

# DRIVING OLD CARS

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1966 Corvette Cpe, Mosport Green, Black leather int, 327/300 HP, rare factory 3 sp, PS, PB, 2 time NCRS Top Flight, frame off resto, documented 55k miles.



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.

41st 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: Use #00 sandpaper to clean off the commutator. I let the car idle and put the sandpaper on the end of a paint stick keeping my fingers out of the way. It'll clean right up. Then blow it off with compressed air.

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# 1938 Packard 6 *It Found Me* "Wiring Harness" *Part II*

by Ron Carpenter

This month we are continuing with the wiring harness project.

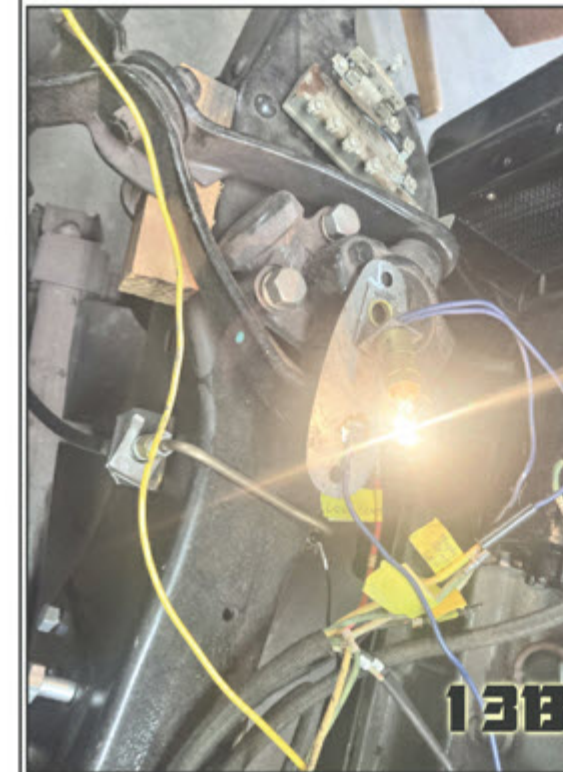
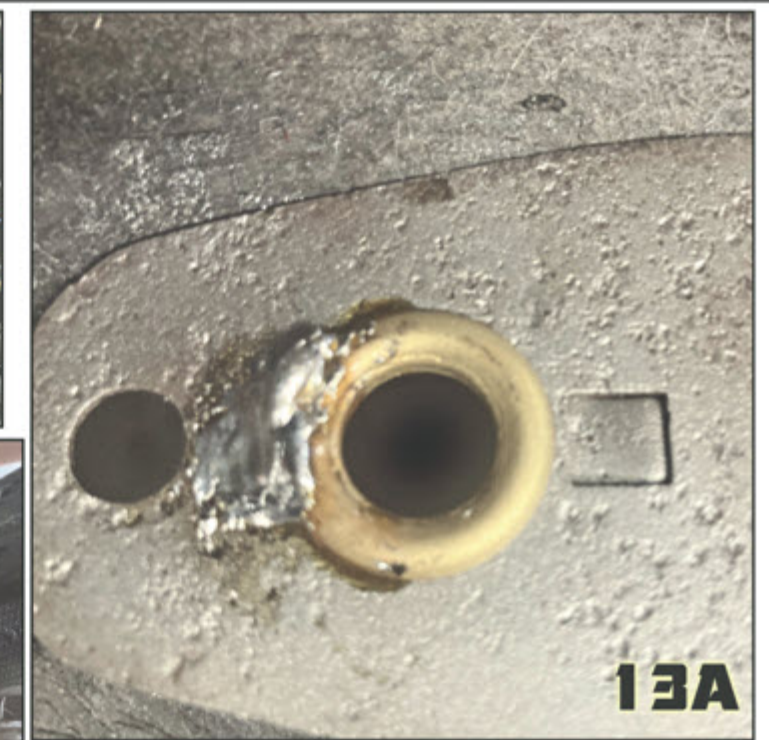
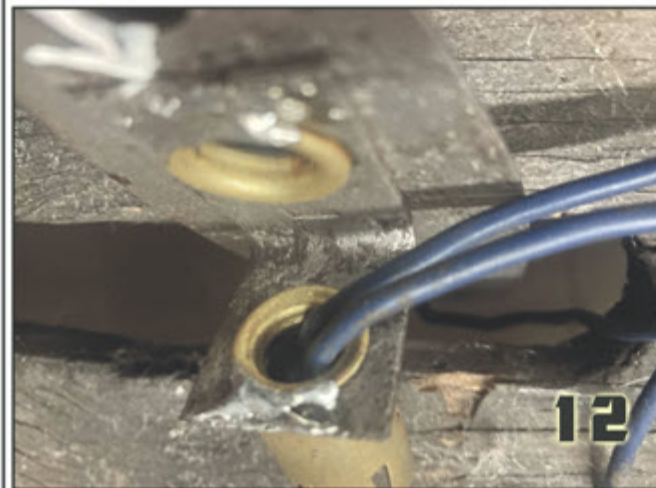


Number 10  
I have soldered a lead for the ground wire and then I just attach to a good ground.

