.) Pg. 4
- Authentic Classic Muscle Car Tires Pg. 13
- '55-56-57 Classic Chevy Parts Pg. 20
- Correct Speedometer Errors Pg. 36

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SOUTHERN WHEELS

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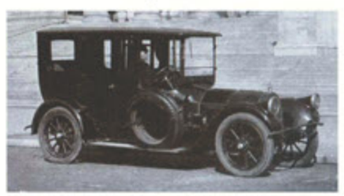
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AMERICA'S FINEST MOTOR CAR

43rd YEAR!

SOUTHERN WHEELS MAGAZINE

SOUTHERN WHEELS RESTORERS' MAGAZINE SINCE 1984

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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. I Thess. 4:11, 12

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- ANSWERS TO CAR QUIZ: 1.True 2. True 3. False (1941) 4. True 5. False (1942) 6. False (1949) 7. True 8. False (1949) 9. True 10. True
- ANSWERS TO MATCH GAME: 1-E, 2-A, 3-C, 4-B, 5-I, 6-D, 7-F, 8-G, 9-H, 10-J
- ANSWER TO POP's GARAGE: The tie rod length was increased causing toe-in. Decreasing the tie rod length would decrease toe-in.

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Car Buddies

Byron and his brother Ronny are well known in the car community as founders of the prestigeous Corvette Expo and the Pigeon Forge Rod Run in Northeast Tennessee. The Expo started in the Jacob Building, Chilhowee Park in Knoxville and opened its doors in March, 1977 to a full house!

The Rod Run started in Gatlinburg as an unofficial event of "Shades of the Past" car club. In 1991, he took over the Grand Run at the Grand Hotel, and in 2014 he moved the show to the LeConte Center and the show became the Pigeon Forge Rod Run.

The Corvette Expo operation is now run by H & J promotions

PIGEON FORGE Rod Run TENNESSEE MCS Promotions

CE CORVETTE Expo

Longtime car buddy and great friend,
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Byron and his 435 in 1990. He has owned this Corvette for over 50 years.

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1990 CORVETTE

What Was I Thinking? (Cont.)

by Ron Carpenter

My white parts car provided me with everything I needed to put a 6 speed into the green car and that will be after I get all the wiring in the car and the dash back together. When I was younger I always thought who would want a Corvette without a standard transmission as I got older I understood but I still like to drive a standard car. Apparently, only 30 percent of the buyers thought so also. The green car will have the 6 speed in it if and when it gets on the road.

The white parts car also provided me with the interior and most of the plastic parts for the inside. It also gives me a complete whole car harness that is configured to what I need. I originally was going to try and fix the cut wires but that was a disaster. I bought a harness off the WEB and it did not match the heater that was in the car. I unsuccessfully tried to change out the heater part of the harness with my original harness and I found that some of the wires did not switch over and I did not have a clue (yes, I know "what am I thinking") as to what I am doing.

My green car had a standard heater and the white car had an automatic temperature controlled heater. I also found out that when you upgraded the heater you were also upgrading the radio from standard to a better Bose Radio. That included the speakers all around so the white car had the upgraded stereo system also. This was all part of the upgrade package, could not get one with out the other.



So before I could installed the interior from the white car into the green car I removed all the wiring (everything) out of the white car and then did the same to the green car. What a mess I was getting myself into.

With Jacob's help I was able to put the wiring back into the green car. This was the white car's harness. I could not have done this with out him, he could crawl in and around the dash where I could not.

Number 1
The parts car had more of the missing pieces I needed for the dash such as the fuse panel cover.

Number 2
I figured out what this unit was for and where it went when I took the white car dash apart. It is part of the radio system for the car.





Number 3, 3A, 3B
When the dash panel and all the plastic parts are off the face of the dash this is what you seeing, and I took even more parts off. All the metal brackets steering column and the heater tubing also.





I had the complete dash out of the car in order to get to the wiring behind it and to swap out the manual heater system to the automatic one... a few parts were different. Having the white car was good as it told me things as I took it apart how everything is or should be together. I found out that the stereo system had a piece laying on the floor of the car with long wire lead. This part was actually belonged under the dash on the passenger side on a bracket.





Number 4, 4A
This is a picture of the heater core and to get to it you have to take the dash apart and I eventually used the one out of the green car as it had

been replaced before. This is also showing the heater parts.



