

DRIVING OLD CARS

🚗 1938 PACKARD, Getting Ready for the Headliner Pg. 4

🚗 Upgraded Corvette Automatic Shifters Pg. 10

🚗 Rebuilt & Replacement Dampers Pg. 18

🚗 Fuel Pump Kits for Classics Pg. 14

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1965 Corvette, Milano Maroon, Maroon interior, Tan soft top, 327-300 HP, 4 sp, both tops, 3 time NCRS Top Flight.



1966 Corvette Conv., Laguna Blue, Dk Blue int., White soft top, 427-425 HP, 4 speed, posi rear, PB, PW, transistor ignition, tele steering column.



1967 Cpe, Lynndale Blue, Black interior, 327-300 HP, factory automatic, factory A/C, PS, PB, runs & drives great, posi rear.



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.

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42nd YEAR!

SOUTHERN WHEELS

MAGAZINE



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- ANSWERS TO MATCH GAME: 1-F, 2-A, 3-E, 4-D, 5-H, 6-J, 7-G, 8-I, 9-C, 10-B
- ANSWER TO "POP'S GARAGE": Improper drying time on the primer. By "fanning" the primer, the top coat dried before the solvent or the air from the lower coats was released.

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1938 Packard *GETTING READY for the HEADLINER*

by Ron Carpenter

I am looking at the interior of the 38 coupe and trying to figure out where to start first. I actually started by taking pictures of the entire interior. From the headliner to the flooring. My car is a business coupe so there is no rear seat or even jump seats. They used a vinyl for the back of the front seat and the rear quarter panels. The very back panel, under the package tray, is also vinyl. Sometimes, as I am doing the interior, I found that I have to work many areas at the same time. For instance one of the first things I have to do is put the windlace around the doors first before the head liner goes in. To install the windlace I have the have the upholstery shop add a piece of material for the side of the windshield. This will finish the headliner to dash section. So this is the very first thing I have to do when I start to replace the headliner.

While I am getting ready to take everything out of the car to replace it I order the headliner from my upholstery shop. There is a company that specializes in making the headliners for old cars. They have all the patterns so we (the upholstery shop) sent them the material (a nice tan wool material) that we want to use for the new headliner. They needed to know how may bows were in the car so that they can verify their pattern against this information. So while they are making the headliner I can start on the rest of the interior. I will do that by making panel board patterns on the rest of the car. When my car was made they used a rubber mat on the floor but I will be installing a carpet instead. They do not make a rubber floor mat any longer for the cars. I remember when I was a kid I went in to a Grand Auto store (or one of them that is no longer in business) and I got a generic floor mat and cut it down. I did check J C Whitney catalog and they did not have a listing for rubber floor mats.

Number 1, 1A, 1B, 1C



What I have here are a few of the multiple pictures that I took for reference for later repairs. These show the the rear panels and headliner before I even start on the project. The pictures show all the way from the passenger side of the car to the front of the car where the headliner attaches to the windshield.

Number 2, 2A

I have decided to start on the rear package tray first because when the head liner is installed it has to fit around this panel. It is cardboard and covered with material. So I have to repair the panel before I can cover it. I glue some cardboard to reinforce the panel.

Number 3

I am showing how the package tray panel has extra material on the panel so that when it is installed I have to attach the material to the back rear panel. They used a product called WIREON to cover the top of the panel and I will say more on that later.

Number 4

I am gluing some cardboard to the rear panel to reinforce it.



Number 5, 5A
I am gluing some material on the face of the panel to give it more strength.

Number 6
I wrote a couple notes to myself to that I would be sure that I left some material to attach to the back panel. I also want to figure out if I want to put my headliner material on the panel or use the material



that I use on the fillers between the headliner and the vinyl.

Number 7

I have placed the panel in the car and I know basically what the area will look like for when I install the headliner. Note that around the window there is padding that is under the headliner. I guess that it protects the headliner from having sharp edges and softens the curve going into the window area. Probably just makes it look better. I will be replacing this when I put the headliner in.



The headliner is not made yet but I have to figure out where the headliner will come down to in the back of the car. I mean that I need to know where the quarter panels and the rear panels are going to fit. Where all the pieces line up to. I need to make other pieces in the back in order to put the headliner in. I have pictures of the rear panels in place so I go ahead and make new



replacement panels out of the water proof panel board. I start by flattening the original panels under some heavy 4 by 14 wooden blocks.

