

DRIVING OLD CARS

1990 CORVETTE-Making a
New Wiring Harness
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1936-'70s Parts for
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Comparing Thread
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'26-'40 Ford Trunk
& Rumble Lids Pg. 80

SOUTHERN WHEELS

SINCE
RESTORATION
MAGAZINE



1957 FORD
FAIRLANE 500 2 dr
312 V8, 4 BBL,
703-727-4935



Thunderbird
'56, 312 eng., Ford-O-Matic, 740-949-1957



Mercury
'53 Monterey Conv., \$26,975, 716-397-7102



El Camino
'68, SS 396, Turbo 400, 818-591-1313



Ford
'66 Galaxie 500, 429 4 sp, 716-397-7102



Ford
'56 Fairlane Victoria, 292 V8, 703-727-4935

WORLDWIDE
COVERAGE
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Packard

Motor Cars



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ASK THE MAN WHO OWNS ONE



1934 Packard Eight Coupe

43rd YEAR!

SOUTHERN WHEELS

MAGAZINE



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JOHNSON PUBLISHING

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● ANSWERS TO CAR QUIZ: 1. True 2. False (not until 1940) 3. True 4. True 5. True 6. True 7. False (1939) 8. True 9. True 10. True

● ANSWER TO POP'S GARAGE: Improper brake shoe adjustment! Joe's got to readjust.

● ANSWERS TO MATCH GAME: 1-C, 2-F, 3-A, 4-B, 5-E, 6-D, 7-G, 8-H, 9-J, 10-I, 11-K, 12-L

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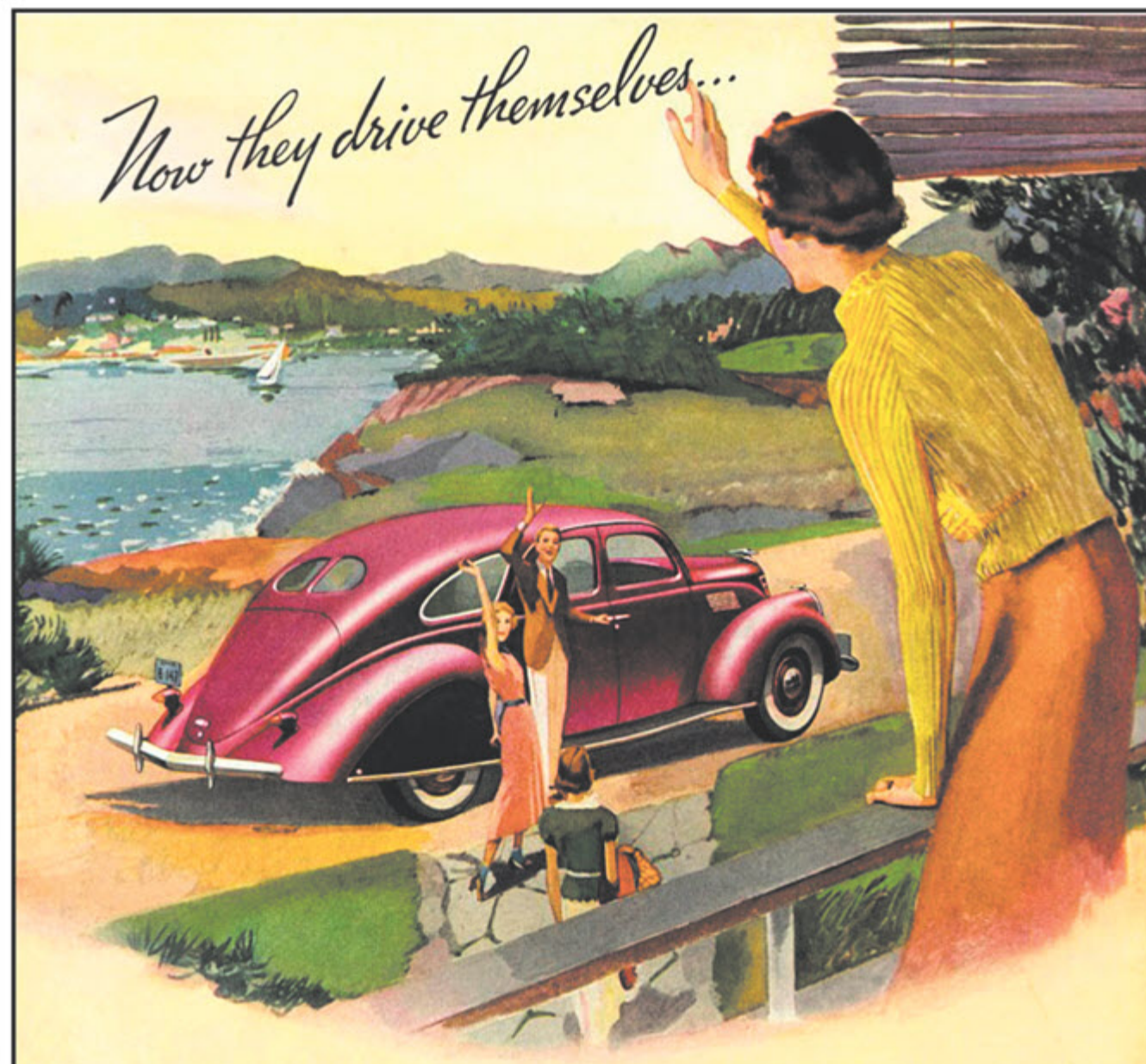
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LINCOLN-ZEPHYR V-12
THE CAR THAT IS PRICED BELOW ITS SPECIFICATIONS



