

July 15, 2007
16th status

I received the replacement fender well from my friend Don in Denver and have sandblasted it. Tommy will remove the beat up well from the left front fender and weld the new one in.

Among the small parts stored in my attic, I found some of the brackets that attach the engine splash pans. Thankfully, Don has the rest of them and will send them to me.

I received the cowl light parts from the chrome plater and returned one of them, because it was still slightly bent.

Every couple weeks I have been running the engine, and I've been using a new 6 volt coil. Recently, I found the original coil among small parts stored in the attic. It has a slightly different shape, and its bracket is welded in place. I hooked it up and found that the engine runs fine with it, so I blasted it and have prepared it for a new coat of black paint. I plan to install it at show time only, since odds are good that it will fail in prolonged use. After all, it is 75 years old!

When I checked the metal trunk floor pan for fit, I found that it seemed to be about 1 ½ inches too long, and it didn't fit well at the rear of the trunk. I called my wood supplier in Virginia and learned that my new wooden kick-up assemblies (attach to the back of the wooden sills) I received with the car were for a car with a rumble seat, and my car is a trunk model. So, I ordered the correct kick-up assemblies from him. I received them in a few days, and have painted them and fitted them in the rear of the body.

Because the sheet metal at the bottom of the body is to be tacked to the bottom of the wooden kick-up assemblies, I re-fitted the patch panels in that area to assure proper line-up. The trunk lid did not fit well, and I spent a few days adjusting everything I could find that might affect it. Finally, Tommy suggested pulling the bottom of the body with a heavy tie down strap. That did the trick! The trunk lid now lines up well on both sides, and it opens and closes nicely.



The sheet metal trunk floor pan also fits properly and has been screwed and tacked into place. The similar floor pan that mounts in front of that also fits well, and I will screw it into place soon.



I spent an afternoon adjusting the sheet metal trim piece that covers the passenger door's wooden latch post. I had to file off a small portion of one corner, and I used a Dremel tool to re-shape one area of the wood. It now fits properly and has been tacked into place. The door opens and closes nicely. Soon I will attach the metal guideplate assembly to the post.



With the progress I've made recently, the car seems to finally be coming together. I think I see the light at the end of the tunnel!
Sid