

DRIVING OLD CARS

1938 PACKARD Restoration
"Wiring Harness" Pg. 4

'56-'64 Rambler Exhaust
Manifolds Pg. 14

Factory Fit Classic
Radios Pg. 10

Fuel Pump Kits,
Mechanical Parts Pg. 13

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RESTORATION SINCE 1984 MAGAZINE



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CATALINA, 2 DR H/T
4 SP AUTO, \$49,500
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Corvette
'57 283-245 HP, 3 sp, show! 706-857-3916



Ford
'33 Allway Speedster, LS1 V8, 818-591-1313



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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.



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.



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.

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 (1942) 4. False (1949) 5. True 6. True 7. True 8. False (1941) 9. True 10. True
- ANSWERS TO MATCH GAME: 1-F 2-B 3-D 4-C 5-E 6-C 7-H 8-B 9-I 10-G 11-A 12-J
- ANSWER TO "POP'S GARAGE": The crankshaft had too much end play.

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JANUARY 2025

SOUTHERN WHEELS 1

41st Annual Spring

AUTO PARTS SWAP MEET

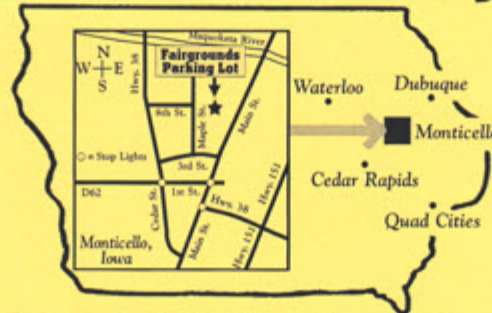
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1938 Packard 6 *It Found Me* "Wiring Harness" by Ron Carpenter

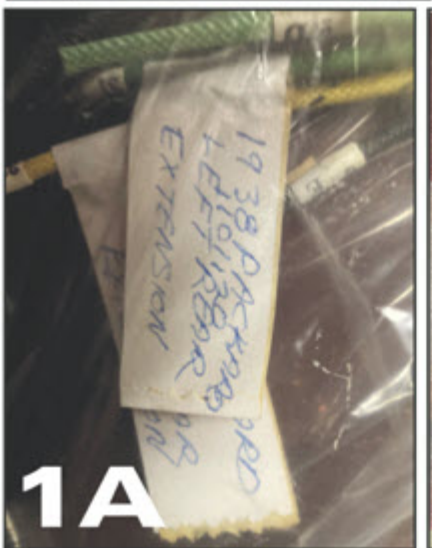
Installing a wiring harness is a lot like painting by numbers in that you have wires and the numbers on the wires and the instructions tell you where to put the wires. An example is "DS AMP gauge for number 2 red wire and is installed on the Drivers side of the amp gauge. That is how most of the harnesses are made and installed. This wiring harness is totally different from what I normally install which is why I had to figure out who made the harness to start with. I think that I have finally decided that it is a EGGE wiring harness from 40 years ago.



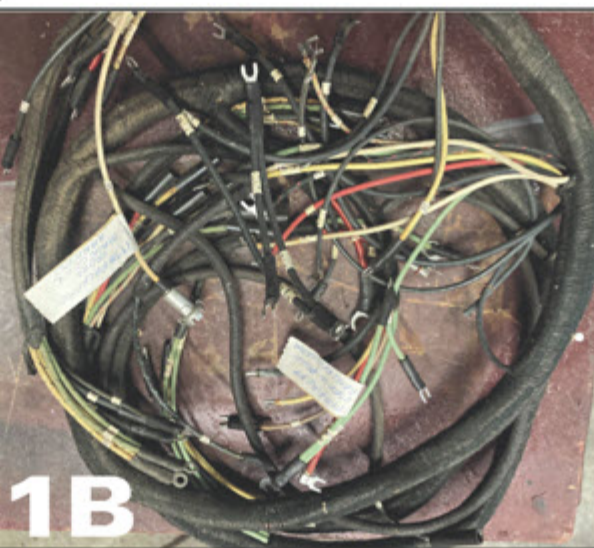
Number 1, 1A, 1B

These are some pictures of the wiring harnesses that I brought home with the car. The harness is made up of more than just one part. You have the main harness which includes the under dash and to the engine compartment. You have another one that connects to the harness to the rear of the car. This would include the tail lights the license plate light and the gas tank sending unit. On the front of the car you have the headlight harness which includes the headlights and the parking lights. This harness, that I received with the car,