1990 CORVETTE

What Was I Thinking? by Ron Carpenter

When we looked at the Corvette in the mountains, I figured I could just reattach all the cut wires. Naïve as I was, I thought I could do this. Well, I was greatly underestimating the job especially since I can not even get in and out of the car. I just figured it would not be too bad, as I was actually going to give the car to my grandson, I guess he is going to have to wait a while for that to happen.



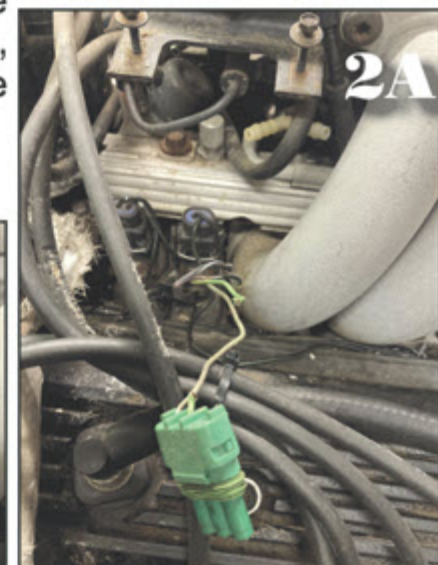
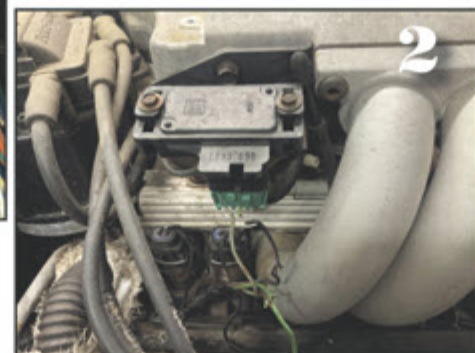
Number 1, 1A, 1B

This is the picture of the cut wire and the back box is the ECM (Engine control module) and they even cut the spark plug wires. I guess the owner must have really pissed someone off.



Number 2, 2A

Here is some more of the damage where they cut wires at the back, by the passengers side, and the spark plug wires.



Number 3

This is the gang plug at the firewall on the passenger side of the wire wall. These wires go in to feed the heater and others systems on the passenger side.

