

30th Status

October 16, 2008

As you probably have heard by now, the car is finished, and it has won a show. The two weeks prior to the show were pretty hectic, but it was worth it!



The side-mounted spare tires were installed, which I thought would be fairly easy, but I found that the driver's side support rod was not long enough to secure the chrome tire clamp and locking "T" handle. It was extended using a bolt of the same size and thread pattern with its head cut off. The repair is hidden inside the tire clamp. The reproduction rubber floor mat was installed along with its jute insulation. A leak in the speedometer cable connection at the u-joint was sealed using a small piece of graphite rope packing like used in plumbing applications. Re-chromed door and trunk handles were installed. Tail light brackets and buckets were installed and wired. The bulb in the lower portion of each bucket protrudes out the bottom to illuminate the license plate, so rubber grommets were installed around the bulbs to seal out the weather. When I attempted to install the interior door handles and window cranks, I noticed that the thick nickel plating on each made them too big for their escutcheons. My machinist friend Paul was able to turn them to size on his lathe, and I was able to install them. The turned area of each handle is inside the escutcheon, so it doesn't show. Tommy repaired and painted the steering wheel. The wheel and horn button were installed, and the horn wires were connected. A few days later I was backing the car out of the garage to wax it, and the horn started honking. Last month I reported that it didn't work, but apparently the additional amperage with the engine running was enough to shock it into working. A strip of foam rubber was placed under the horn button to be sure that it wouldn't make a connection that easily again. Several hours were spent waxing the body and touching up paint on the chassis. The brakes were adjusted one more time for safety.

In the last few months, two reproduction cowl bands were ordered and returned because of tooling marks that were not polished out properly. It appeared the same effort would be required to repair and buff the original cowl band. Unfortunately, a few weeks later that band was caught in the buffer and damaged. By that time, the company reproducing the cowl bands decided to discontinue them, so a search was made for another used one. A used band was shipped from St. Louis, which arrived two days before the show. Six hours were spent repairing and polishing it by hand. My friend Warren and I installed it on Friday morning and loaded the car into his enclosed trailer that afternoon. Saturday morning Donna and I drove to Warren's, and he and Dorothy hauled the car and us to Benton, AR (near Little Rock) for the fall MOTAA (Mid-America Old Time Auto Association) show. What had been predicted as a beautiful day for Memphis was a rainy day for the Little Rock area. It finally stopped raining about 1:30, and we backed the car out of the trailer and drove it over to the judging area. At 3:00 we learned that it took first place in its class, received its senior designation and won pre-war best of show!!!



In the last few days several friends have asked if I have been fitted for a larger hat, since I've got such a "swell head" after winning those awards!

Sid Carey