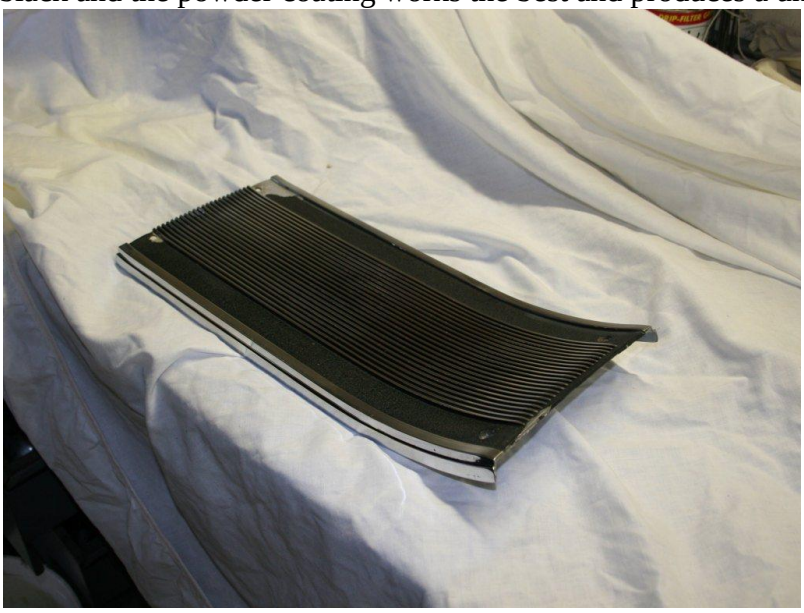
Jan 3:
I had to make a mounting plate for the choke cable, which goes under the dash. Worked on the wires to route them to the gauges, it had been a challenge to determine where everything goes. Cleaned and installed the wiper switch and cigar lighter in the dash. Nearly all the items are in the dash except the radio. It still needs to be repaired as well as the reverb unit. I also took all the console pieces to the powder coating facility for a wrinkle black paint. I have been unable to find any paint that still works for the wrinkle black and the powder coating works the best and produces a uniform coating.



Front plate before plating and painting

Shifter plate with hole for exhaust cutout lever

Rear console plate. Solid brass plate machined for console

Jan 4-6

I continued worked on the wiring, which is a challenge to figure out. Designed and made a cover box for the exhaust cutout lever on the floor. With this done I can begin to fit the carpet and attach the console parts. This work took most of the days to complete.

Exhaust cutout lever housing.

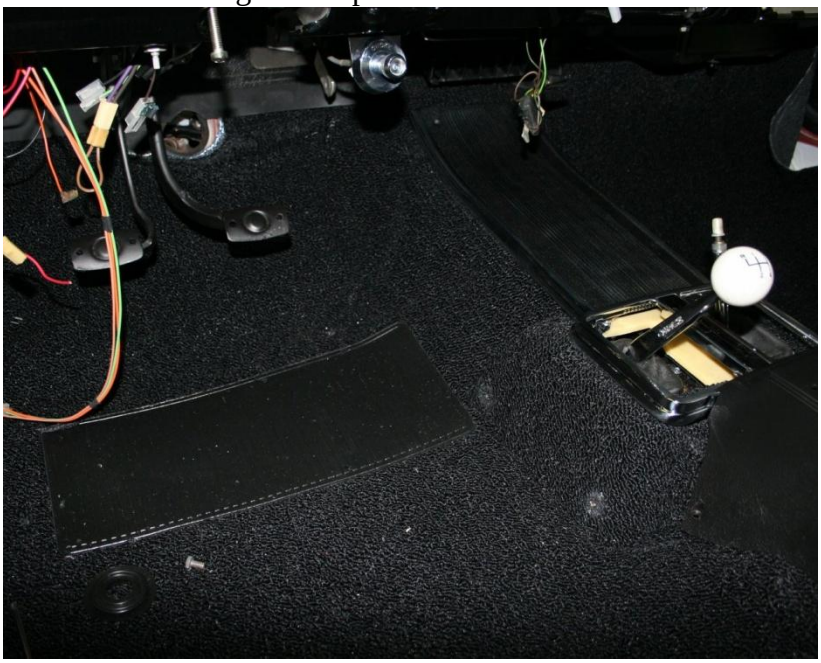
Shifter housing on the bottom and cutout on the top

Jan 19:

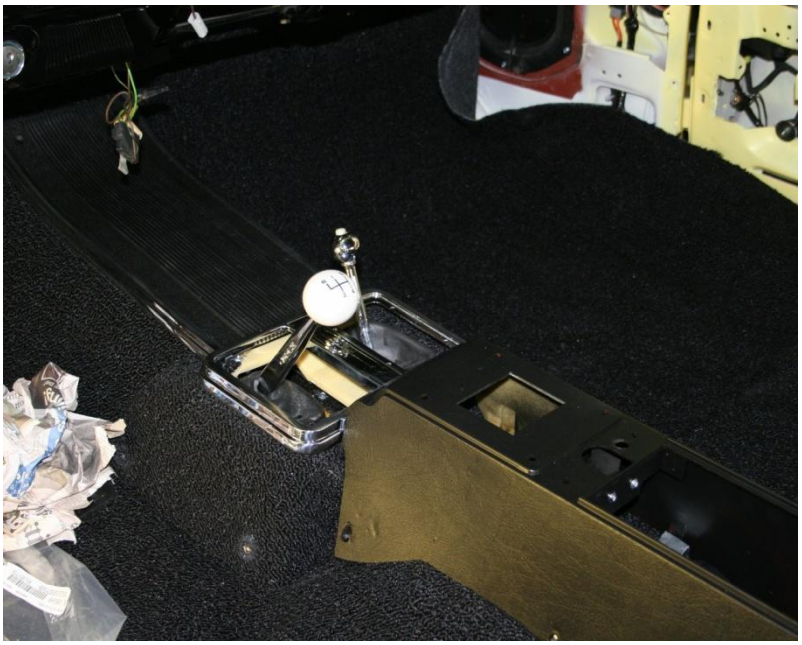
Since the tar material is no longer available for the floor, I used Dynamat as a sound deadener. I installed this over nearly all the interior floor. I then cut and fitted heat shield in the wells for both the front and back. I started to fit the carpet in the rear and front. It will take some effort to fit this carpet. The original car had a combination of molded carpet and glued and fitted.

Sound deadener installed

Rear console fitting and carpet installation



Fitting front carpet and console plate and shifter housing


Middle console section installation on carpet

Jan 26-27:
I purchased the carper from Auto Custom Carpet for a 63 Pontiac with a 4 speed transmission. This carpet is molded to fit the floor pans. The differences were in the part around the shifters and the rear console pieces. The plastic filler piece around the shifters was covered with carpet as a separate item and attached to the floor by metal standoffs with chrome screws. The only reason for this would be to be able to get to the shifters by removing this piece as the carpet is glued to many places on the floor and would be nearly impossible to remove if work is needed. In the regular car the carpet fitted around the plastic filler and was not glued on. I fitted the carpet around the metal pieces the plastic surround is attached and under the shifter plastic filler. I then fitted the carpet under the center console and attached the metal piece that the console is attached, to the floor. The rear carpet took some time to fit around the rear console. I cut this down the middle from the back in order to glue the carpet to the metal console pieces. These had to go under the metal console piece that goes up the back plate. All this was glued on and fitted to the floor. I had to install a filler carpet piece at the back under the seat section. All the seat attaching plates were cut around.
I made a test piece for the shifter boot and now will have to make new ones for each shifter.

Shifter boots installed on the floor plates

Feb 2-3:

Continued fitting the carpet. I selected a sheet of the leather for the filler plate that was used behind the rear seats. The leather hide was cut for each piece similar to the ones used on this plate. I had them sewed up as they were on the original piece. I stripped the old leather off the plate and cleaned it up. The I realized that a rear speaker was never installed on this plate. The speaker was just stuck under the plate in the rear and was hooked up but not sure how anyone could have ever heard it. I decided to finish the installation in the rear plate. There was a grill in the top of the rear console that looked like it was to be used for a rear speaker. I had a speaker that would fit in this area and under the metal extension in the rear. I cut the hole and attached the speaker. It did require a clearance hole in the body back plate. The leather was glued to the plate and all holes cleared. I attached the metal frame that held the speaker grill. I used original holes to attach everything to the plate. This should let all the screw holes in the console center piece to work.