Number 4

I finally got the gang plug out on the drivers side. Wires are buried in the mess of everything. So I was using a 7 mm socket to get the screw out of the center of the gang plug but it would not come out. It was like

the head of the screw was stripped. This was my first lesson in fact that Chevrolet used both metric and standard headed screws on these cars, so it took a 1/4 socket to get the plug out.



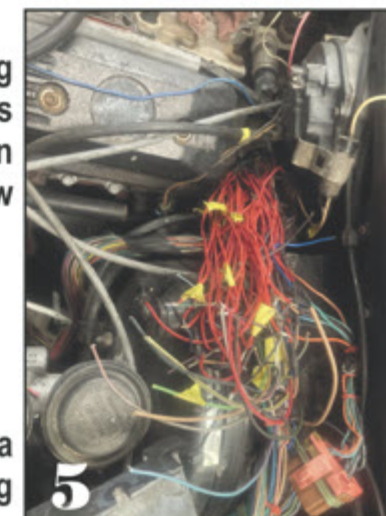
Number 5

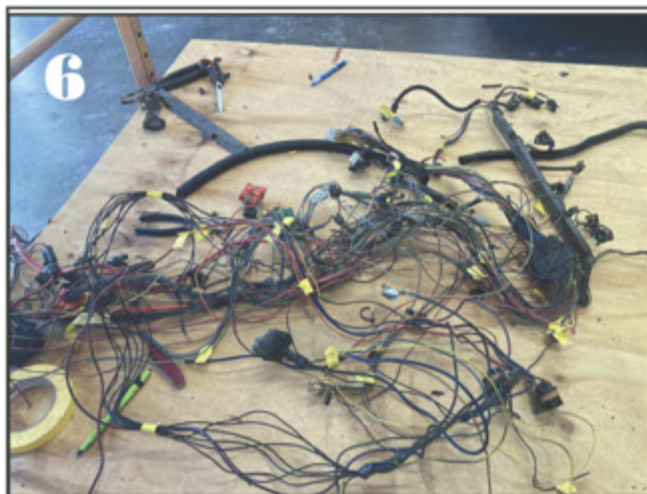
I am attempting to fix the wires at this time by using red wire to fix but I ran into the problem that I have a color problem (not color blind but can't tell some colors like gray or green when next to each other) and I could not find some of the wires that need to be connected. When the factory makes wiring harnesses they can make all the wires in any color they need, but we can't get the wires that way and if we could, then how do you order 1 foot of 100 different colors. This was not an easy task.

This brings me to Plan "B". I decide to go online and buy a wiring harness on the internet. I find one and I buy it but it has terminals that are broken and some are burned because the insulation on the wires are to close to the exhaust pipes. The progress is slow but I am determined to get something done.

Number 6, 6A

I have removed the harness from the car and then found a harness on eBay and I bought that one. I laid it out on my rolling





6



6A

work table (actually my scaffolding) and started repairing the wire ends using some from my original harness. I was putting new plastic coverings on the wires and adding insulation.

Number 7

I was laying out the new repaired harness under the hood and just going crazy. It just seems like some of the wires just did not match up to what I had.

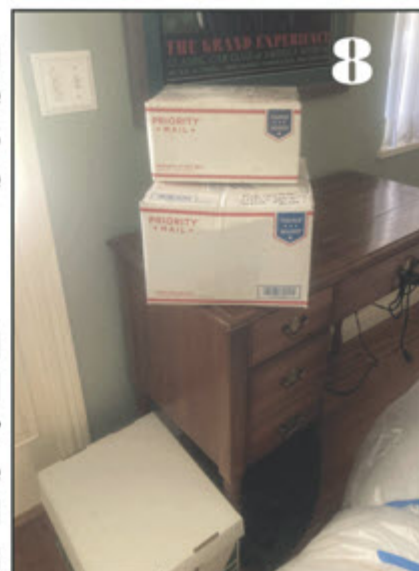


7

I am used to using wiring diagrams that show how wires are laid out from point A to B. My son got me wiring harness diagrams but so confusing in that they go from a black box to another box.

