

28th Status

August 26, 2008

There is significant progress to report again this time.



The top is complete, but it wasn't fun. A few frustrating days were spent dealing with the reproduction aluminum tacking strips. Bending the aluminum was the first challenge, and after several hours, I was still not satisfied that it would look right. There was also the concern that the aluminum would slip during installation, and damage the car's beautiful paint job. Even though it is not as original, I decided to use the wire-on and hide-um that were included with Hampton Coach's top kit. It was much easier to install. If original tacking strips or pre-bent tacking strips are located later, I'll try that approach again.



The rest of the upholstery panels have been installed. The roof corner panels were a big challenge. These are the panels that fit between the back window and the quarter windows. The cardboard in these panels had to be bent into the curve of the top in that area as they were tacked (with wire brads) into place, and like most of the other panels, had to be blind nailed. The pillar panels included in the kit were too short. These panels fit between the door post and the trunk front panel. Longer panels were

fabricated out of cardboard and additional mohair was ordered to cover them. Another challenge was the long thin panels covered in black leatherette that were included in the kit. The instructions weren't clear and the Hampton Coach folks weren't sure where they should be attached. Their shape indicated they might fit on either side of the trunk front panel, and installing them there would cover a bare wood area that was just barely visible on either side of the seat when it is installed. So, that is what I did. To install the panels, I cut off the top 3 inches and installed the remaining lower portion in the recessed area on either side of the trunk front panel. New cardboard panels about 4 inches long were cut, covered with leatherette and attached at each end of the package tray. A yard of plain rubber was purchased at a local hardware store and cut to fit the floor in the area behind and beside the seat.



The seat is now installed, and it looks great! Walt's Upholstery Shop did a fantastic job. An unexpected additional task was the rebuilding of the seat bottom spring assembly. The new assembly purchased from Hampton Coach was three inches narrower (from side to side) than the original, so Walt rebuilt the original one.

The quarter windows have been installed. To be sure they didn't leak my friend Carl sealed them with a 3M product. All windows and garnish moldings have now been installed. After installing the windshield riser assembly, I raised the windshield two or three times (with great difficulty), and the riser mechanism broke. Three of the pot metal gears had shattered. A rebuild kit was located and purchased, the bad gears were replaced, and the riser assembly was re-installed. The garnish moldings in that area were adjusted out slightly to take any pressure off the windshield. It now moves up and down more easily, and hopefully the new riser gears will hold up.

A better steering wheel was purchased from my friend Tim. It will require only minor work to make it nice. The front bumper has been installed. The rear bumper and luggage rack will be installed after the body paint is buffed. The original vacuum wiper motor was shipped to New York to be rebuilt, but was returned because it was beyond repair. A second motor (with a later patent date) was found in the boxes of stuff that came with the car. It was shipped to New York today. It should be rebuildable. A new wiper arm and blade as well as period correct Alemite grease fittings for the chassis were ordered and received this week. For safety, a battery disconnect switch was installed in the wooden cross member under the seat. It is easy for the driver to reach, but well hidden, making it hard for anyone to see.

Sid Carey