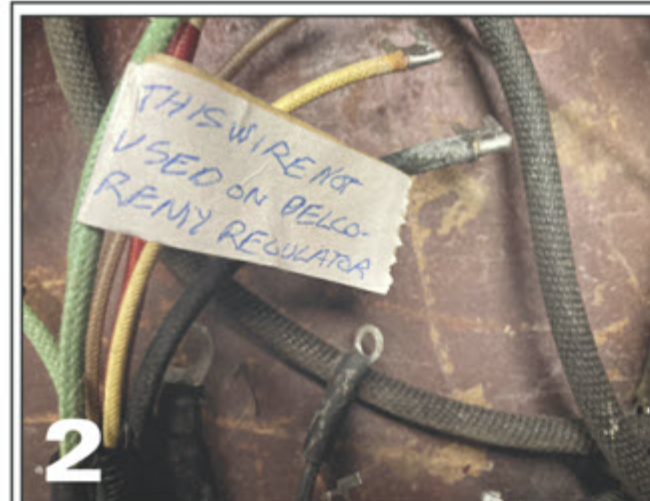
has the turn signals separate and will require a separate light bulb for both front and back of the car. The wires are in plastic bags and there are some notes on the wires but no installation wiring diagrams to go with the harness.



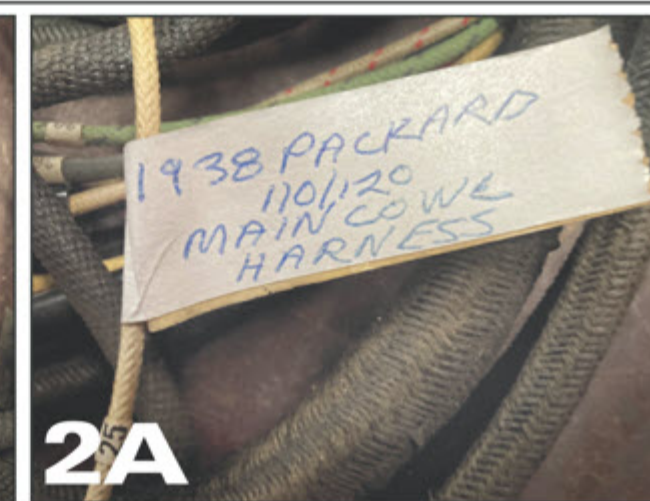
1A



1B



2



2A

Number 2, 2A

On some of the wires there are special notes such as the one on this picture. It is telling me that if I have a Delco Remy regulator then this wire is used on that regulator. If I am not using a Delco Remy regulator then forget about the wire, you can probably just cut it off. Where you would not use the wire is if you are using an Autolite system. It seems like Autolite systems were used on 120 cars (8 cylinder) and the Delco Remy system was used on the 6 cylinder cars.

I am starting to work on the wiring harness and the installation is going slow. I did not have an instruction sheet and I did not know who made the harness. I compared the harness to one I had for a 1939 harness from Y-N-Z and nothing made any sense. The numbering on the unknown harness and my Y-N-Z harness was completely different. I have installed several other wiring harnesses before and they have all worked out well so I figure that I can get it installed.