Number 8

I was telling my son in Arizona all the problems I was having and he said he might be able to figure it out and to send the harness to him. I shipped EVERYTHING BOTH HARNESSES to him and awaited his response. He said to wait until he comes out for a visit.



8

I found a few things out about the Corvettes. The standard radio is part of the package that included a standard heater. I say this because I bought the harness on eBay and it was for the up graded package included a automatic temperature control and a Bose radio with upgraded speakers. When I tried to put the eBay harness in the car the heater was wrong

wiring for my car. I tried to just swap the wires for the inside of the car out of the harness and put my wires in it and they had different wires in the same looking plugs and so I was totally lost. At about this time my wife found a 1990 white corvette (I say that because the one I am working on is green and I have a title for that one) and the GOOD thing about the car is that it has a 6 speed in it. SO, I decided that I could just pull all the wires out of the white car and put the harness in the green car. This is definitely easier said than done.



9

Number 9

This is what she bought me. I introduced it last month showing the interior parts but the harness and and THE ENTIRE HEATER assembly will be used. There are differences and parts to the manual and the electronic heaters.



10



10A

Number 10, 10A, 10B

Why are all these cars full of leaves and other garbage.

There will be more on this car later as I have more plans for it. The main one is that I need to get the green car with a harness in it. So I have Jacob helping me and we are going to pull the main harness out of the car and also the interior harness that has the speakers and radio harness etc in it. The harness goes all the way around the inside back of the car.



10B



11

Number 11

I enlisted the help from Jacob to give me a hand and he really helped a lot. Ultimately when I was dealing with such things as the clutch pedal and other items that I will be Telling about.

This is Jacob when he pulled the main harness out of the car it was getting late. To do this it required taking the entire dash apart to get to the wires and the heater.



12

Number 12

I have totally gutted the white car to take the entire interior out of it and the dash and the wiring harness. This includes the rear harness and speakers.



13

Number 13

This is Jacob Bidwell my helper and he has moved on to EMT to pursue his dream of being a Fire Fighter.

Currently I have the wiring harness in the green car and I am waiting until my son can come out again from Arizona to help trouble shoot any issues (I can imagine that I may have some) but I am still picking away on the car putting on what I can. More surprises next month.

"REVISITING A 350"

My Experience Is...

by Joe Rabelskie



Ask Joe: motorvation@att.net (est. 1979)

A while back, we asked a buddy if he would mind picking up a parts car up for us, a ways down south. He said Sure, and left in the company truck and trailer (a '78 Chevy 4-door P/U with a 350). It could have been running better, but we did not foresee any problems. We could not have been more wrong. It started losing power about fifty miles from home.

When the truck pulled up, there was smoke rising from all around the engine, it sounded like a diesel, and it did not want to shut off. We put it in gear and it finally quit. It had no water left in it and the oil did not register on the stick. We knew it was fried, but did not know how bad. After sitting long enough to cool down, the water and oil were topped off so we could assess the damage. It still started right up. It even ran strong; although there was a very loud knock coming from the bottom end. With a shop full of projects in the process, we decided if we could only get rid of the knock, we could take care of any other problems at a later date. So, we pulled it onto the lift and went to work.

