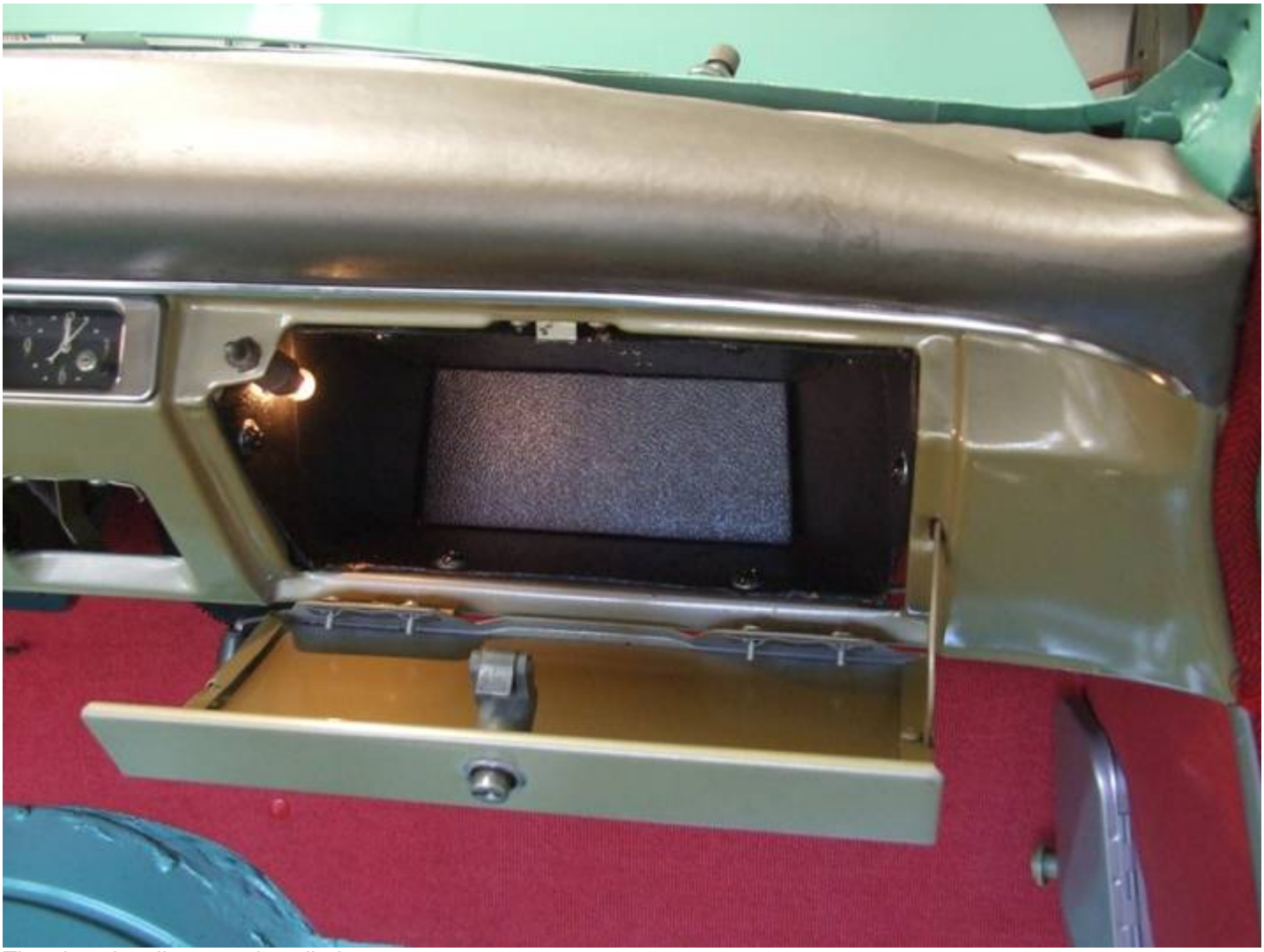
Ladies & Gentlemen:

This update will bring you up another month to 4/3/17.

