

24<sup>th</sup> status  
March 21, 2008

The seat has taken a lot of time over the last couple months. Two layers of old seat covers were removed from the bottom cushion to expose the original mohair upholstery with two rows of buttons (see picture). This may be the original the seat cushion for the car, or maybe it was replaced with this cushion, years ago? Additional research will be needed to determine if one or two rows of buttons is correct for this model (Job #31567).



The cushion was disassembled to remove its wooden base, which was in several pieces and had to be glued back together. Two coil springs were broken, so a new set of springs will be ordered. Thankfully, the back rest springs were still in good shape. I wire brushed them in a few places to remove minor surface rust and treated them with rust converter paint.

The wooden seat frame required lots of work. It was disassembled in early January. A rotten upper rail and side panel were good enough for patterns, and with help from my woodworking friend John, they were replaced with new wood. The bottom panel was in several pieces, but I was able to glue it back together. The back panel was replaced with a new piece of masonite. The metal seat adjusting mechanism parts were blasted and repainted before reassembling the seat frame.



The windshield was too damaged to be used as a pattern, and several months ago, I received a paper pattern from a Vintage Chevrolet Club contact. A plywood pattern has now been cut, which will be used to assure proper fit before the glass is cut.

Running board trim, rubber channels for windows, correct positive battery cable, top kit, and insulation for the body were ordered and received. Research was conducted re: upholstery materials and sources.

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