Metal back seat support plate

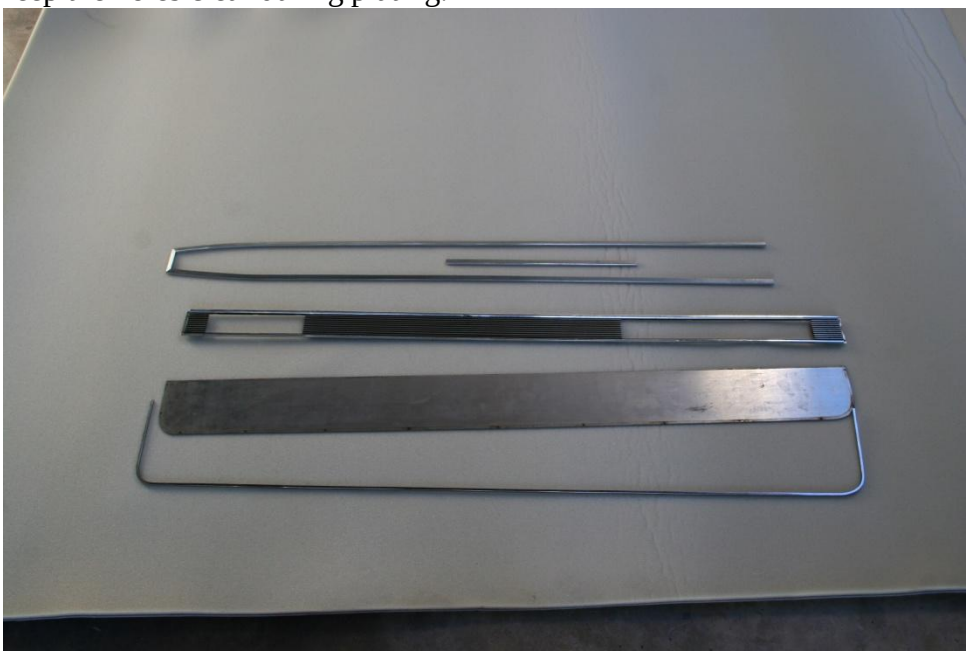
Back seat plate leather covered and part of console in place

Feb 9 Installed the metal-leather covered sheet to the back seat bolts. After a lot of adjusting, finished this installation and could now install the console center section. There were a number of screws broken off in this center piece where screws held the trim on this center piece. I set the piece up on the mill and drilled each screw out and tapped the holes. The center piece was then fitted to the console floor pieces and the rear plate. All the holes matched so far and all looks ok. There is an emblem on the rear speaker cover. I took this apart for cleaning and painting. It was interesting so see how it was made. The letters were separate pieces and the metal insert was milled out for these letters to fit and all of these were attached with studs and screws. I got them cleaned and painted. After cleaning and assembly I screwed then on to the seat back plate.

Feb 10 Installed the frame on the rear console plate. It took some time to get all the screws in to the holes. These are 6-32 screws and the way this plate is mounted there are

two separate pieced attached to the seat back plate and the other attached to the floor mounts that are on the carpet. All of this took some fiddling to get things to line up and get all the screws in. I attached the 4 speed floor shifter on the shift block. I found one that closely looks like the one that was on the car when done. Now I need to find all the rest of the parts for the console to finish.

Feb 16: Worked on the chrome trim for the door panels. There were many broken studs in the trim pieces. These pieces are made of brass and plated, the screw studs were steel. Since the door panels were not water proofed, these studs rusted. After looking at the pieces I decided to redrilled the holes, offset from the broken studs. This met drilling holes in the brass plates that were wrinkle black. This took most of the day; I used the mill to do this drilling and taping for the 2-56 studs. I got all the plates and trim repaired and ready to go the plating shop. I ran the tap through all holes and installed screws to keep the holes clear during plating.



Metal pieces for one door panel

Feb 23: I got all the parts for the wrinkle black ready and took them to Anderson Painting for coating. I removed the old leather from the rear arm rest metal parts to get them ready for new leather. I hooked up more wiring under the dash. I made the shifter boots for the shifter and exhaust cutout lever and installed them on the console plates. I removed the plastic console piece to run the wires for the seats under the carpet. I had to make new wires for the seat switches that are on the console plate on top of the plastic mount. After attaching the boots on the shifter plates I installed the plates and installed them to the floor and plastic pieces. The center console was installed and attached to the floor. I started the installation of the floor grills. These will need some special work to finish. Installed the head lamp dimmer switch and cut the carpet to fit. The installation of the trunk light was done. I located the cover for the pump motor. It will need to be blasted to clean it up.

March 2: I removed more of the old leather off the metal rear arm rests. The foam and cardboard on the metal parts will need to be blasted off if possible. Cut new card for the floor grills. I used the back panel board. The original ones were a low grade card board and the vinyl sheet was heat embossed with the metal grill. This will take some time to make.

March –April 7, 2013
Use vacation time to work on the car. I got the door panel chrome back and the metal insert plates wrinkle black. All of this trim is made of brass. The trim pieces were made from one piece of brass and machined. These trim pieces were held on with 2-56 threaded studs with washer and nuts. When I took the panels apart many of the studs, which were steel, had rusted and broke off in the trim pieces. Some I was able to remove but many were left in and new holes drilled and tapped. I started to rebuild the panels. This turned out to be a very time consuming event. I first worked on the quarter panel interior parts. The rear lower arm rests were stripped of the old leather. This was fairly hard to remove. GM used a very good leather and cement. The leather was badly scratch and torn. I made new foam backing for the pieces using the landau top foam. GM used a very dense foam pad which is no longer available and the landau top foam is a very good substitute f or this material. The density is nearly the same.


