

January 2, 2008  
21<sup>st</sup> Status

Unlike my last report, most of the progress this time is on little stuff. This part of the restoration is tedious and very time consuming.

I ordered the cloth webbing that will be tacked around the edges of the floor board and toe board. Thankfully, the original toe board was still in good shape. A new wooden floor board has been varnished, and is ready for the webbing as well. A restored emergency brake handle has now been installed. I had blasted and painted it earlier, and its new spring and nickel plated parts were attached.



The metal trough or "gutter" that catches water from around the rear window was mounted, and after some research I learned that a rubber hose attaches to the "gutter" to route the water down to the sill and out of the car. My friend Sal advised where the tube is to go through the sill, and I will drill the hole for it soon. The rear window regulator board has been mounted temporarily, so that I can fit the wooden pieces that make up the package shelf under the rear window. I'm still researching how that will all go together. A new rubber bushing was installed inside the steering column mast jacket. I used a threaded rod to pull the bushing into place. The aluminum part of the "U" clamp that supports the jacket was polished, and after researching the location of the horn wire's connection, the mast jacket was installed on the steering column. The dome light assembly was bead blasted and repaired by soldering in a new bulb socket. It was then primed and painted with silver paint. Before screwing it into place, its wooden holder in the roof had to be filed a little for proper fit. The dome light's lens and nickel plated bezel will be installed after the headliner is tacked on.



The oil pressure gauge's copper tube was a little too beat up to use, so I found replacement tubing at my local auto parts store. The compression fittings were not available, so I polished and will re-use the old ones. The old dash knobs for choke, spark, lights and throttle were crushed to remove them from the cable controls, and the cables were blasted and coated with clear enamel. I'll put the new knobs on and install the cables after the firewall insulator is in place. The wiring harness was received about a year ago, and I just recently had a chance to check it out. When tracing the wires I realized that there would be two wires running to each cowl light, but the original bulb sockets were set up for a single wire to each. I discussed this with the harness manufacturer who agreed to convert that area of the harness to what he calls "park-to-blink", using only one wire (and single filament bulbs) for park lights as well as turn signals. This way the original bulb sockets could be used inside the cowl lamps. He has now re-worked the harness, and it is ready for installation.



The welting was installed between the visor and the body. To install the welting, I found it easier to take the visor off, fit the welting around it loosely, and then re-install the visor, tucking in the welting as I tightened up all the wood screws that hold it in place. The rubber vacuum tube for the wiper motor has now been installed in the windshield header. After some research, I realized that the vacuum wiper motor I had previously disassembled and cleaned was a later replacement type. However, the original motor was in one of my boxes of stuff, and I have started its restoration. After additional research I mounted the wiper bracket on the windshield header along with the small crooked rod that actuates the wiper motor's switch from inside the car. This area of the car (above the windshield both inside and outside) has been a challenge, because very few pictures are available of the wood and various pieces that attach there. I'll continue to research that area to determine how the headliner and various other parts are to be installed.

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