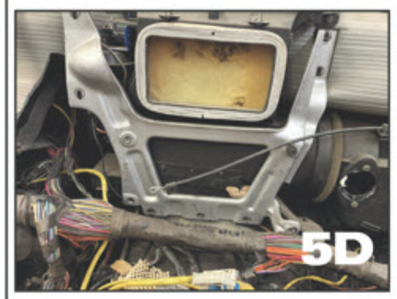


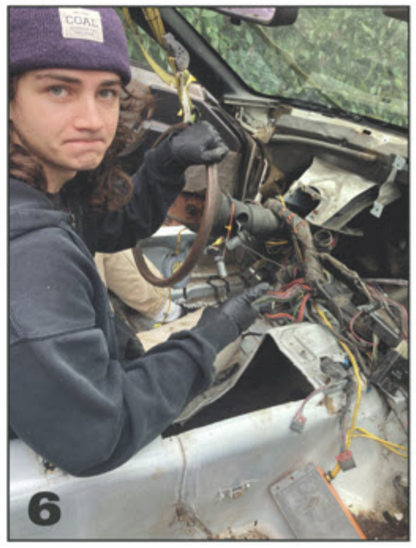
Number 5, 5, 5B, 5C, 5D
I am reassembling the metal structure that holds all the wiring and plastic dash on the car. As you can see there are a lot of parts I had to figure out. Jacob and I had to take the dash parts on and off several times. I have to say that I was doing a lot of pointing and instructing Jacob to get this done.



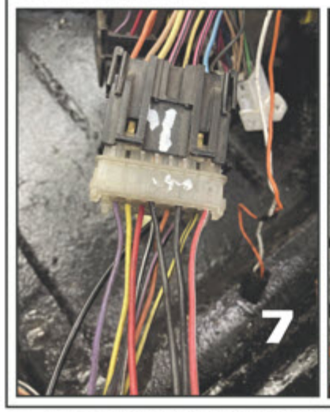


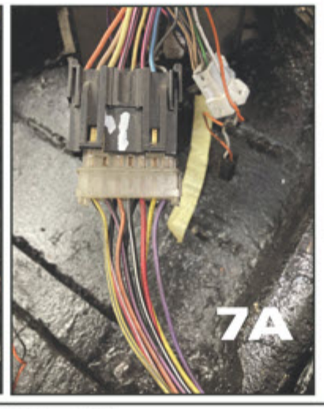
Number 6
I guess that this is just Jacob saying now what?





Number 7, 7A
One of the frustrating problems for me was that sometimes the wires going in one plug were not the same as the other side.









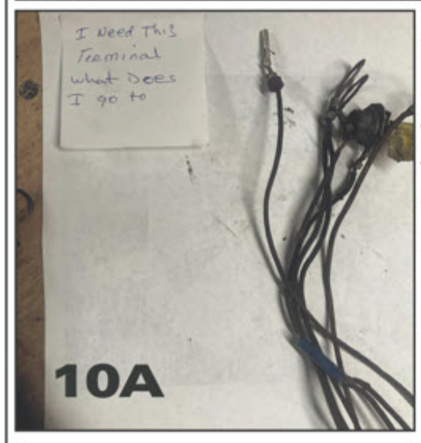
Number 8, 8A
I have laid a paint stick between the wires to show once again what I was up against.

Number 9
I am working on the dash panel gluing the parts of it that have separated over the years. This is quite common on these cars as well as the plastic cracking and I am dealing with that also. Repairing cracked plastic parts and the dash board is a time consuming job.





Number 10, 10A
When I was laying out the wiring harness and fixing ends I found a company that specialized in selling the wiring ends for original wiring harnesses. The piece that I am showing is for the oxygen sensor (I think) and I had sent them a picture, but at $85.00 I did not want to buy it. I guess I will figure it out when the time comes.



Number 11, 11A, 11B
The wire terminal was bad and WHAT WAS IT? I had to verify color coded wire from my other harness (I bought one on line and got one out of the green car and I am putting the white car harness in the green car).