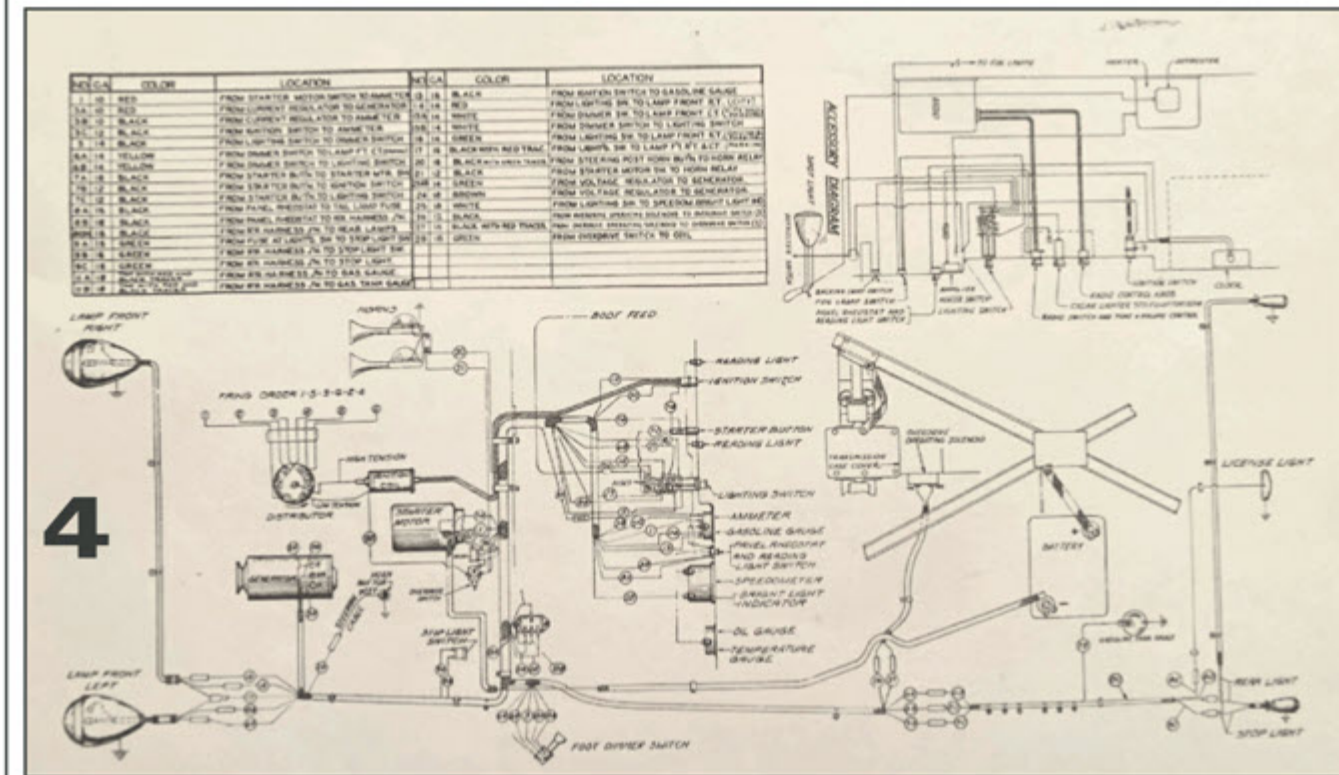
Number 3

I have the main harness laid out. All the yellow tape on the largest harness represents my first pass at trying to figure out how to install the harness. I have identified what I think are the main points for under the dash and the firewall. One of the biggest problems is that it seemed to me that there were extra wires under the dash that were not accounted for.



3

I was going through my 1938 Packard Parts book one day and I found that the parts book included diagram of the wiring in the car. The legend had most of the numbers that were the same as what I was working with. EUREKA, I now had a starting point to install the wiring harness. I did find that in my harness that I had too many wires that were not listed anywhere. The harness was filled with extra wires that went from under the dash to where I don't readily know. I at least was finally able to get a starting point for installing the wiring harness. I do not have the front fenders and hood on the car nor do I have the headlight buckets installed so I cannot turn on the headlights to test. So the first thing I had to do was to get some lights to test out the harness wires. I was now able to install all the under dash and engine compartment wiring. There were extra wires, not just the turn signals wires, and I could not figure out what they were so I just taped them off and abandoned them.