Number 8, 8A

These are front

and back pictures of the back panel (under the package tray) with my marking on the back side noting that it is to be tacked to the top with the material from the package tray over lapping it. There are some original clips from the factory that hold the board to the back brace. Also on top is a strip of material called WIREON that basically hides all the layers of material that is tacked there. I will also use this product when I put the headliner in.



Number 9

I pulled the vinyl off the panel and there is some padding under the material and so I will use some when I install the new vinyl.

Number 10, 10A

I have the front and back of the panel marked locating the top of the panel. Since I can't use the original retainer clips that the factory used I still have to figure out how to hold the panel on to the back bracing.



Number 11, 11A

I am laying out the passenger side 1/4 panel first. I notice that they (factory) added some material to the bottom section which I figure is probably to hid some gaps or something like that at the bottom of the panel.



Number 12

I have laid out both rear 1/4 panels front and back side to compare them. I noticed that the original panel had a stencil that had the "1/4" on it so I guess I was calling it the right name.

Number 13



I pulled the cloth off the panel and you can see that the padding has failed over the year. I will be sure to glue my material when I recover the 1/4 panels.



Number 14

I have both panels under the heavy weights of the block and starters and hammer and anything like that just to add some weight. I leave them like that for a couple days.

Number 15

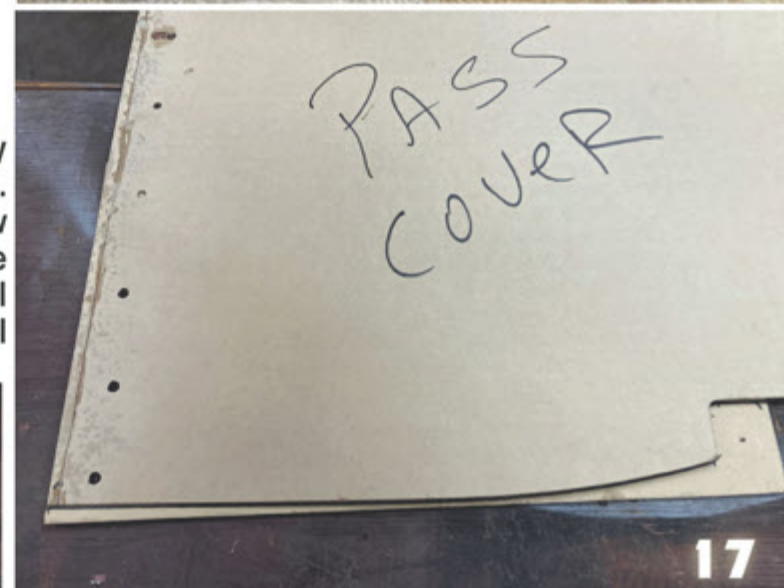
I have a couple things going on here. I have made my pattern from the original 1/4 panel but it had shrunk so it did not go all the way to the door edge. So I super glued a strip on the edge of the board rather than making a whole new piece. The panel boards cost 52.00 each so I was just trying to save some money. I have to identify where to put



the clips that will be hidden once I put the covering on the panel.

Number 16

This is my handy dandy little tool. My Buddy Armand showed me this. Basically this is made from a hacksaw blade that I use. I find the hole in the frame/door that I need and I put a pencil mark in the hole of the sawblade. I



Punch a 1/4 in hole in the panel at that mark and put the hidden clip in the hole and it fits the car.

Number 17, 17A

I have the side of the panel to the door identified but I can't do that to to the bottom holes. So I make a pattern for the bottom of the panel and then I make the pattern that you see here. There are 6 holes on the bottom and I transfer them to the new panel.

Number 18

I am transferring to the 1/4 panel board the holes for the bottom of the panel. As you can see very tight area to work in and get the clips to have room on the panel board.



Number 19

In the first picture I have the 1/4 panel held in by clips and a squeeze clamp. There is a piece of wood that I have installed above the panel. I will be using a screw in the final product to hold the panel to the headliner but I needed to put it in now. I needed to hold the 1/4 panel so that I could fit the



rear panel, looking at the gaps that I have on both sides. I have identified and installed clips at the door opening to hold the panel in.

