

26th Status
June 17, 2008

The wooden top bows and slats are now installed. The bows run from side-to-side, and the slats run back to front. One slat is a different color, because I lost one and had to make another. It was already varnished, so I didn't paint it. The slats are screwed to the bows and secured with strips of copper at front and back.



A layer of denim was tacked over the slats, followed by a layer of cotton padding, and the long grain vinyl was then tacked on. A metal tacking strip will be installed later to trim around the edges of the vinyl.

Even though it wasn't used originally, insulation was installed in the doors, top, cowl, and lower body areas. This will make the car much more comfortable and quieter as well.

Most of the glass is now installed. The window regulators and sashes (or metal channels) were bead blasted and repainted several months ago, and the wooden regulator boards were repainted. Regulators and latch mechanisms were reinstalled on the boards. My friend Carl cut new safety glass using the original pieces as patterns, and we installed them in the sashes. The old windshield was too damaged to use as a pattern, but a Vintage Chevrolet Club member sent a paper one, which was used to make a plywood pattern to assure a proper fit against the cowl. The plywood pattern was then used to cut the glass. Even after all that effort, it was necessary to trim the bottom of the glass slightly to make it fit against the cowl. Rubber window channels and felt were installed in the doors and back window. The rear window pattern was not wide enough from side-to-side, which resulted in the new glass being loose in its rubber

side channels. So Carl cut a new piece ¼” wider, which fits and works perfectly. Glass is installed and can be rolled up and down in the doors and back window. The windshield glass is installed, along with its rubber channels. It will be operational after upholstery is attached to the windshield regulator board, and it is installed in the body. A “U” shaped rubber channel was stretched around each rear quarter window pane, assuring that all kinks in the rubber were stretched out. It was then cut to length, removed from the glass, and the two ends were super-glued together. After the super glue cured, the rubber was re-stretched around the glass for a perfect fit. The quarter windows will be installed after upholstery is installed in that area.



Installation of upholstery has begun. Lots of research was required to find out all the details for this process. The “Panel Kit” has been received, and windlace has been partially attached to the driver’s door edge. The kit did not include sufficient windlace and edgelace, so more was ordered and has now been received. A local upholstery shop will cut, stitch and install the headliner and seat upholstery. They have the materials and seat springs, and measurements have been made.

The Trunk Kit has been installed. Basically, it’s three large pieces of black cardboard that line the trunk area. It was amazing to see how well they fit after the wooden supports were installed. The rubber hose routes rain water from the gutter under the rear window down to the wooden floor sill and out of the body.



The metal floor panel that fills the area beneath the seat has now been tacked in place. It is recessed in the floor to provide room for the seat adjuster mechanism and tool storage.

The lock cylinders were removed from the trunk and passenger door handles prior to re-plating several months ago. A small pin was punched out of each handle, and the cylinders were then removed. After that the cylinders were re-keyed, so they would both use the same key. It was a fairly simple process. The key to be used was inserted in each cylinder, and any pins sticking up were filed off using a flat file. The cylinders have now been re-installed in the re-plated handles, and the lock pins are back in place.

As mentioned previously, the old hubcaps' skins were removed, and the hubcaps were blasted and painted. The new skins have now been installed. A small amount of epoxy was used to secure the skins, and in addition the edges of the skins were crimped around the hubcaps. The hubcaps now look brand new.

Rubber and glue for running board mats, and screws for the garnish moldings have been ordered and received. New springs for the trunk rack were located at a local hardware store.

Sid Carey