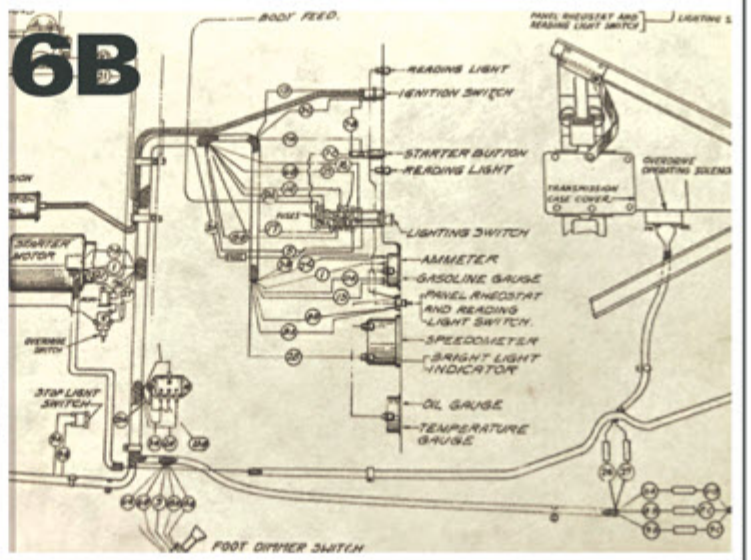
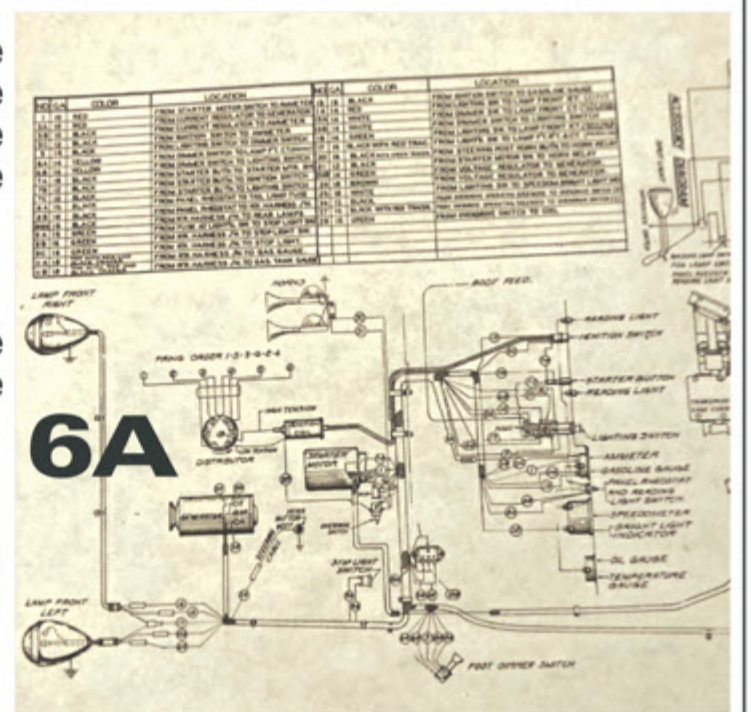
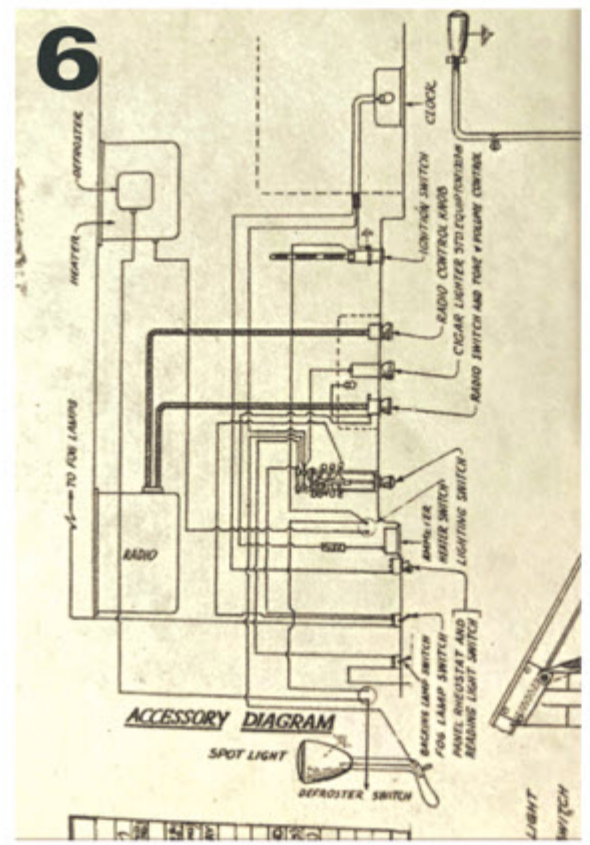
Number 4
This is a picture out of the parts book showing the wiring diagram with the legend and all the numbers shown. The numbers refer exactly to the numbers I have on the wires..... or at least to most of the numbers. This gives me the basics for figuring out what the harness is and where to put it.