Number 11  
I have one of the lights ready to use now and I put a bulb in it and then I could not get it to work.



Number 12  
I used my VOM (Volt Ohm Meter) and tested and I had power to the socket. I touched the ground clip on the actual socket and it lit. So I cleaned the inside of the socket to see if that would work but that did not help. So I was looking at the unit and I figured out that the brass crimp from the unit was not making contact. I soldered the bottom and that was what the problem was, and the light lit up.

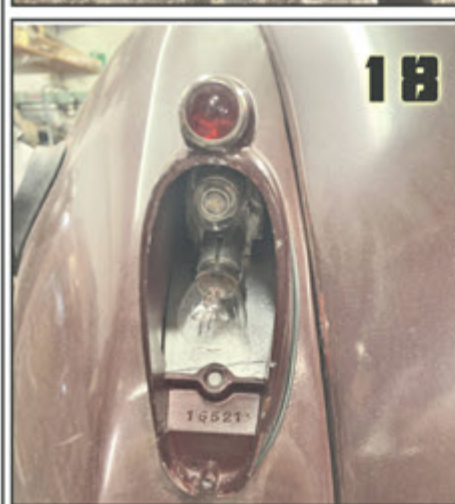
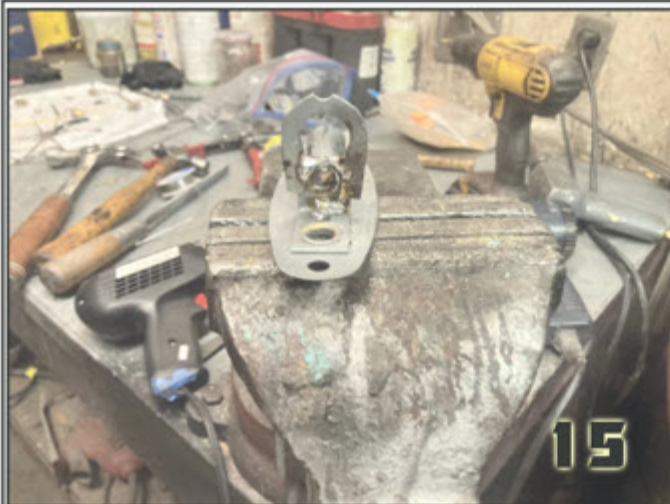


Number 13 13A, 13B  
So my problem was that I missed connecting one point on the bracket and that was all it took. The ground may look good, where they are crimped, but they are 80 years old and that is all it takes. So I soldered it there also.

Getting turn signal light bulbs ready for the rear of the car

Number 14  
I want to add another light to the taillight body so I can put the turn signal inside the light and not add another accessory light to the back of the car. I added a small metal bracket to the top of the existing socket. This will hold a new light socket I want to use.





**Number 15, 15A**  
This is the light socket that I installed in the tail light bracket.

**Number 16**  
This is a close up of the new light socket installed in the bracket. Notice the wire that I have added to the base of the light I always add a ground wire to my systems.

**Number 17**  
This is what the system looks like with regular bulbs before I started using the LED bulbs had to be sure that it worked first.