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$660

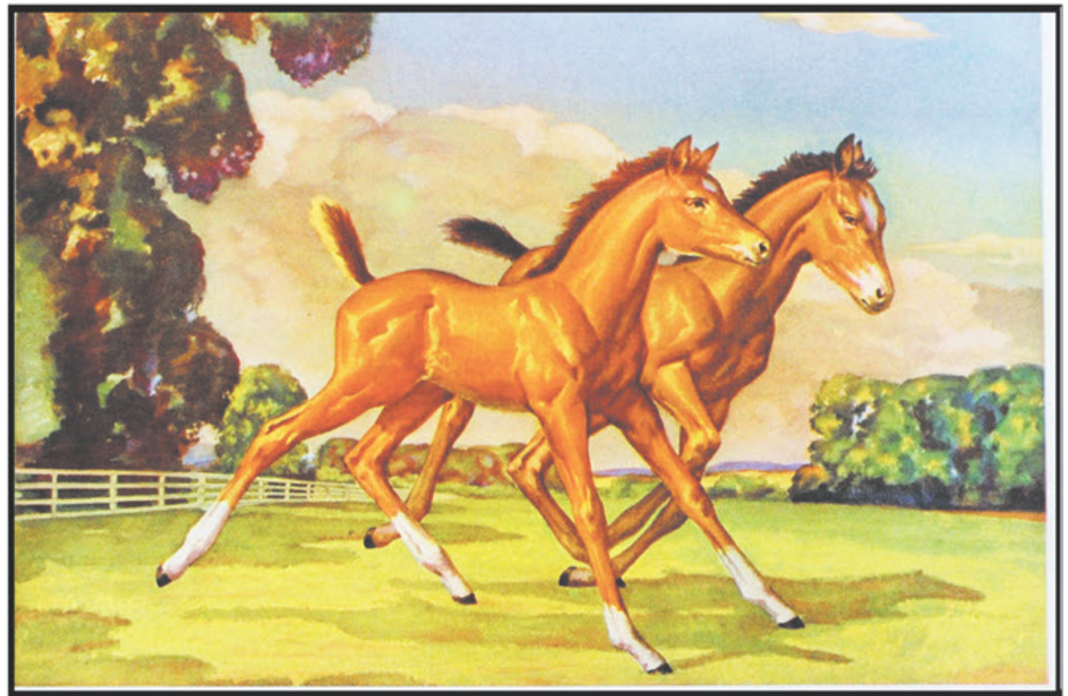
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SPIRIT OF YOUTH

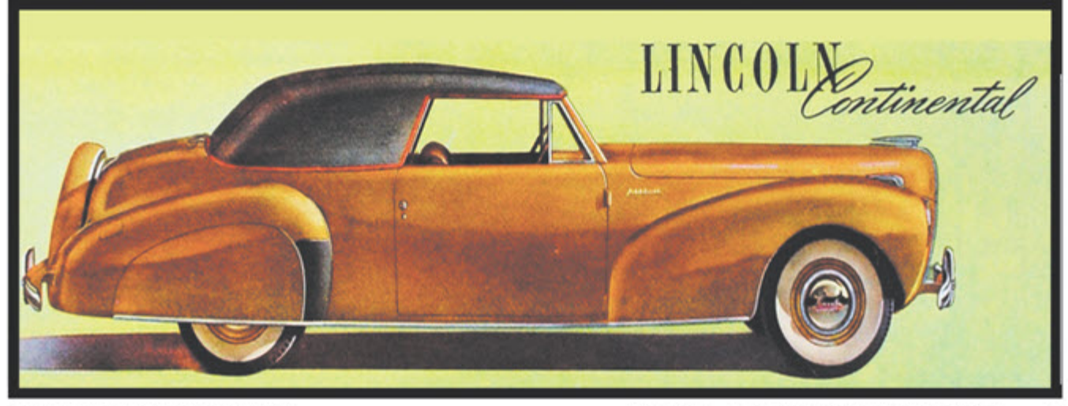
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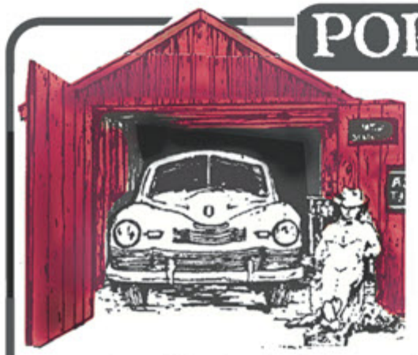
Southern Wheels Magazine
COLLECTION



Packard

1948 Custom Super 8, 356 9 main bearing engine, 3-speed with overdrive, Dark Green shadow cloth interior (the last from Bill Hirsch) with pearwood upper door panel inserts. Everything was done on this car, cruises all day at 75 mph

POP'S GARAGE



There was a definite chill in the air that morning at Pop's Garage. Pop pulled up Bay One door. Tom had gotten there early and had the woodburning stove on low-glow. It was Fall in Tennessee and the mornings are cold, but by noon the temperature would be back to 60 degrees. As Pop walked in, a '49 Chevy Fleetline pulled up and the rest of the guys got out and came in.