NO	GA	COLOR	LOCATION	NO	GA	COLOR	LOCATION
1	10	RED	FROM STARTER MOTOR SWITCH TO AMMETER	13	16	BLACK	FROM IGNITION SWITCH TO GASOLINE GAUGE
3A	10	RED	FROM CURRENT REGULATOR TO GENERATOR	14	14	RED	FROM LIGHTING SW. TO LAMP FRONT RT. (CITY)
3B	10	BLACK	FROM CURRENT REGULATOR TO AMMETER	15A	14	WHITE	FROM DIMMER SW. TO LAMP FRONT LT. (CITY)
3C	12	BLACK	FROM IGNITION SWITCH TO AMMETER	15B	14	WHITE	FROM DIMMER SWITCH TO LIGHTING SWITCH
5	14	BLACK	FROM LIGHTING SWITCH TO DIMMER SWITCH	16	14	GREEN	FROM LIGHTING SW. TO LAMP FRONT RT. (CITY)
6A	14	YELLOW	FROM DIMMER SWITCH TO LAMP FT. LT. (PARKING)	17	16	BLACK WITH RED TRAC.	FROM LIGHTS. SW. TO LAMP FT. RT. & LT. (PARKING)
6B	14	YELLOW	FROM DIMMER SWITCH TO LIGHTING SWITCH	20	16	BLACK WITH GREEN TRACER	FROM STEERING POST HORN BUTN TO HORN RELAY
7A	16	BLACK	FROM STARTER BUTN. TO STARTER MTR. SW.	21	12	BLACK	FROM STARTER MOTOR SW. TO HORN RELAY
7B	12	BLACK	FROM STARTER BUTN. TO IGNITION SWITCH	25A	14	GREEN	FROM VOLTAGE REGULATOR TO GENERATOR
7C	12	BLACK	FROM STARTER BUTN. TO LIGHTING SWITCH	24	18	BROWN	FROM VOLTAGE REGULATOR TO GENERATOR
8A	16	BLACK	FROM PANEL RHEOSTAT TO TAIL LAMP FUSE	25	18	WHITE	FROM LIGHTING SW. TO SPEEDOM. BRIGHT LIGHT IND.
8B	16	BLACK	FROM PANEL RHEOSTAT TO RR. HARNESS JN.	26	12	BLACK	FROM OVERDRIVE OPERATING SOLENOID TO OVERDRIVE SWITCH (5)
8C	16	BLACK	FROM RR. HARNESS JN. TO REAR LAMPS	27	16	BLACK WITH RED TRACER	FROM OVERDRIVE OPERATING SOLENOID TO OVERDRIVE SWITCH (1)
9A	16	GREEN	FROM FUSE AT LIGHTG. SW TO STOP LIGHT SW.	28	16	GREEN	FROM OVERDRIVE SWITCH TO COIL
9B	16	GREEN	FROM RR. HARNESS JN. TO STOP LIGHT SW.				
9C	16	GREEN	FROM RR. HARNESS JN. TO STOP LIGHT.				
11A	18	TAN WITH RED AND BLACK TRACER	FROM RR. HARNESS JN. TO GAS. GAUGE.				
11B	18	TAN WITH RED AND BLACK TRACER	FROM RR. HARNESS JN. TO GAS. TANK GAUGE				

5

Number 5
This is a close up of the legend with the numbers better shown which are the same for the harness except there are higher numbers in the harness and those are the ones that I will not be using.

Number 6, 6A, 6B
Pictures of the wiring diagrams that are in the book. The close up pictures of the