Original panel leather

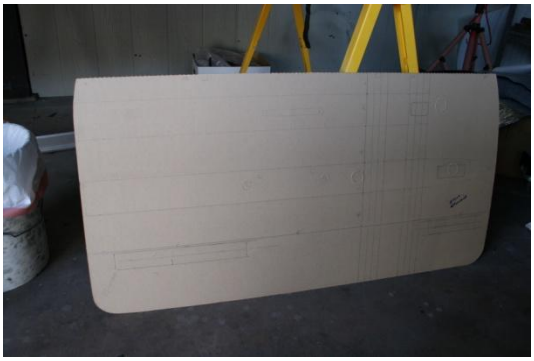

New padding

I then fitted new leather to the top and bottom arm rest parts. Only the outer edges were cemented to the metal pieces and floated on the foam covering. I fitted the chrome pieces to the rests.

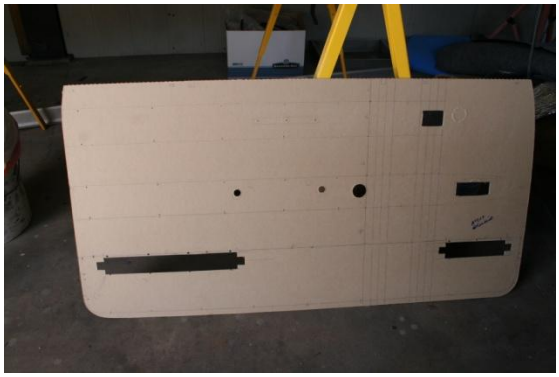
Finished piece

The next part was the upper cover on each side with the chrome trim and wrinkle black pieces. I stripped the metal top plate and made new cardboard piece and attached them to the top plate. Then I had to drill out all the mount holes for the trim. I gave these to Brandt to stitch the pleats in the leather and mount it on the card board. The finished items looked great.

Next came the main door panels. These were defiantly a challenge. It took me a week to get these ready for the leather. I was able to purchase new cardboard panels that were pre-cut. I then mounted them on the metal top piece. Next came the trim pieced. I had to transfer the stud holes. I was able to use the holes in the wrinkle black inserts. Each of these had to be drilled where I drilled new stud holes in the trim pieces. The hardest part was the bottom trim. The trim edge was fitted around a large satin trim piece. This thin piece was hard to drill the new holes where the stud rusted away. By the time I got all the trim on the panels I had to use 150 studs, nuts and washer. All of the holes had to be accurate in order to hold all the trim in the correct places. All of the steps are shown in the photos. They are now ready for the leather to pleated and attached.



Panel layout



Holes cut out


Metal trim attached


Finished panel installed on door

I got back the rear top panels with the leather attached and they turned out fantastic. I began to fit the panels and the welt strips to the quarter door jamb. Now all the sealing needs to be done and the parts attached.

Since I had a problem with the top front bow I took one of the others and welded new metal on to replace the rusty pieces and took this to get powered coated to match the other pieces.

Next t took the steering column apart. This is a tilt column and it takes some care to disassemble this item. All the grease was hard and it needed to be cleaned. The metal shaft and housing needed to be cleaned and painted. The photos show this work.

April to May
All the steering column parts were painted and the assembly put together with new lub.

Column ready for installation.
The steering wheel was in very poor condition. It is a walnut wood wheel and had come apart. This will take some work to fix.

I did more hook up of the engine for hoses and linkage and started to work on the fender wells and radiator support.

Next I replaced the front convertible top bow with a new one and now had a good fit to the windshield header. We did run into a problem with the top and pads clearing the back seat support plate. When this plate was installed at GM they made it go straight up in the back and had no clearance for the top bows or made the space so small that the top would not clear the plate. We had to completely remove the top and redo the pad very thin to gain the space we needed. I also did some modification to the back plate and finally got the clearance for the top to go down all the way. This did mean we had to install a new top but we did not have to replace the rear window. GM may not have had a top on this car so the clearance may not have been a problem. I have not seen any photos showing the top up until it was sold off.