**Headliner Sail Area:**

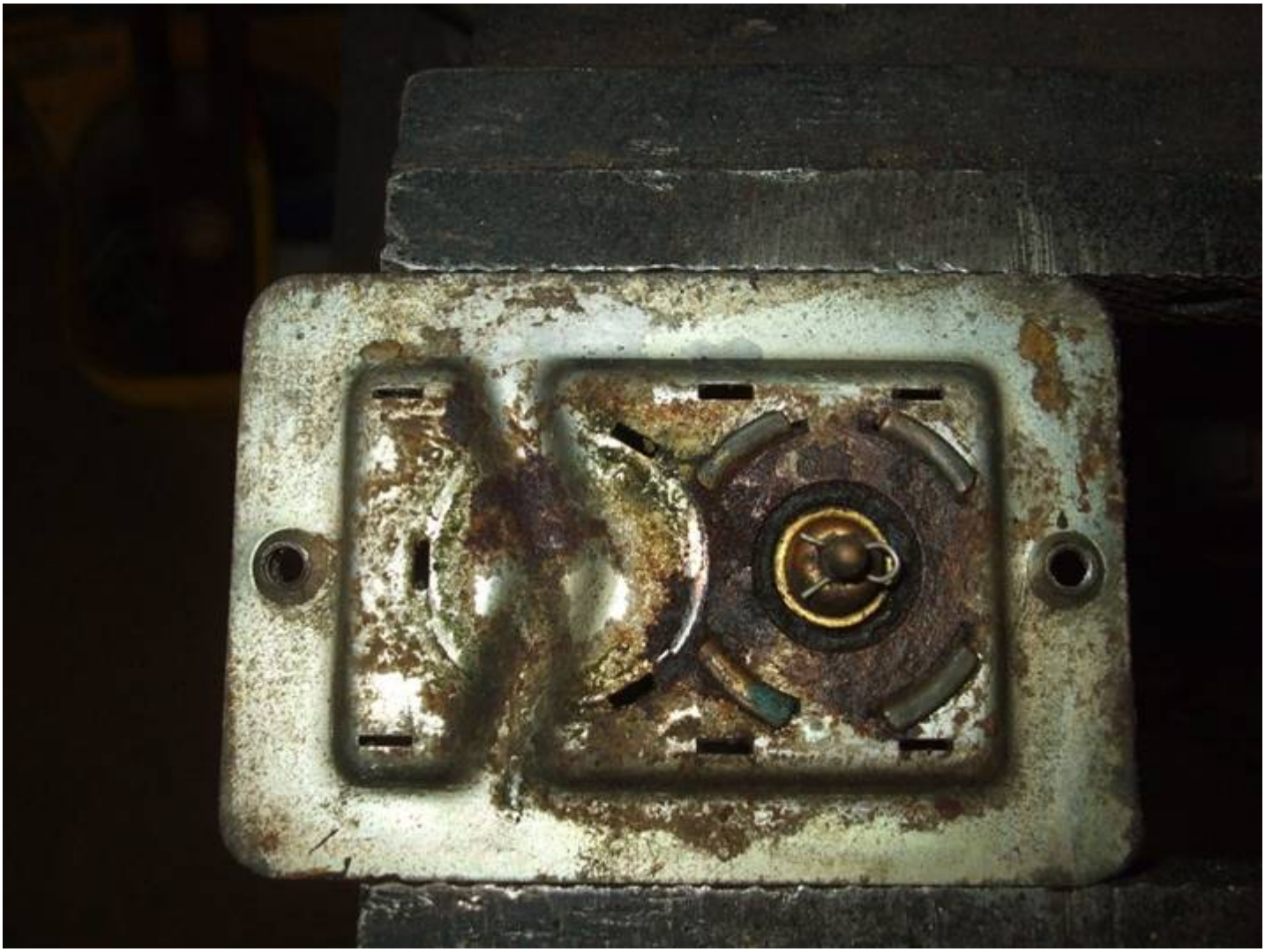
I had not initially used the 3M 8090 super contact cement and paid the price later because in the sail area it almost all let go and I had sail material hanging all over. The contact cement used was removed with wax and grease remover and elbow grease.