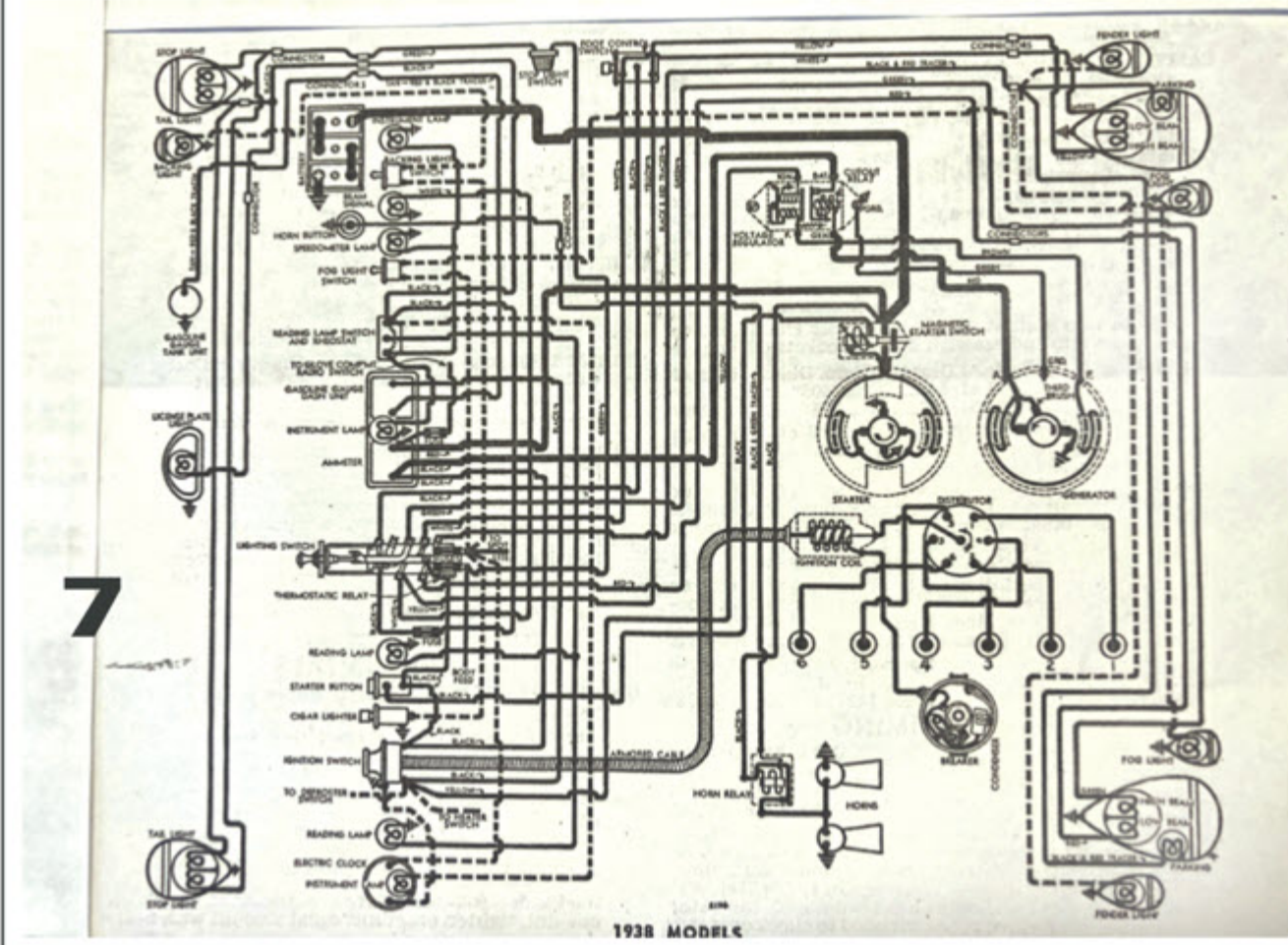
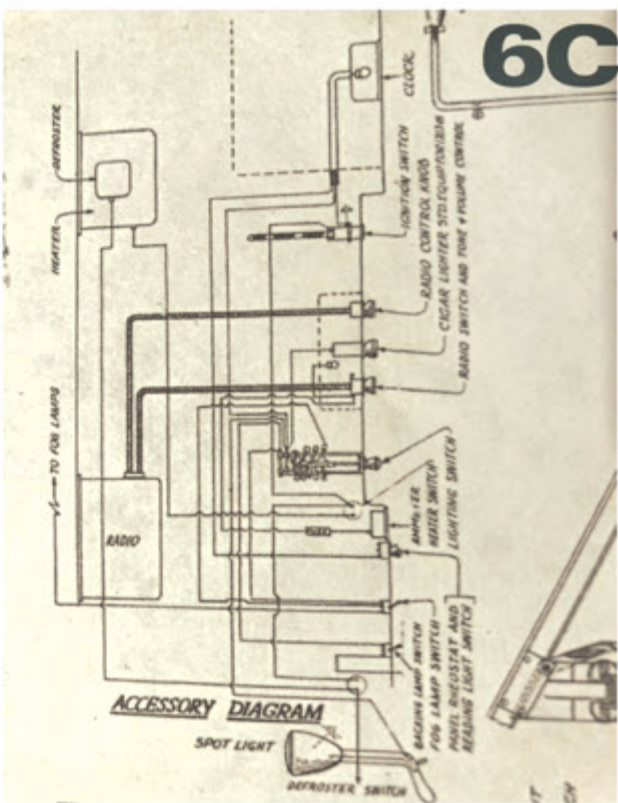


dash and the switches and you can see, once again, the numbers that are referred to on the legend.

Number 7

I have a binder full of National Service Data schematics and it has most of the wiring harnesses from 1933 (some) all the way to 1950 so I copied my 1938 wiring harness picture out of the book. You can see how the wires are laid out and where to put wires on switches such as the headlight switch.

I have some issues to take care of before I can continue work on the wiring harness install. The first thing I have to do is get some light sockets ready so I can turn on some lights in the front of the car. They will represent the headlights and parking lights and the turn