We first drained the oil. Then, by disconnecting the motor mounts, we were able to jack the engine up high enough to pull the oil pan past the cross member. With the pan off, we could pull a couple of rod caps off and inspect the rod and main bearings. Sure enough, they were worn out. One of them was bad enough to create the knock. So, we then pulled off the harmonic balancer and water pump, in order to remove the front cover and timing chain, disconnected the torque converter from the flex plate and dropped the crank. Next, the rods were pulled down and the caps were torqued back on, so we could measure the rod housing bore. One of them was .0015" out of round, but we decided not to worry about that yet, as it was not all that bad. The rest of them were still on size from the rebuild about a year prior. After careful inspection, to see if there was anything else that could be causing a knock, we removed the caps, pushed the rods up as far as we could, pressed the new insert bearings into them and the main saddles, lifted the new crank into position and torqued it into the block. Next, we pulled the rods down one at a time and torqued them down onto their journals. As we replaced the timing gears, cover, water pump, balancer, pan, and reconnected the flex plate to the torque converter, we thought it did not get any easier than this. Finally, we added new oil and crank ed it up. The knock was still there, and as loud as ever!



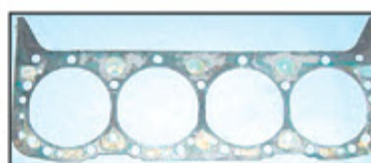
LINED UP ROCKERS AND PUSH RODS

It seemed that the other projects were going to have to wait, as we could not do without our work truck. We knew it was no longer a bottom end problem, so, not knowing what we were going to find, we started taking the top end apart. In order to make quick work of the reassembly, we cleaned and lined up all of the



BLOWN HEAD GASKET

tion, there was one piston that looked like something fell down the carburetor and bounced around the cylinder; however, this was not likely, as the



HEAD GASKETS REMOVED



ONLY VISIBLE PISTON DAMAGE

go od shape; however, they were all removed and checked, as we were not going to take any chances at this point. The cylinder was honed clean with a power hone and the bad piston was replaced with another .040" oversized piston and rings, then all of the other pistons were cleaned and replaced into their cylinders.



SCOURED & BROKEN PISTON

The gaskets were then placed on the freshly cleaned block and the heads positioned and torqued down in proper sequence at 40 ft. lbs. and then 70 ft. lbs. twice.

We then placed the push rods in and bolted on and adjusted the rockers. Next, we sprayed copper coat on the intake gaskets, in order to insure a proper seal, and bolted on the intake and carburetor. Finally, we put in the spark plugs, static timed the distributor, put in a new rotor, put on a new cap and wires, and filled it with fresh oil once again.



FINISHED ENGINE, 2ND TIME AROUND!

Now, everything of any major importance was either cleaned and inspected or replaced. There was no reason to have any problems. We primed the carburetor, turned the key, and it started right up. After setting the timing and checking the carburetor with a vacuum gauge. It ran perfectly. This turned out to be quite a set back in our schedule, but sometimes the projects themselves pick when they want to be worked on. In any case, we could not have been more looking forward to getting back to the business of Packards and Buicks!

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POP'S GARAGE



As we look in on Pop and the guys in the garage, the conversation is on independent car manufacturers.

"There have been many independents over the years, and I can't believe so many made it through the Depression years. There were Packard, Nash, Hudson, and others, and each had the parent make and a separate make—a low-priced, but high-quality car to get them through the depths of the Depression without lowering the value of the parent car. Packard had the 120, Nash the Lafayette, and Hudson the Terraplane," Jack said, "One company that I have always liked was Hudson."

"When did they start building cars?" Jim asked.

"In 1909, eight businessmen got together, including J. L. Hudson and organizer Roy D. Chapin. After setting up a small plant in Detroit, they sold over 4,000 cars the first year! With this impressive start, Mr. Chapin was elected President. Chapin had a real passion for cars and wanted to know everything about them, especially how they were made. He scheduled a trip to Europe and toured the European automotive plants, learning their advanced engineering and production methods."

"What impressed him the most?" Phil wanted to know.

"Six-cylinder engines! When he returned to the U.S., he began work on a six for Hudson. By 1912, they introduced the first Hudson six," Jack told him. "By 1916, Hudson introduced its 'Super' six with a fully-balanced crankshaft, producing a smooth and powerful engine. This helped to make Hudson a respected name in the automotive industry. With public trust, they now wanted to broaden their model base. They contemplated a lower priced car and set up a separate make, Essex Motors. It was to be a low-priced, closed car at a time when most lower-priced cars were open tourers. This was in 1919. By 1922, Essex had become such a success that Hudson felt secure in making part of the Hudson family, and not a separate corporation."

