

29th Status
September 25, 2008

Running boards and trim are now installed. After trying contact cement and rubber cement, 3M's Weatherstrip Adhesive was the product that worked best to glue the rubber to the steel boards. The trim is aluminum and was easily bent. I reordered one piece to replace one that bent during installation and have already installed it.



A reproduction identification plate was found on eBay. The original was located on the passenger side wooden main sill of the body, and was apparently destroyed along with the rotten wood. The car's serial number was lost in the process. Legally, it's not a problem, because the car has been registered using its engine number for the last forty years in Mississippi, Texas and Missouri. I knew the car was built in St. Louis, so production figures for that plant for the month of August, 1931 were used to arrive at an approximate number to engrave on the plate. The number "3" is for St. Louis, and AE is for the Independence model.



The car was trailered to Tommy's body shop where he completed the final buffing of the body and fenders. The paint is now like a big mirror. The rear bumper was installed, and I chose not to install the trunk rack at this time. The car's trunk is quite large, and it is doubtful that additional trunk space will be needed. The trunk rack is fully restored and will be put away in case it is needed later. Pin striping is now complete. My friend Drennon and I trailered the car to Muscle Shoals, Alabama where Joe Keenum pulled a double red stripe all around the body. Joe did a great job, and the stripes provide a nice contrast.



The Alemite pin-type grease fittings were installed all over the chassis, and the restored air cleaner was installed on the carburetor. A new clutch pedal return spring was installed, and the pedal shafts were lubed with silicone grease. Double clutching will be much easier, now that the pedal doesn't stick to the floor! Headlights, cowl lights and horn are installed. Each had its challenges. The headlights were adjusted using marks on the garage wall as a guide. They are brighter than I expected, probably because of the special aluminum coating that was used on the reflectors. After bolting the cowl lights in place and wiring them, the rims were impossible to attach. I then realized that when the mounting bolt was tightened, it distorted the lamp such that the rim wouldn't fit. Loosening the mounting bolt made it possible to attach the rim. The restored horn didn't beep when connected. Considerable time was spent attempting to adjust it, and only a faint beep resulted. The supplier agreed to take it back and repair it, but I'll wait until after the car shows are over this fall to remove it.



The second wiper motor was successfully rebuilt. It has been installed, and it works well.

Sid Carey