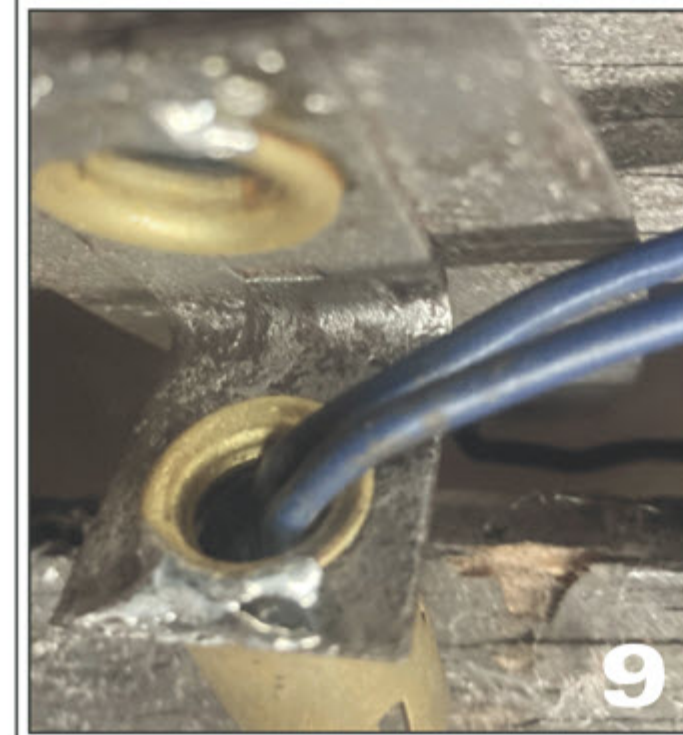
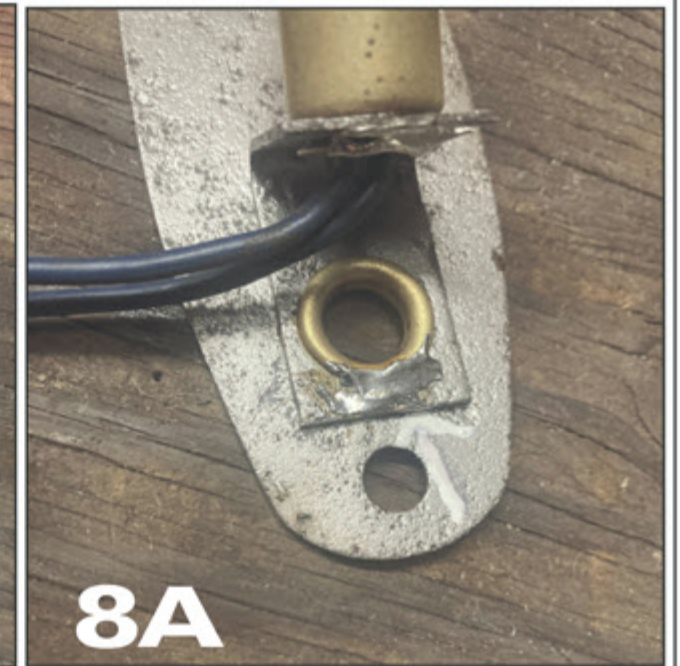
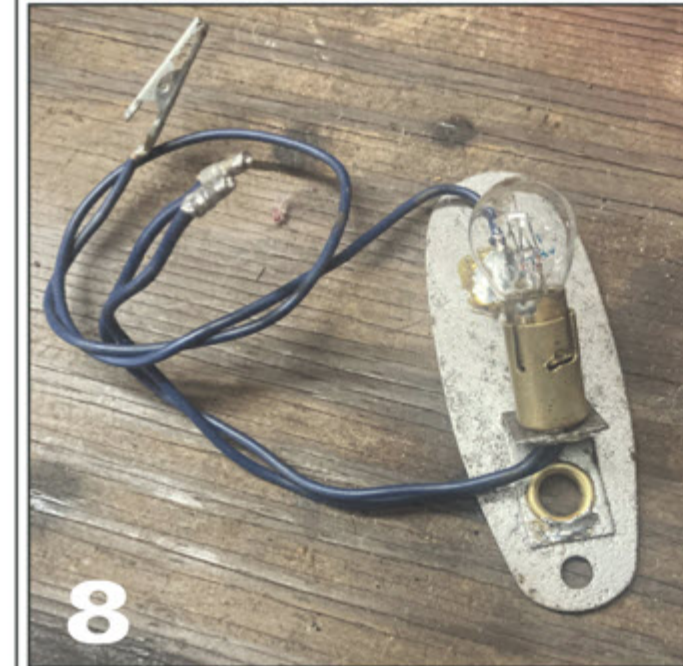


signals. Once I have everything ready I can put the front end on the car and have the lights ready to go. The rear wiring is easier to deal with and so the front is where I will be spending my time getting ready. Just a couple extra things to do for the rear lights.

Getting Temporary lights ready

Number 8, 8A

This is what I am using, I have a couple extra tail light brackets so I can recondition a couple



of them. The first thing I always do I blast them to clean them up. I have the bulb installed and the leads ready to attach to power. I kept trying to get it to light up using the headlight switch but I could not get it to work. I have more work to do the the light sockets to get them to work.

Number 9

I always start by soldering the metal to each other as they never seem to work if you don't. I have soldered two areas on this picture. The brass socket is crimped to the metal tab and then the metal is crimped to everything. SO, I solder both areas.