"How did the market crash of '29 affect them?" Phil asked.

"Hudson felt they needed to change their lower line model once again, and in 1932 they introduced the 'Essex Terraplane,' a name that would evolve into simply 'Terraplane' by 1934."

"Why the name 'Terraplane?'" Phil asked.

"Aviation was very popular in the early '30's. Howard Hughes had released his blockbuster movie, 'Hell's Angels' in 1930 (one of the greatest aviation movies ever made). Aviator Hughes had also just finished a flight around the world in three days, and aviatrix Amelia Earhart was in the news almost daily with her flying achievements. Less than one percent of Americans had flown, but almost everyone wanted to, so they named the car 'Terraplane,' capitalizing on this excitement. The slogan for the new car was 'On the sea, that's Aquaplaning, in the air, that's Aeroplaning, but on the land, that's Terraplaning.' To further play up the new car, they had Miss Earhart to introduce it. Orville Wright bought the first one and she bought the second one."

"You know we've got a '37 Super Series 72 Coupe coming in today. It's got brake troubles," Pop said.

"They were hydraulic, weren't they, Pop?" asked Jack.

"They were! They were equipped with a patented 'Double-Safe' hydraulic brake system since 1936."

Just then, Joe pulled in with his '37 coupe. Everybody crowded around as he got out to show them the car. It was gray with black walls and featured the famous "Fencers Mask" grill, setting it apart from other cars of the day, and the very unusual "Rocket Ship" hood ornament—an elongated, red glass globe with a chrome base and chrome ribs running lengthwise sitting atop the grill's chrome center strip, with Terraplane and Hudson badging in the front slope of the grill. Inside was tan broadcloth interior with a wood grained dash, with the speedometer surrounded by rectangular gauges in the center of the dash, instead of in front of the driver.

"I've never seen that before," Jack commented.

"It takes a little getting used to, but it's a small, compact interior, and the gauges are big, and easy to read," Joe told him.

"It has the 212 cid Super six with dual carbs, and a three-speed manual transmission."

"Very nice. Simplicity with high build quality," Pop said. "I hear you're having some brake problems."

"I am, Pop. It has a spongy pedal," Joe answered. "I know the shoes, master cylinder and adjustment rod are right, and I bled them and got all of the air out of the system."

"Did you adjust them?" Pop asked.

"Yes," Joe replied. "There are two ways to adjust for wear:

One, eccentric adjustment, and two, adjusting the adjustment screw to take up clearance between the lining and brake drum.

I left the eccentric setting alone and adjusted the adjustment screw."

"If the reservoir is full, there are generally two other things that would cause a spongy pedal," Pop said. "Air in the lines and _____."

Do you know what the other thing is?

(Answer on Page One)



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	3'	5'	7'	10'
	Gauge			
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18-24	18	18	16	16
30	18	16	14	12
36-40	16	14	12	12
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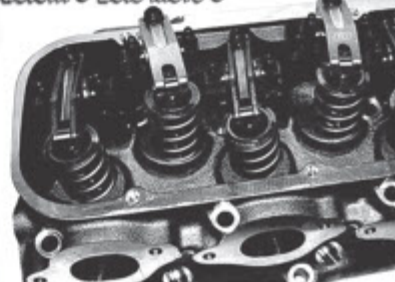
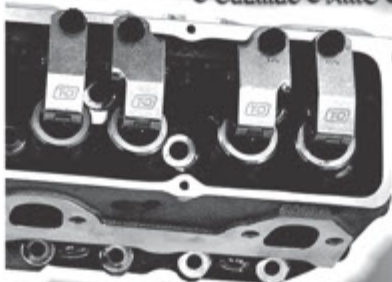
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