The sail area was installed to the best of **my** ability. I still ended up with a couple a wrinkles. Prematurely  cutting off some of the front of the sail panel will forever plague me. To help hold the sail area in place until the window installer could get out to our place, the inside garnish mouldings were screwed in to place.


The glove box liner was installed.

**Water Control Valve:**

The water control valve leaked on the new dash pad.



This was the seal that was leaking. Fortunately I was able to purchase a repair kit for the control valve which is basically the seal itself. It stopped the leaking.

**Trunk weather-strip:**

The shop manual calls for a sealant between the rear fenders and the shell. I used the 3M strip-caulking.

I tried to keep the cement off the paint by using the blue masking tape. The edges were taped down until they could dry well.

**Front and rear glass installed:**

Most, if not all of you, know that the stainless trim around the windshield and rear glass has to be placed in the rubber gaskets before they are installed on the car. I used the buffing wheels and compounds to polish the stainless. I was a little disappointed in the luster of the stainless. I had a thought (little light bulb or God?). I used the 3M #2 polish that I am using to color sand the paint on the buffing pad in my cordless drill. Wow!! It really made the stainless POP.

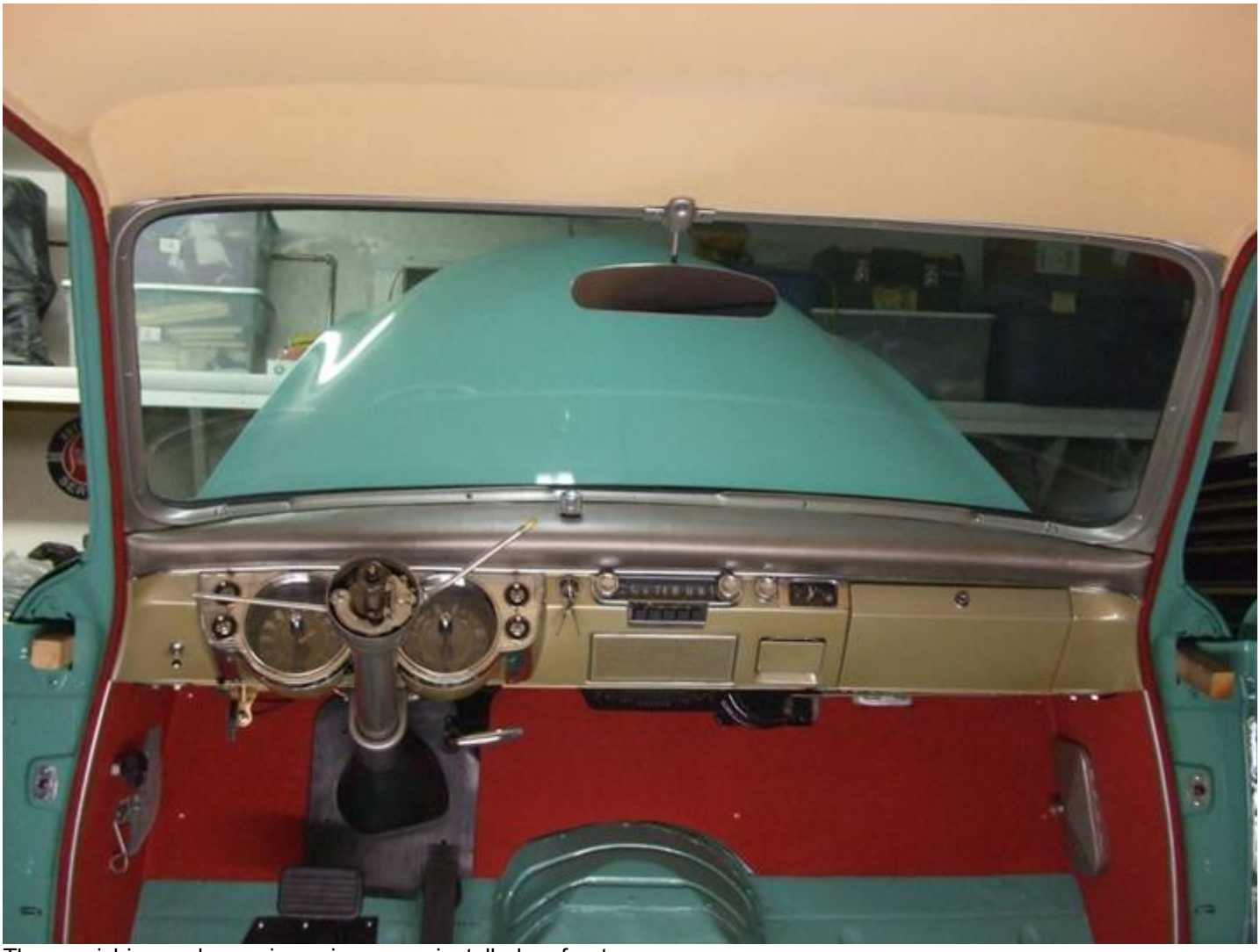
The installer started out with the rear glass. He had brought a piece of rope but did not use it. He had a tool that looked like a curly cue pick. As he slid it along the flange the rubber was pulled up and over the flange. It took him about five minutes to install the rear glass.