"Good morning!" was the greeting as the coffee warmed and Sandy started a car story.

"Do you remember that '53 Pontiac I had–the one with the lighted Chieftain hood ornament? I saw one just like it this weekend. It was even two-tone green."

"I do remember that car," Ron replied, "and I remember when you got it. The hood had blown back into the windshield and you had to get another hood from your buddy Hymie at the junk yard. It was a different color and you had to paint it green to match the car."

"That's right," Sandy said. "I had just gotten my new Binks #7 spray gun and the hood was one of my first paint projects. It was fun to ride in that old Poncho, with the amber Chieftain leading the way into the night."

"I like your story," Pop said, "but we've got to get ready for a 1942 Nash Straight 8 that's coming in here soon. A few minutes later, the Nash pulled into Bay One. It was Pat, a friend of theirs who turned off the engine and got out. It was an Ambassador inline 8, Dark Blue with a Blue-Gray top and Gray cloth interior. It featured the standard five horizontal short bar center grill with long horizontal bar lower grill. There was a big Nash badge on the front of the hood with N-A-S-H block letters under the center grill. Nash, along with most other car manufacturers, had "Blackout Specials" from January 1, 1942 before ending civilian car production in early February of '42 before switching to wartime production.

Pat's car was made in late '41, so it had full brightwork. The tires were now whitewalls, although the car was originally fitted with blackwalls. The hub caps were small caps with the red Nash script surrounded by trim rings, and a stainless gravel shield was on each rear fender. The rear of the car had a fastback trunk with thin vertical tail lights on each side. There was a center light and trunk handle assembly centered on the trunk, and Nash Ambassador script trunk left.

Pat opened the driver door to show them the interior, which would stay pretty much unchanged until 1949. The dash was woodgrained with three circular gauges with the speedometer in the center and gauges each side in front of the driver, backed by a beautiful machined stainless panel. Center was a big juke box styled radio, a clock on the right side surrounded by horizontal chrome bars. Seats were over-stuffed plain gray broadcloth with a narrow channel quilted left and right of center.

"How about showing us the engine compartment?" Pop said. "You know this is the first 'domestic' American auto to be built with monocoque construction (unibody). It gave Nash the best ride in its class."

"You're right, Pop," Pat said as he opened the hood to show the straight 8 and pointed out that Nash dropped its twin ignition for '42 and reverted back to one spark plug per

(Continued on Page 21)

PRESS RELEASE



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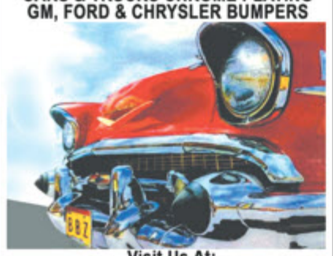
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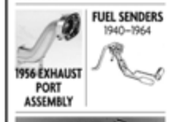
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1940s–1960s



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1950–'58 WINDSHIELD WASHER PUMP
Restoration kits & service

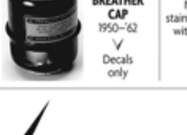


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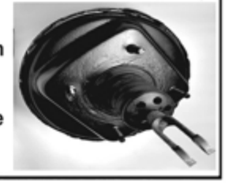
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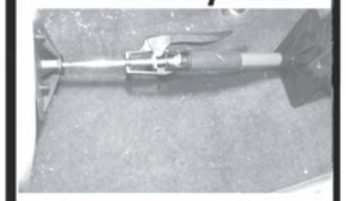


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CAR QUIZ

True or False:

1. In 1941, all Chevies had "Knee Action" front suspension.
2. "Compound carburetion" (2 carbs) was introduced at Buick in 1941.
3. In 1941, Ford replaced the V-8/60 with a flat head six.
4. 1942 was the last year for Nash's straight eight.
5. Hudson introduced a semi-automatic in 1940.
6. In 1947, Buick introduced its first "hardtop" in the Roadmaster Riviera.
7. With the all-new 1949 Ford design, the solid front axle was replaced with an independent suspension.
8. Nash introduced the new "Airflyte" (bathtub) design in 1946.
9. Hudson offered a semi-automatic in 1946 called the "Drive Master."
10. New for 1948 at Packard was the 327 CID straight 8.

(Answers on Page 1)







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