

25<sup>th</sup> status  
May 7, 2008

Today's report shows lots of visible progress. The hood is on, which makes it look more like a car! The new latch assemblies that were installed on the fenders and hood are really tight. Currently it is best to wear leather gloves when opening or closing the hood to avoid pinching a finger. Hopefully the latches will loosen up some.

After re-sealing the cork float, the original seventy-seven year old gas tank sending unit was installed in the tank and attached to the wiring harness. After drilling a large hole in the passenger door post for the switch, wiring for the dome light was routed and connected. Small fender braces and conduit for the tail light wiring were installed under the rear fenders. Fender welting was installed on all four fenders, and both spare tire side mount arms were attached. An adapter fitting was missing when I started to install the tube for the temperature gauge in the head, but luckily there was one still attached to the head for my spare engine. A new copper tube and fittings were installed for the oil pressure gauge, and the rubber vacuum hose for the wiper motor was run through its hole in the firewall. The radiator support was attached to the firewall and radiator, and hood lacing was installed on the cowl. My friend Drennon came by and provided the extra set of hands needed to tighten all the fasteners on the firewall, and he also assisted me with assembly and installation of the hood. Door latch assemblies were installed in the doors, and striker plates were attached to the door posts.



Since the seat has not been installed, several blankets were piled up, and I sat on them to back the car out of the garage. Several pictures were taken in the driveway, and I drove the car up to the end of the street and back. Driving was a little bit of a challenge because the rubber pedal bushings are too tight. The clutch and brake pedals tend to stick to the floorboard when depressed, which made double clutching a bit challenging. A little liquid soap helped some, but something even slicker will be needed to correct the problem.



New seat springs and upholstery material for the seat and headliner have been received. My local upholstery man thinks he can start on the seat next week. The rear window shade has also been received. A panel kit and trunk kit were ordered from the upholstery company, and should arrive in the next few weeks. Ribbed rubber for running board covers, and aluminum stock to make tacking strips for the top have been received. My friend Carl is cutting the glass from my patterns and should be through in a week or two.

With only five weeks remaining until the annual Petit Jean Mountain Show, it is doubtful the car will be finished in time, but hopefully it will be ready for shows in the fall.

Sid Carey