He had to work pretty hard to get the trim around the front glass. He did not use any sealant so it will be interesting if it will leak later. I figure if it does I'll ask him to reinstall it with some goop.

Tim Dixon is one of the go-to guys in this area for classic auto glass.

Having the glass installed was kind of like a milestone for me. It had been a long time coming.

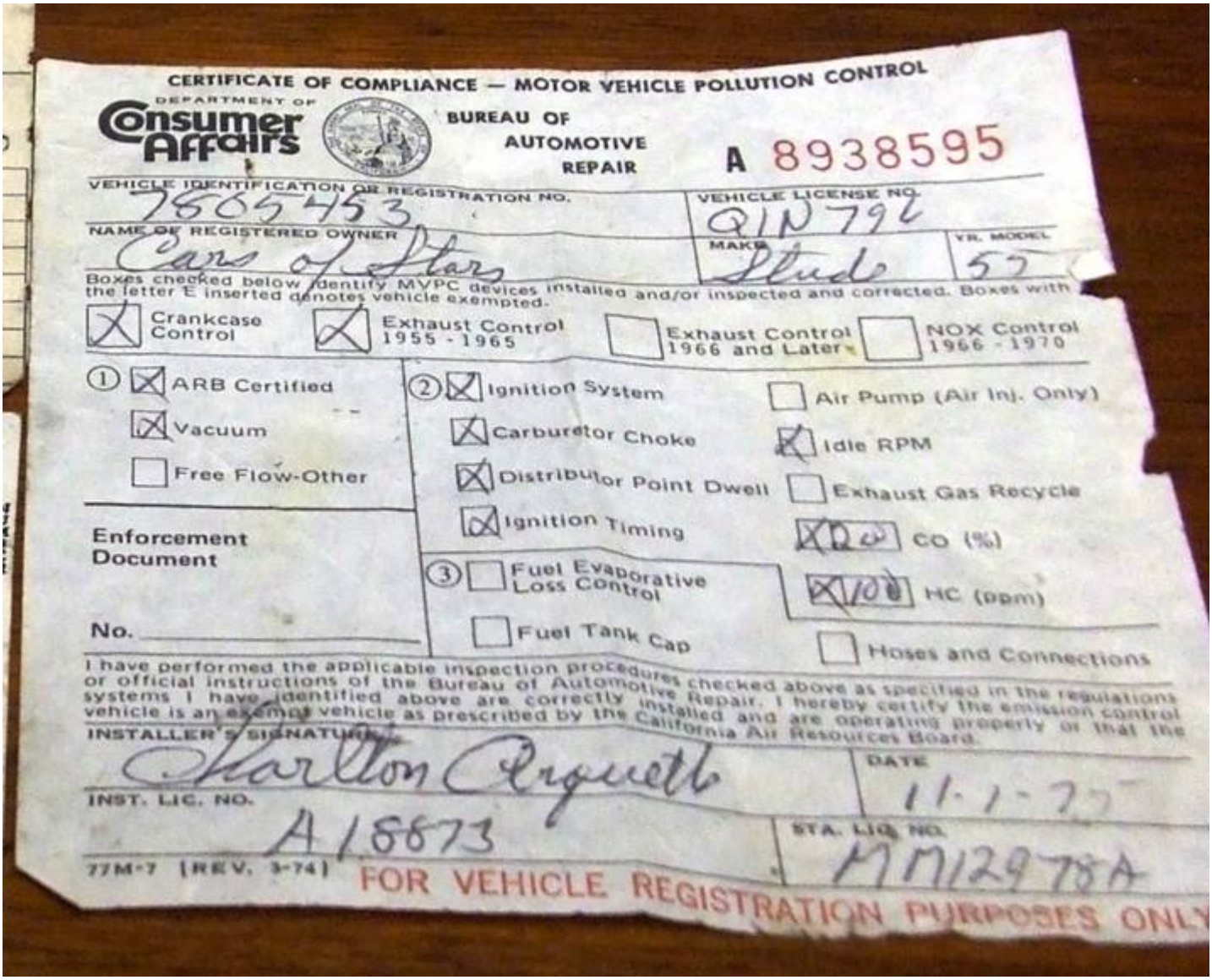
The garnishing was installed around the rear glass and the first of many maroon velour upholstery pieces was in place.