**Number 18** This is what it looks like with the two bulbs inside the light housing. Just barely clears but it fits.

**Number 19**

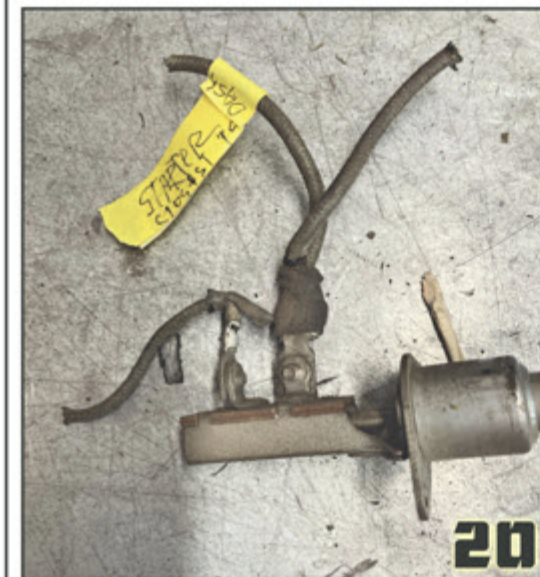
Once I had the taillight in place and the regular light bulb for the tail lights and the stop light I put the new LED bulb in and the light did not light. I talked to Bruce Bevins once again and He told me that I need a different Flasher unit when using the LED bulbs. You have to put resistance in the circuit as the bulbs don't draw enough resistance to light the bulbs. He told me where I could get the new flasher and I bought one. I bought one and I installed it. All I had to do was just plug it in like a regular flasher but you also need to have a ground wire on the unit. That is what the black wire is for. I bypassed the brake light switch, so I could get the brake lights to turn on and then I turned on the headlight switch. You could see that the LED turn signal light bulb was bright enough so that it was visible when the brake lights are on.



**Preparing Other switches**

**Number 20 20A**

I have the starter switch and the headlight switch. The good thing about the switches from this era you can take them apart and clean them and then make them like new.



**Number 21**

This is what the switch looks like when you bend the tabs on it and remove the top. The phenolic top has a tendency over the years to warp so you can lap the top with sandpaper. I use a 1 foot square tile and some 180 grit sandpaper and to do the lapping. I just clean up the moving parts and put a little lube in it. I do this to all the switches another one is the starter switch.



Parking Lights conversion to LED

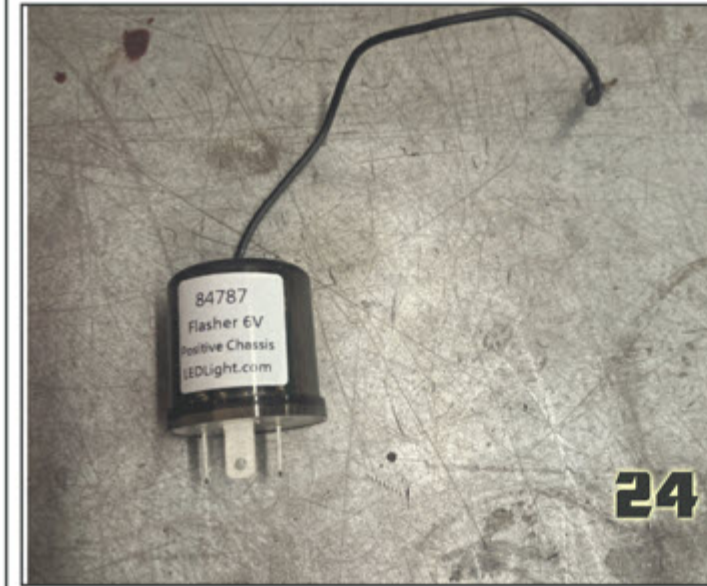
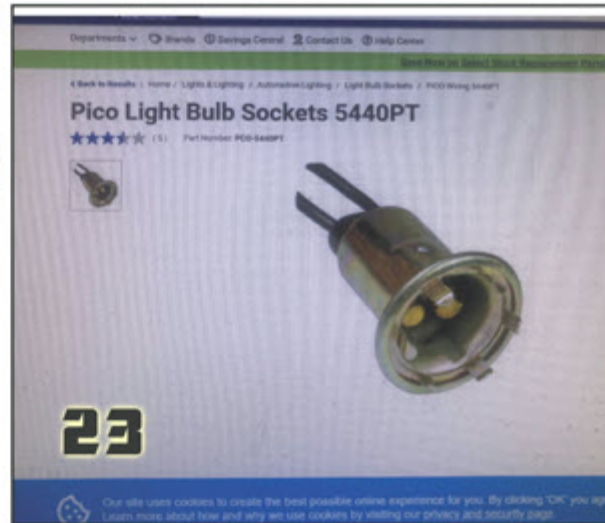


**Number 22**

My goal is to increase the size of the parking light hole and install a dual element LED bulb. The LED will be brighter than the regular bulb used as the parking light and the turn signal.

**Number 23**

This is one of the various light sockets that I looked at for my conversion and I got the light socket from Summit Racing. They have a big variety to choose from.



**Number 24**

When you convert to LED bulbs there are a couple things that are different such as the appearance of the bulbs but the bulbs take so little power that you need more resistance to get them to work. One of the things to do is install a special turn signal flasher unit. It has an extra lead on the unit to go to ground and that makes the LED bulb work with the turn signals. I am showing another picture of the flasher unit so that I can next show the inline resistor that I THINK I will need to make the LED lights work on my 1940 two door sedan.

