



8th status: I painted all wood pieces that I have identified. Three pieces are still a mystery. This part of the project is like a giant jig-saw puzzle. The wood sills at the bottom of the body have been re-installed, and the body is now back on the frame. The floor board and two of the four wooden cross members in the bottom of the body have been installed. I wire brushed the area around the inside of the back window, treated it with rust converter paint, and have re-installed the wood in that area. I spent a couple of hours working on one piece of wood that fits above the windshield. I've heard that some pieces would need to be custom fitted, but I didn't realize how bad it could be. I ordered and received steel patch panels for both right and left lower sides of the body. Patch panels for the wheel wells have been ordered and should arrive in the next few days. The body is now ready for my body man to install patch panels, beat out the dents, and prepare to paint. I drove to Adamsville, TN and dropped off most of the bright work for plating. It should be ready in a few days. A local trophy shop engraved serial numbers on the reproduction Delco-Remy data plates for the generator and starter, and they are now installed, along with the generator cut-out. The main wiring harness arrived, and I will put it away until needed. After some minor body work, I painted the valve cover and installed it.



In preparation to start the engine, I timed it, installed the coil, distributor, ignition wires and ignition switch, battery and cables, gapped the spark plugs, and hot-wired the ignition. After a lot of digging through boxes of parts, I found the correct shoulder screw that holds the distributor in place and installed it. When turning the engine over with the starter, I noticed # 2 cylinder would not pull and push against my thumb in the open spark plug hole, so I checked the valve adjustment. None of the valves were to specs, so I adjusted them, and shot lots of WD-40 in # 2 cylinder. It now has more compression. Two days ago, I tried starting the engine several times with the 6 volt battery, but since the engine was stiff from all the new parts, it turned it over too slowly. I hooked up a 12 volt battery, and it turned over much better, but did not start. I then noticed a puddle of oil on the floor, and realized that the hole for the oil pressure gauge feeder tube needed to be plugged. So I temporarily installed the gauge and copper tube. When I turned it over the next time, I noticed it showed 5 lbs. of pressure just turning it over with 12 volts to the starter. Today I squirted starter fluid in the carburetor, wired the choke closed, wired the throttle partially open, turned it over with 12 volts, and it started quickly! It ran for a few seconds, and died. I restarted it, and it ran smoothly! I cut it off after about 15 seconds, because I had not put any water in it yet. Later, I re-installed the 6 volt battery, and it started and ran great! I cut it off a few seconds later. I'll put water in the radiator when I receive the correct hose clamps in the next few days. Then I can let it run for a while, and I can fine tune it.