The garnishing and rear view mirror were installed up front.

**Front Seat:**

The front seat cleaned up pretty well. It was vacuumed and cleaned with Kirby carpet cleaner. The metal frame was painted with Rustoleum rusty metal primer and black rattle can paint.

**Movieworld – Cars of the Stars:**



CERTIFICATE OF COMPLIANCE — MOTOR VEHICLE POLLUTION CONTROL

DEPARTMENT OF Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

A 8938595

VEHICLE IDENTIFICATION OR REGISTRATION NO. 7805453

VEHICLE LICENSE NO. QIN 792

NAME OF REGISTERED OWNER Cars of Stars

MAKE Studi

YR. MODEL 57

Boxes checked below identify MVPC devices installed and/or inspected and corrected. Boxes with the letter E inserted denotes vehicle exempted.

- [x] Crankcase Control
- [x] Exhaust Control 1955 - 1965
- [ ] Exhaust Control 1966 and Later
- [ ] NOX Control 1966 - 1970

① [x] ARB Certified
- [x] Vacuum
- [ ] Free Flow-Other

② [x] Ignition System
- [x] Carburetor Choke
- [x] Distributor Point Dwell
- [x] Ignition Timing
- [ ] Air Pump (Air Inj. Only)
- [x] Idle RPM
- [ ] Exhaust Gas Recycle
- [x] 2.0 CO (%)
- [x] 100 HC (ppm)

③ [ ] Fuel Evaporative Loss Control
- [ ] Fuel Tank Cap
- [ ] Hoses and Connections

Enforcement Document

No.

I have performed the applicable inspection procedures checked above as specified in the regulations or official instructions of the Bureau of Automotive Repair. I hereby certify the emission control systems I have identified above are correctly installed and are operating properly or that the vehicle is an exempt vehicle as prescribed by the California Air Resources Board.

INSTALLER'S SIGNATURE Charlton Arquette

DATE 11-1-75

INST. LIC. NO. A 18873

STA. LIC. NO. M M12978A

77M-7 (REV. 3-74)