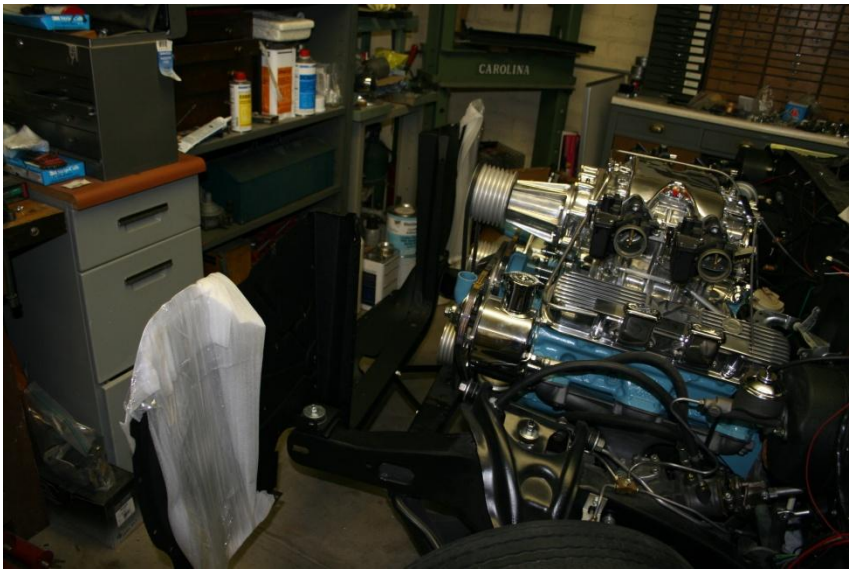
June
The fender wells and support were wrinkle black so I had them blasted and power coated to get a uniform wrinkle finish.


Finished fender well with splash guards


Rubber splash guards

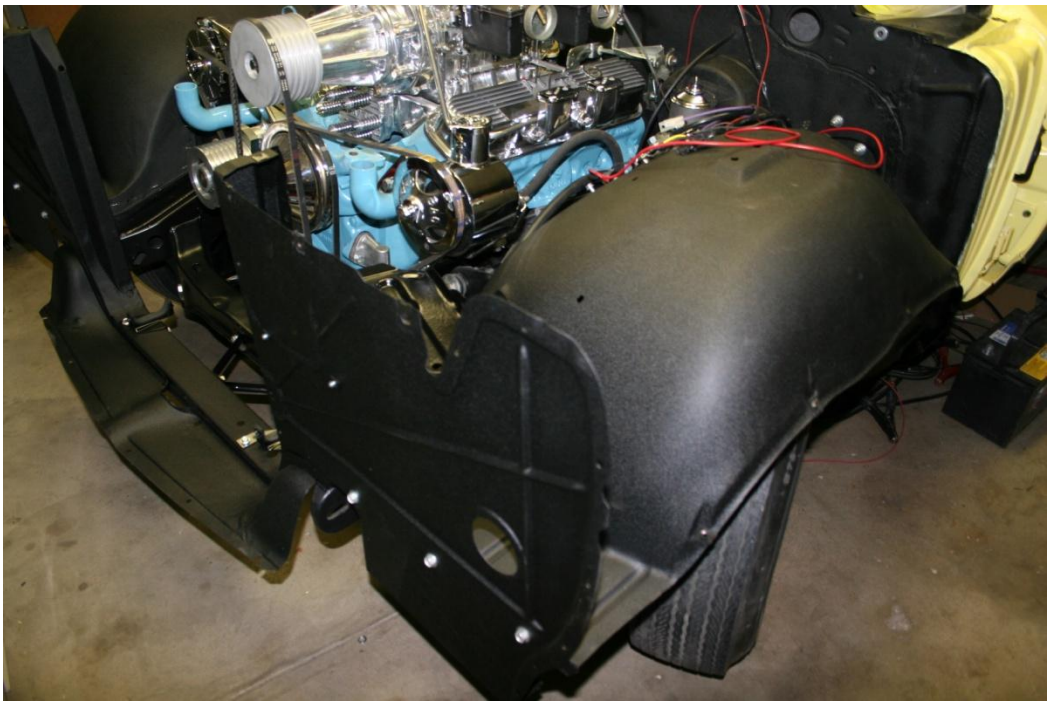
The rubber splash guards are no longer available so I had to make them based on what I had left from parts cars, These were fun attach using staples and gong through the holes in the fender wells.

The assembly of some of the front end pieces began. I first set the radiator support in place on the frame and got it attached loosely so it could move as the fender wells were attached.



Radiator support in place

Next I attached the driver's side well and loosely bolted in place, then the passenger side was installed and all of these part tightened down for now.



July
Took the radiator to a shop and had a new core installed as well as the second hose hole made for the right side inlet. I took the top support plate to Royal plating to be chrome plated.