

27th Status
July 15, 2008

There is lots of progress to report on the inside this time. Kick panels, headliner, windlace, edgelace, door panels, and door garnish moldings are now installed. Walt, of Walt's Upholstery Shop stitched and installed the headliner. He stitched cardboard into the seams to make sure each stays straight. He plans to complete the seat soon.



The windlace and door panels were part of a panel kit from Hampton Coach. The instructions included with the kit left a lot to be desired. However, I'm still glad I ordered from them, because I did not have patterns to know how any of the upholstery panels were made. I've called and emailed them a few times with questions. The story is that Hampton Coach was bought by LeBarron Bonney (the Ford interior folks). Their man with all the Chevy knowledge died recently, and they are working from his notes. They are trying their best to get it right, and have been very helpful. The door and kick panels fit and look great. One cardboard panel for the trunk kit and two for the panel kit were cut 1 1/2" short, so new panels were cut to make them right. Additional windlace was ordered, because there was not enough in the kit. Windlace has now been tacked to the door frames and around the front edges of the doors. Edgelace was tacked to the top and back edges. Edgelace will also be tacked around the top of the interior, just below the headliner. The door panels were fastened to the doors with wire brads using a blind nailing

technique (brads were nailed through the mohair and cardboard into the wood. Then the mohair was pulled back over the heads of the brads).



The re-plated bumpers have been attached to the re-painted bumper arms with new stainless capped bolts and are ready to be installed on the car.



New aluminum trim and rubber have been installed on the running boards, and they are also ready for installation.

Two aluminum tacking strips for the top have been bent using wooden dies cut to the shape of the top's opening. My friend Paul, who is accustomed to working with aluminum, was very helpful with this. One more strip still needs to be bent into shape, and then all three will be drilled, painted and installed on the top of the car.

Sid Carey