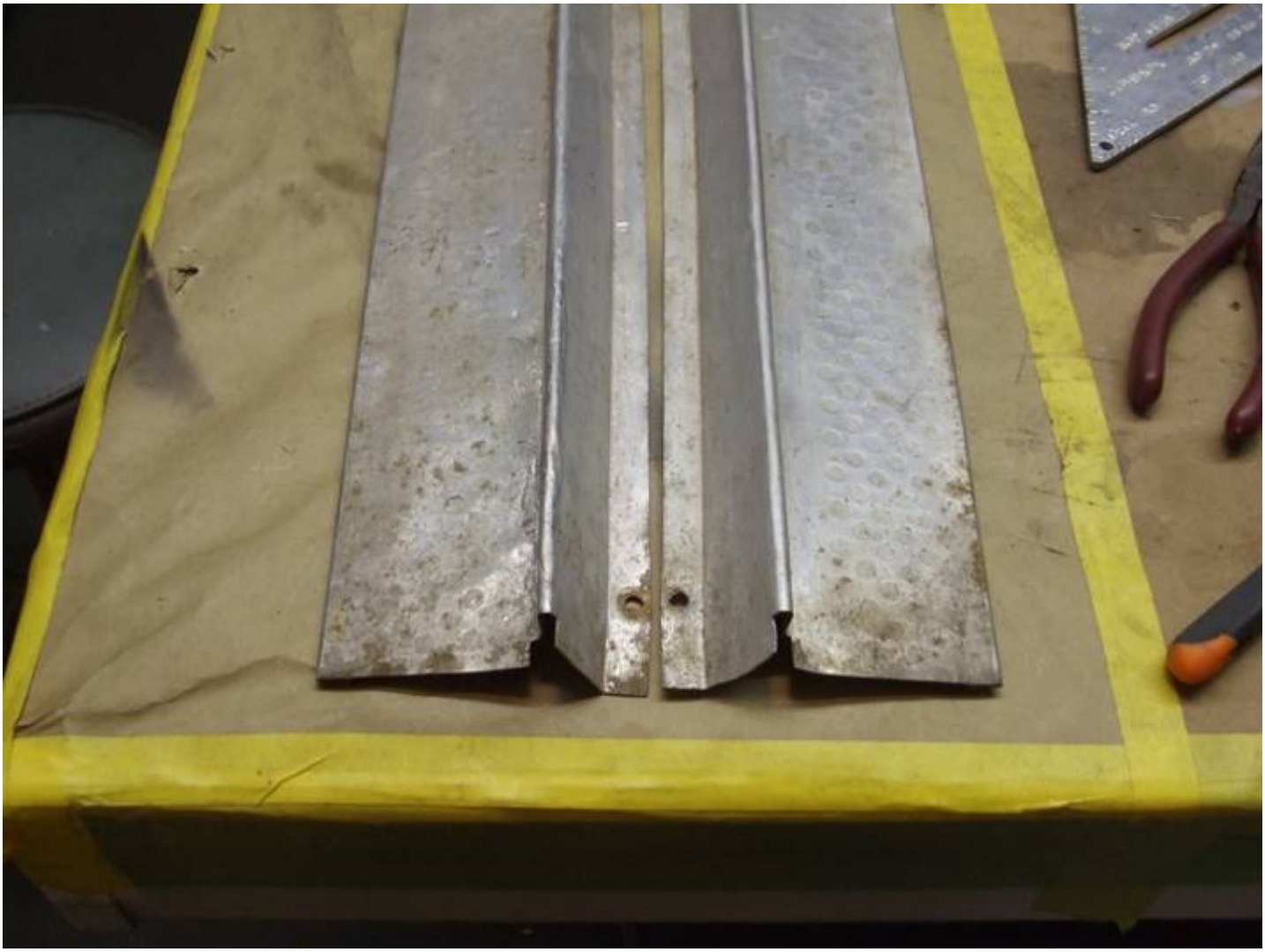
FOR VEHICLE REGISTRATION PURPOSES ONLY

When I purchased the car in 1983, the ENTIRE interior upholstery was done in maroon. The carpet was maroon as well as the headliner. The lady I bought it from was a full-time student at Tulsa University and driving the car as a daily driver. She told me two things about the car. It had an NOS transmission and it had once been owned by a museum in California.

When I was going through some of the documentation left in the car I found the above Motor Vehicle Pollution Control receipt with the owner listed as Cars of Stars. The date is 11/1/75. I Goggled cars of the stars and found it had been a museum in Buena Park, CA. I can only guess that the interior may have been done by them. I think velour was a pretty popular material for car interiors in the 70s.

Until I can work new, original style seat covers and panels into my budget it will have to stay maroon. I keep telling Rene Harger those things are working their way up my priority list.

