

An opportunity to buy a wiring harness business to service the hobby car industry was just what Sue and Paul Vermont wanted. Whilst Paul claims he was 'green' when he took over Vintage Wiring Har-

30 years ago, Paul bought the business after it had moved to Bellingen NSW and brought it to Melbourne about three and a half years ago.

Paul and Sue build wiring harnesses to order for almost any

car, most commonly vehicles from pre-WWI to the GT Falcon

ness he had a background in IT engineering and was interested in classic cars so taking on the venture was a welcome challenge. Originally set up in Sydney some

including British, European and US cars. Given wiring diagrams or old looms Vintage Wiring Harness can rebuild them to order and to original specifications

## GETTING HARNESSSED



Paul Vermont with a 2CV loom he is making for Ted Cross' 2CV van

using all new materials.

Wiring in older cars is typically cotton braided and, over time, the braiding would disintegrate and terminals could also need replacing. There's nothing more annoying than electrical

over PVC wiring results in better than factory specs and has solved many wiring problems for older cars thanks to the service Paul and Sue provide.

Unlike the USA makers like Ford and GM which had their own different wiring colour coding [which could also be different

faults in cars. Using new materials and matching terminals and cotton braiding with colour traces

between models], post war cars produced in UK commonly used Lucas electrics which used standardised colour-coded wiring specs. Paul has charts of these. The purpose of trace colours within the cotton braid indicates exactly what function that section of wiring has. The charts also show the length, terminal types and where in the loom they are to be fitted. Each terminal in a completed loom is numbered for the owner to know what the connection is for, ready to refit to the vehicle.

Requests come in from all over the world. Paul is currently working on a De Tomaso which required some 'reverse engineering' to get the specs right. He has provided looms for BMC minis, French cars, MGs, Holdens and Fords as well as BMW motorcycles, army vehicles and a variety of vintage and veteran cars. In fact Paul has over 1000 patterns for numerous makes and models.

The early Citroën wiring harness plans Paul has on file include:

- 1924 Model 5CV [10.5 Hp]
- 1937-39 Light 12 & 15 RHD UK Built

## GETTING HARNESSSED



- 1951 Model 11BL French Built RHD
- 1951-52 Model 11BL French Built LHD
- 1951-52 Light & Big 15 Slough Small Boot,
- 1952-53 Light & Big 15 Slough

We thank Paul and Sue for a most interesting presentation and their kind hospitality, and thank Ted Cross for arranging the visit to the workshop.

Vintage Wiring Harness can be found at 7/477 Maroondah Hwy Ringwood. Phone 03 9870 0583 or visit their website [www.vin-wire.com.au](http://www.vin-wire.com.au).

## GETTING HARNESSSED

Big Boot

- 1953-54 Model 2CV
- 1954-55 Light 15 Big Boot
- 1955 Model 11C Commercial LHD

Paul's own two-tone MG Magnette sits in his workshop with a precision made wiring harness for all to see under the bonnet.

[www.vin-wire.com.au](http://www.vin-wire.com.au).

PS: Apologies to any members who were inconvenienced by the incorrect address printed in the 'Front Drive'. The correction could not be made in time although the amended details were posted on the CCOCA website.

Tom Grucza



wiring looms made to order  
all makes and models - 1920s onwards

braided wire or pvc, with cotton over-braiding or original harness tape

custom modification to your specification

braided HT and battery leads

(03) 9870 0583

[contact@vinwire.com.au](mailto:contact@vinwire.com.au)



# vintage wiring harness

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