Number 20

I have the three rear panels in place checking for fit. The rear panel actually has 4 screws near the top and two at the bottom. There are only to make sure that I have the panel in the same spot every time. I have hidden clips on either side of the board. When the time comes that I cover the panel and install it I will probably be using plastic clips that I push in.

I have the rear three main panels and the package tray area ready to cover. There are still a couple more patterns I have to make such as the panel around the rear 1/4 windows and the filler where the light switch is located, for both sides. Basically I think that I am

actually ready to get the windlace installed and get started on the headliner now.



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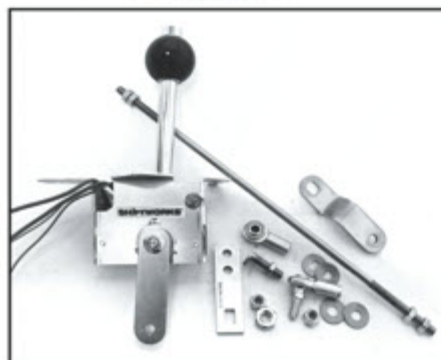


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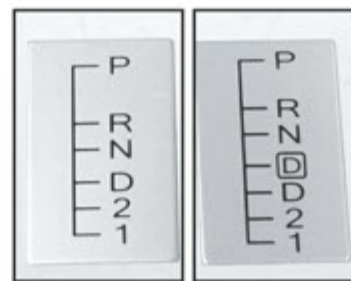


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POP'S GARAGE



Bill and Tom were getting Bay Two ready for Bryan's '47 Chrysler Windsor 3-passenger Coupe. It was a very rare car, and in great condition. "I bet parts would be hard to get for it," Tom said.

"They are," Bill replied. "You would just about need a parts car if you could find one. Where did all of the junk yards go, anyway?" he asked. "We used to have some fun going around to the different ones on Saturdays. Each one was unique. One would have a car on top of the building to get your attention."

"Yeah, I remember that one—it had an old Crosley."

"Yeah, and another one had a '46 Dodge Pickup on a pole suspended about 30 feet in the air. I think the headlights were wired to work at night. There were interesting characters that ran those places, too! My favorites were a couple of brothers in Kentucky: Hyman and Bennie. Hyman always had a cigar that had been smoked down to about an inch, and would smile and chomp down on it when you came in. He would look you right in the eye and if he liked you, everything would go well; if he didn't, he would turn you over to his brother Bennie. You always got the feeling Bennie didn't want to be there. He would walk up to you and ask, 'WHY ARE YOU HERE?' Fortunately, Hyman liked me, and let me bring my own tools and just go out and pull parts. I'd bring up a stack of parts and lay them on the counter and he'd say, '\$10.'"

"Those were definitely the 'good old days,'" Tom remarked.

"Yeah, and I knew that yard pretty well, too," Bill said. "I was always looking for Packard parts. There was a stack about 10-12' high of Packard straight 8 engines and transmissions. They were to the right of the building and there were several rows of complete Packards, mostly in drivable condition. The owners had just gotten tired of them setting under the car port and had them hauled off. Anyway, one day I was looking for a hub cap for my '46 Clipper and was sorting through about a thousand of them inside an old milk truck, when I felt the ground shake. It was Bennie in his '48 Jeep Station Wagon that he had cut the top off of, and mounted an acetylene welding outfit in the back. He would drive it flat out down the muddy rows between the cars and when you saw him coming, you'd better get out of the way! I miss those guys! Your buddies are such a big part of the hobby!" Bill said.

Just then they saw the nose of the '47 pulling in, and motioned Bryan into the garage. The rare Coupe looked to be over twenty feet long, with its long hood and trunk, joined by a small, one-seat cabin, just big enough for three. Bryan's was in Gray, a 58,000 mile car with its original 250 cid, 114 horse power six cylinder, and, of course, Fluid Drive. Pop walked in, patting the hood of the old Coupe and said, "There aren't many of these left. In fact, there weren't many made!"