**Number 25**

One more thing to mention about the led lights is that sometimes you need to put a resistor "in line" with the LED light bulb. I don't need an inline resistor for the 1938 turn signals just the special flasher unit but on the 1940 this does not work. SO, what is the difference between the to cars. The 1938 Turn Signal system is a 4 wire system which means that there are accessory lights that you add to each corner of the car for the turn signals. On the 1940, I am using a 6 wire turn signal system and this system routes the power from the brake light switch, on the master cylinder, bulb to be lit through the turn signal switch. I will have to play with the use of LED bulbs on the 1940. Initially, I put the flasher in and the rear lights did not work. I "think" that I will need the resistor in the system (like in the wires to the rear lights) to use the LED lights on the 1940 2 Door sedan. This will be a work in progress.



One more thing Bruce Bevens (he is a member of the Packard Automobile Classics ) introduced me to Ledlights.Com for all my LED needs from bulbs to sockets to resistors. SO, it is a very good choice for everyone's needs. I found that they were very helpful in answering any question I had.

# 41<sup>st</sup> Annual Spring

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# POP'S GARAGE



The New Year had come and gone and Pop and the guys were in the shop going over the projects for the new year. Tom put several more pieces of ash in the old Phoenix wood burning stove. As he closed the stove's door, he turned and backed up to the stove and said, "There's nothing like wood heat to get into your muscles and down into your bones."

"Feels great!" Bill agreed.

"It's my favorite heat," said Pop. "It's all we had back when I was growing up in North Carolina and I wish we would have had it last night!"

"What happened?" Tom asked.

"My wife Bobbie and I were just getting in bed when the furnace went off. It's a coal furnace and is as old as the house. I spent the better part of the night getting it going again. We knew we were in trouble when I took a drink of water from my glass on the night stand and had a chunk of ice hit me on the nose!"

"You should have called us," Jack told him.

"Well, thanks, it's fixed now. The furnace is in the basement you know, and operates on the principle that 'heat rises.' It has a fire box with brick lining and that was okay, but the problem was with the damper that supplies oxygen to the fire box. It was at the wrong pitch."

"I'm glad you got it working," Jack said.

"Well, thanks," Pop replied, as he looked over at Bill and asked him, "What's this I hear about your Jag?"

Bill said, "You know I rebuilt the brake system on my '67 Mk 2. Afterwards I parked it in the back of my garage while I waited for the chrome to come back from the plater. I kept fresh gas and a battery tender on it and would start it once a month or so, but I noticed that when I put my foot on the brake pedal, it went to the floor! I checked the reservoir mounted on the fender well away from the master cylinder. It was empty! I got under the car—no fluid—checked the lines to and from the master cylinder and brake booster—they were dry. But every time I refilled the reservoir, it would go dry in 3 or 4 days. Since I didn't see any fluid, I assumed that it was leaking into the booster. When I did the brake job, all of the lines, rubber hoses, reservoir, master cylinder and calipers were rebuilt or replaced, so that's why I thought it must be leaking into the booster. What was left?"

"To get to my lift to get easy access to everything, I moved the car. When I got it into a lighted area, I could now see the floor board and the brake pedal. The circlip had come out of the master cylinder and was on the floor. This clip holds the piston in the master cylinder. So without it, the piston was being pulled outside by the brake pedal, letting brake fluid run out, soaking the carpet," Bill said. "The master cylinder would have to come off. I removed the cotter pin from the brake pedal to the master cylinder push rod and removed the two nuts (studs came out with them). I photographed everything and removed the 'in' line coming from the reservoir and the 'out' line to the brakes. These were original and had the correct 'bubble' flares. My Mk 2 is early '67 and had the Girling master cylinder. The Mk 1 and earlier Mk 2's had the Dunlop master cylinder. When removing the master cylinder, it has a rubber boot around the end that fits in the fire wall, and it fits tight. I had to use a rubber mallet to loosen it. In so doing, I also loosened the aluminum spacer that goes between the master cylinder and the fire wall. Not all Mk 2's have the spacer. Its

(Continued on Page 28)

# EVENTS

**KY:** Louisville, March 8-9, 58th year KYANA Giant Indoor Swap Meet at Kentucky exposition Center, 937 Phillips Ln, Pavillion, West Wing, West Hall and Broadbent Arena. Largest indoor swap meet in the country. 7 acres, 1150 spaces inside, heater and air conditioned, plus 100 space outside car corral. 8 AM - 6 PM Saturday and 8 AM - 4 PM Sunday, admission \$10 per day, children under 12 free with parent. INFO: Maureen Vannatta 502-619-2917, or Chester

Robertson 502-619-2916. or [www.kyanaswapmeet.com](http://www.kyanaswapmeet.com)

**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 can be found at [texaspackardmeet.org](http://texaspackardmeet.org).