We will continue this project next month. Stay tuned!

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POP'S GARAGE



The subject at Pop's was automotive design. Ron said, "Over the years there have been a lot of really talented designers, producing form and function with business sense to work with the top brass to get them into production."

"It's true in any business. You not only have to be talented, but the people you work with have to like you if you want to get anything done," Bill said.

"That's true," Pop replied, "and one guy who could really get things done was GM's Harley Earl! He set up the Art &

Colour section at GM and hired some of the best designers in the business. Each division at GM was competitive. I heard a story that in the late '40's, there was a reported fist fight between Buick and Cadillac's brass over who had the quietest windshield wipers!"

"I like that!" Ron exclaimed. "We need that kind of pride and spirit today."

"I think that's a big part of why we go through everything that we do, to preserve and restore these cars; to continue their independent attitude and commitment," Jim said.

"The decade of the fifties was the epitome of this spirit—new and fresh design combined with all-new V-8 performance, with few restraints. Most companies, including Packard, Studebaker and Hudson put a great deal of money and time into creating new cars," Bill said.

"Besides the design innovations, there were so many engineering innovations, too!" Tom said. "I was talking with a guy the other day who has a 1936 Studebaker President with 'Hill Holder.'"

"That was the first car for Hill Holder," Pop said, "and it was only available as an option on the President."

"That's what he said," Tom replied. "Will you describe how it works?"

"It was created by Wagner Electric and manufactured by Bendix Brakes, and was introduced as an option on the 1936 Studebaker President. The purpose was to keep a manual shift car from rolling back on a hill. It didn't work on a flat surface or when the vehicle was going downhill. Its principle is, with the vehicle on a hill at a stop, with the clutch and brake engaged, the clutch releases a ball bearing that by gravity, blocks the return of brake fluid in the master cylinder, thus holding the car on the hill. When the clutch is released, the ball bearing moves from blocking the returning brake fluid, releasing the brakes and the car is ready to move. This helps the driver to get the car in gear, give the accelerator a little throttle and continue driving as the clutch is released, unlocking the brakes," Pop explained.

"Amazing!" Tom replied.

"The following year Nash and Hudson used it and it was an option on all the Studebaker models by 1939, and '39 was also the year that Ford went to hydraulic brakes and they began offering it. Ford previously had mechanical brakes and, of course, it wouldn't work with them. It's still available on today's cars," Bill added.

"Yes, except today it's operated by two sensors: One to actuate and one to release, and it's on some GM, VW, Subaru, and others," Pop said.

"It is so interesting to study the engineering and design from so long ago and see how they are still in use today," Tom said.

"So true! Well, let's get back to car design," Pop replied.

"Packard's '53 Caribbean was a car that could proudly sit next to any of the best European models," Bill said.

(Continued on Page 32)

EVENTS

IA: Monticello, February 22 & 23, the 56th Annual O'Reilly Rod & Custom Car Show, at Monticello Berndes Center, 766 N Maple St, 11 AM to 10 PM Saturday and 8 AM to 7 PM Sunday. Street Rods, Customs, Race Cars, Pickups, Motorcycles, Street Machines and much more!

www.rodandcustomcarshow.com, 319-465-5119.

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

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.

IA: Monticello, May 4, 7:30 AM - 1:00 PM, Fairgrounds parking lot, 700 North Maple St., Monticello, IA. Open to High Performance, Custom, Stock and Antique (Domestic and Foreign Parts, Cars, Trucks and Motorcycles). Plus related items and ser-

vices. For Swap and Corral vendor space information call Galen Muller, 319-465-5119 or www.autopartsswapmeet.net

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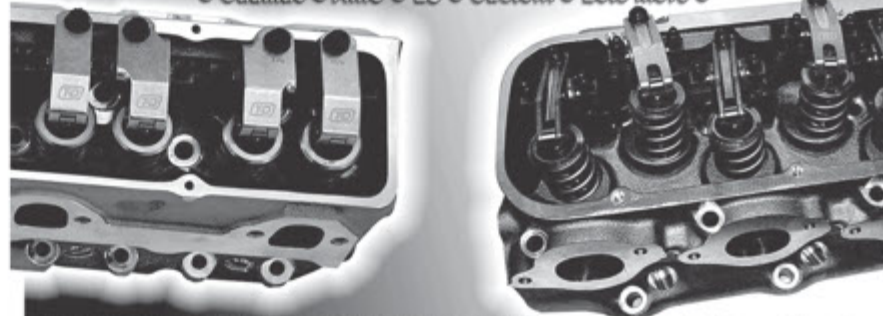
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