

May 23, 2007

15<sup>th</sup> status,

With a little effort I found that the cowl trim band is stainless steel. It had been covered with masking tape and paint several years ago. I scraped off most of the hard old tape with a razor blade and rubbed the rest off with steel wool. It should polish up nicely on the buffing wheel. I installed it temporarily on the cowl to check the hood alignment. I attached the hood side panels with new hinge pins, and installed the hood assembly on the car and found that it fits perfectly.

It took several days of making adjustments to posts and hinges, but both doors now line up and work properly. To adjust the latch posts at the rear of each door, I raised the roof wood and sheet metal about 1/4<sup>th</sup> inch using a big jack. As a result of this change, the rear quarter patch panels Tommy had installed months ago were now too short, so I ordered another set, and they have been received. After Tommy installs them in the next few days, I will attach the metal trim that covers the wooden latch posts. I've already cleaned up and mounted the door latch assemblies to their wooded frames, and soon I will attach them to the inside of the doors and make sure the doors latch properly to the latch posts. I found only one latch striker plate in the cans of small parts that came with the car, so I ordered another. I've already installed the metal trim pieces that cover the wooden hinge posts at the front of each door.

After a few hours hand shaping the wooden front roof rail, the sheet metal piece that covers it is now installed. That made it possible to install the outside visor. I spent some time straightening the visor and beating out a few small dents with a hammer. With research I found that round head wood screws were used, and I also found that it is to have welting installed between it and the body. Tommy made me an extra long drill bit, so that I could drill all the screw holes in the lower side of the wooden front roof rail with the visor clamped in place. After some adjusting, it fits well. I will install the welting later, after painting.



The engine had not been run in a couple months, and since that time I had drained and removed the radiator. Since it is now fully assembled with grill and stone guard and installed on the chassis, I filled the radiator, charged the battery, and fired 'er up. Tommy and I must have done a good job with the valve adjustment, 'cause she ran great.

After lots of digging through cans of nuts and bolts that came with the car, I found the special truss head screws I needed, and I mounted the dash to the cowl. I was surprised to find that the top of the dash sits about 1 1/2" above the bottom of the windshield opening. After studying it, I realized that when the windshield is cranked open at the bottom, the curved shape of the top of the dash will direct

ventilation to the passengers' feet. Pretty neat! After research, I realized I was missing the rest of the hardware that attaches the dash to the wood behind it. My friend Don had the brackets and screws I needed and sent them to me. I've now mounted all the brackets to the wood, and the dash is temporarily installed.



In the last couple days I've been preparing the engine splash pans for paint. Some straightening and filling of pits was necessary. After some research, it appears I am missing a part of the splash pan assembly. Hopefully, my friend Don has the missing piece.

The reproduction right rear fender has arrived, and matches the left very nicely. I'm still waiting to receive the cowl light parts from the chrome plater and the rear bumper bracket and fender well from Don.

Sid