**Sill Plates:**

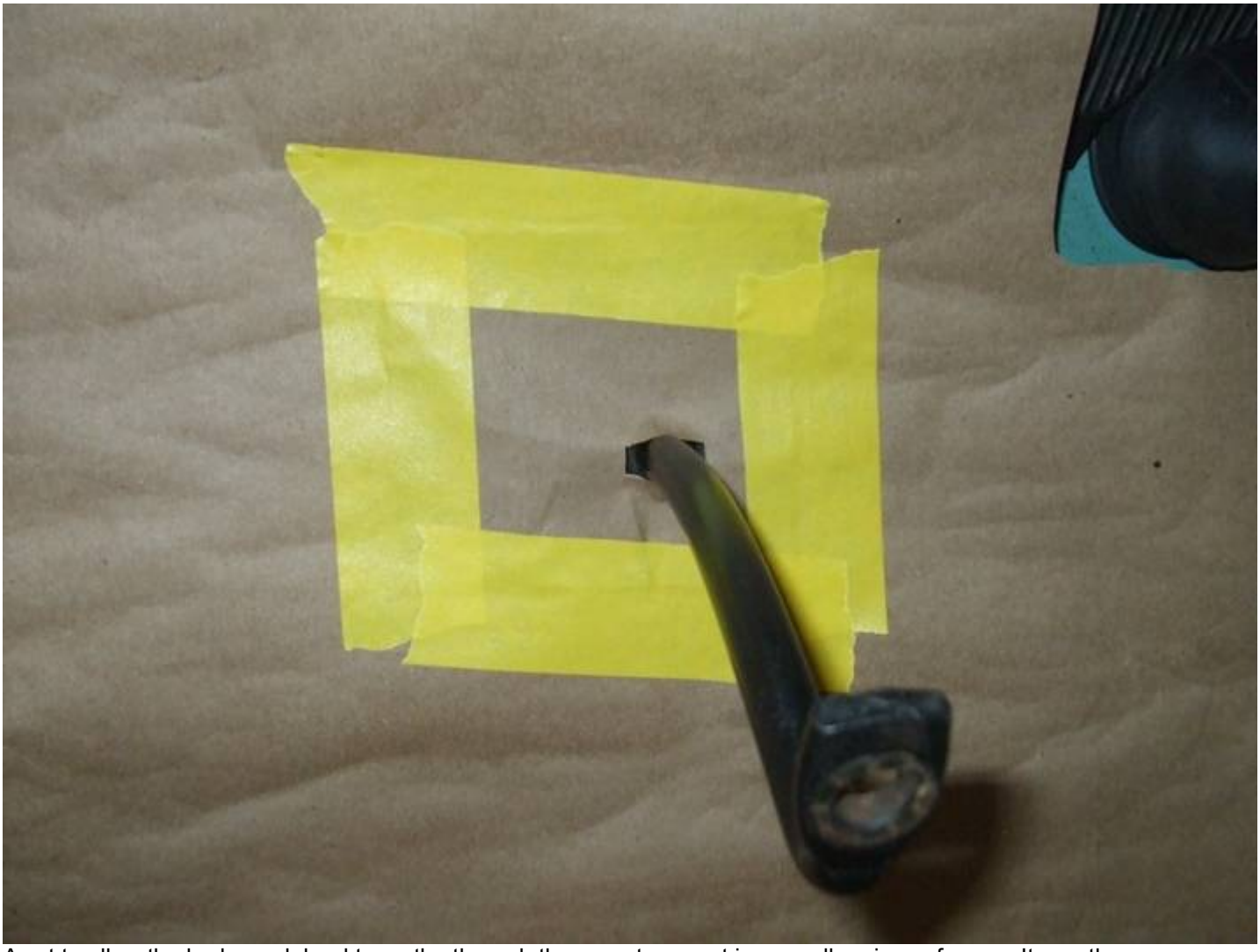


One of the sill plates was bent up pretty badly. Some angle iron, hammer and dolly got it straightened out pretty good.

