

September 9, 2007
18th Status

Those four old tires that I bragged about last month have added a little color to this restoration story. I aired up the last two tires after installing them on the car, and I left Tommy's shop about 3:00 that day. Later that afternoon, Tommy heard a loud noise and thought he was in the middle of some kind of explosion. Actually, the noise was a blow out on one of those old tires!

Tommy has re-installed patch panels at the bottom of each side behind the doors, and I treated the back side of each with plastic roofing cement. The body is off the frame again, hopefully for the last time. I have sanded the rest of the paint off, and Tommy has been filling bad spots as needed. He found an area in the top where the supporting wood was a little high, creating an uneven spot, so I peeled back a part of the steel top and shaved a little wood off.



The good running engine I have was professionally rebuilt before I bought the car, so I didn't have the opportunity to learn much about it. I had some time, so I spent a couple days disassembling the spare engine I bought last spring. It was stuck, so I knew it would have to be taken apart. As a result, I learned a lot about early Chevrolet babbitt bearing engines. For example, I didn't know that each rod cap has a dipper fastened to its bottom, and each dipper has its own trough, from which it picks up oil for lubrication. Disassembling the engine also made it possible for me to store its individual parts in my attic. Later, if I need a crank or a rod, hopefully, I'll be able to find it in my attic.



In preparation for final assembly, I ordered and received fender welting for use between the fenders and body and cloth anti-squeak material to use between the body and frame. I received the reproduction left tail light stand and have riveted the license plate bracket to it and primed it. I also received two reproduction tail light buckets, which I'll put away until it's time to do the electrical portion of the restoration.

I finished sanding the last two wire wheels, and have primed the bare spots with etching primer. Now all 6 wheels are ready for primer and paint.

Sid Carey