"A little fewer than two hundred in '47," Bryan replied. As he got out, Tom looked inside. The wool broadcloth seat had been covered in clear plastic and the hog's hair carpet was still nice, with some signs of wear around the accelerator. "That hog's hair was only used in the Windsor and New Yorker. It has a nice, full nap and wore very well." Bryan showed them the painted dash with lots of chrome and a unique blue bakelite trim that carried over into the glove box, so reminiscent of the forties. It had the radio delete plate and an unusual speedometer that had a green light indicator from 0-50, then changed to red after 50 mph. "Let me show you the storage area," Bryan said as he folded down the seat. "This is where the salesman would put his brief case and display cases." The rubber floor mat was still there, and the side card board panels were still intact with lots of scuffs from years of service for the traveling salesman.

"Great interior!" Pop said. "Let's see the engine."

"These harmonica grills were new for '46 and were made of pot metal. This one has a few cracks, but overall, it's in nice shape," Bryan said as he opened the hood.

"Look!" Pop said, "It still has the old honeycomb radiator and a very faint 'OK TRIM' chalked in on the firewall by a man at the factory so many years ago. Very nice car! What problem are you having today?"

"It's a paint problem. Here on the trunk. The Coupe had one repaint in the late 1950's. It was professionally stripped, primed and painted with acrylic lacquer and there was a place where the paint had come off (no body filler was needed) so I just sanded, primed and painted the area using acrylic lacquer and lacquer primer. And now it's split! The paint just split!"

"It's actually called 'feather-edge splitting,'" Pop said. "It looks like stretch marks along the feather edge. Did you use all compatible manufacturer's products?"

"Yes."

"How about thinner?"

"Yes, Pop, I used the right lacquer thinner for the temperature."

"Did you clean the surface with compatible wax remover?"

"Yes."

"Could you have put the paint coats on too heavy?"

"No, I laid on several coats of gray lacquer primer, correctly mixed, and fanned with my spray gun to speed up the primer's drying time. And when it looked dry, I painted."

"That's your problem," Pop said.

Do you know what Bryan did wrong?



(Answer On Page 1)

EVENTS

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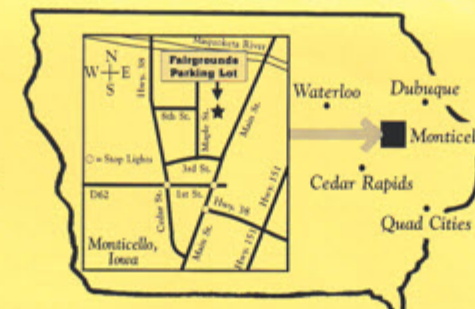
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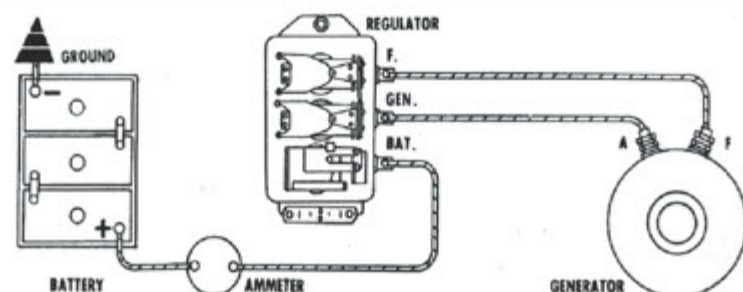
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Remy system. Also, what is the firing order, plug and point gap?

A: The regulator is a 6V negative ground OEM 118201, the "F" field terminal on the VR runs to the generator's "F" screw. The VR "Gen" terminal runs to the "A" screw on the generator and the "Batt" terminal on

the VR runs to the ammeter in the dash and the opposite ammeter terminal runs to the (+) positive side of the battery. The firing order is 1-6-2-5-8-3-7-4, and the plug gap is .025" (14mm) non-resistor spark plug #45. (Call Then & Now Auto Parts for these: 781-335-8860) Point gap is .016. Also, condenser capacity is .18-.23 mfd.



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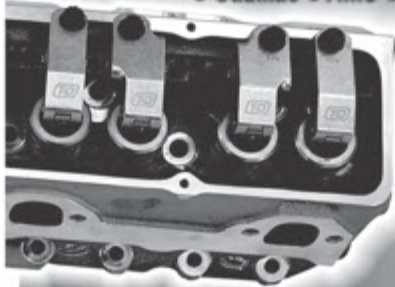
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