**IA:** Monticello, May 4, 7:30 AM - 1:00 PM, Fairgrounds parking lot, 700 North Maple St., Monti-

cello, IA. Open to High Performance, Custom, Stock and Antique (Domestic and Foreign Parts, Cars, Trucks and Motorcycles). Plus related items and services. For Swap and Corral vendor space information call Galen Muller, 319-465-5119 or [www.autopartsswapmeet.net](http://www.autopartsswapmeet.net)

**IL:** Peotone, June 8, 53rd Annual Peotone Swap Meet, Car Corral and Show Car Display at Will County Fairgrounds, 710 S West Street. Admission \$5, 15 & under free, free public parking for spectators in fairgrounds. INFO: 630-200-0755 [www.peotone-swapmeet.org](http://www.peotone-swapmeet.org)

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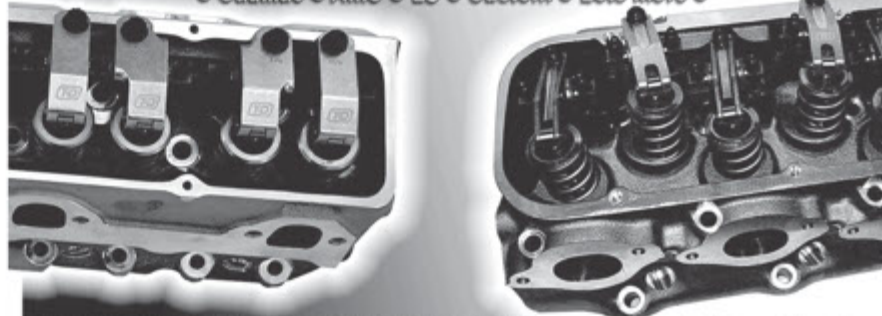
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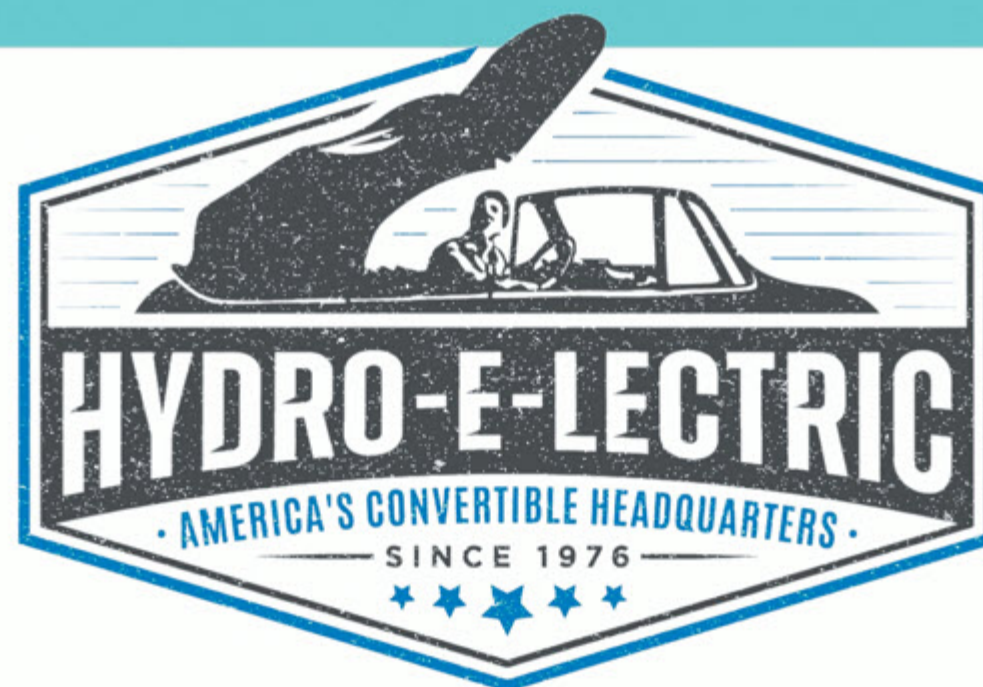
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