**Carpet Installation:**

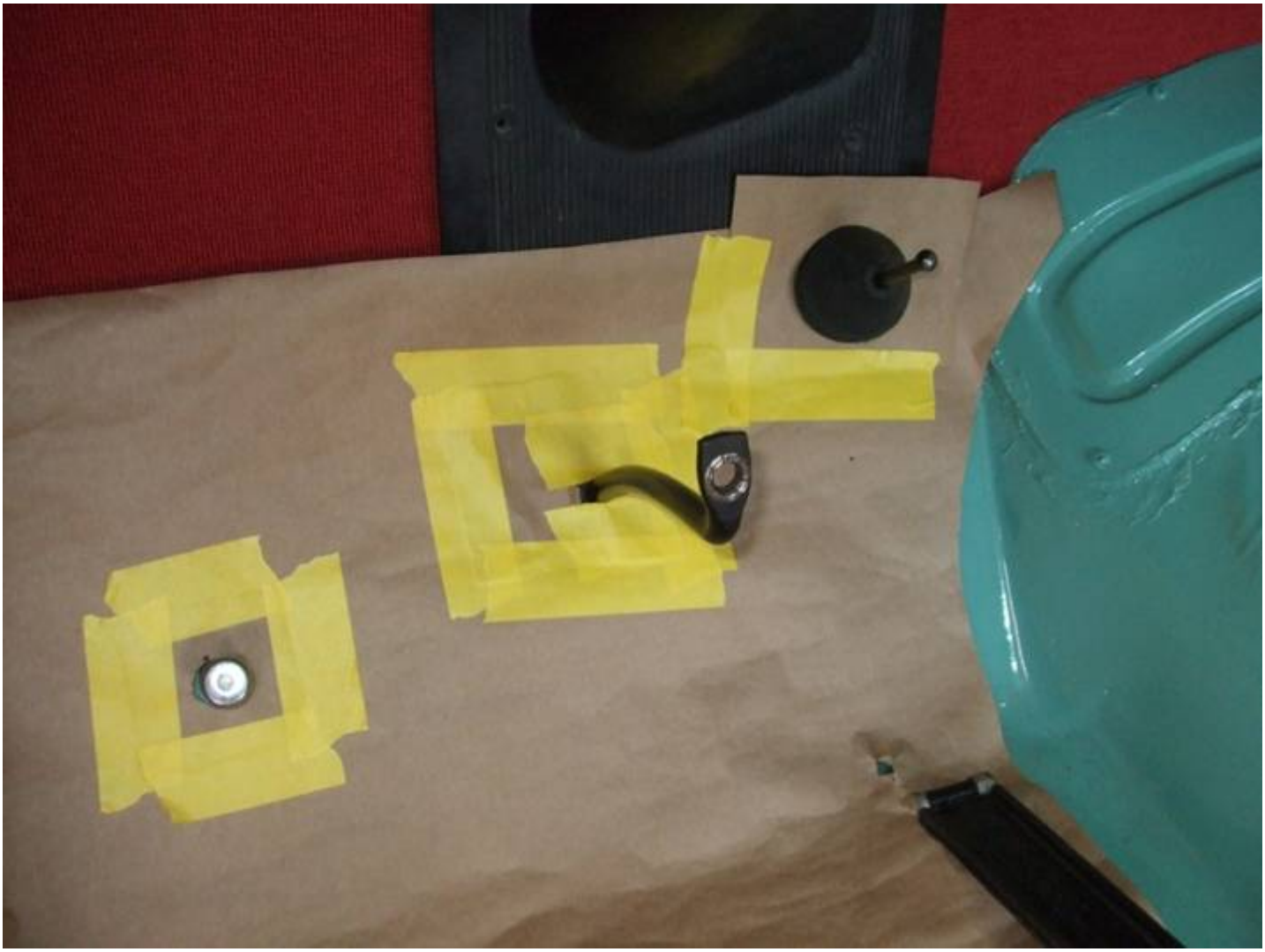
I bought the carpet from Rene Harger of Southeast Studebaker, LLC. I had messed up a little while installing their headliner and hoed to have less mistakes with their carpet. I had to cut holes for the brake pedal, dimmer switch, and the accelerator rod boot. The only reference point on the carpet was the slit for the bottom of the accelerator pedal.

I decided to use some Kraft paper as a template. It was laid out on the upper left corner of the carpet and the slit was cut in it. I then laid the template in the floorboard lining up the slit with the base of the accelerator pedal. Large openings were cut in the template to clear the three items.

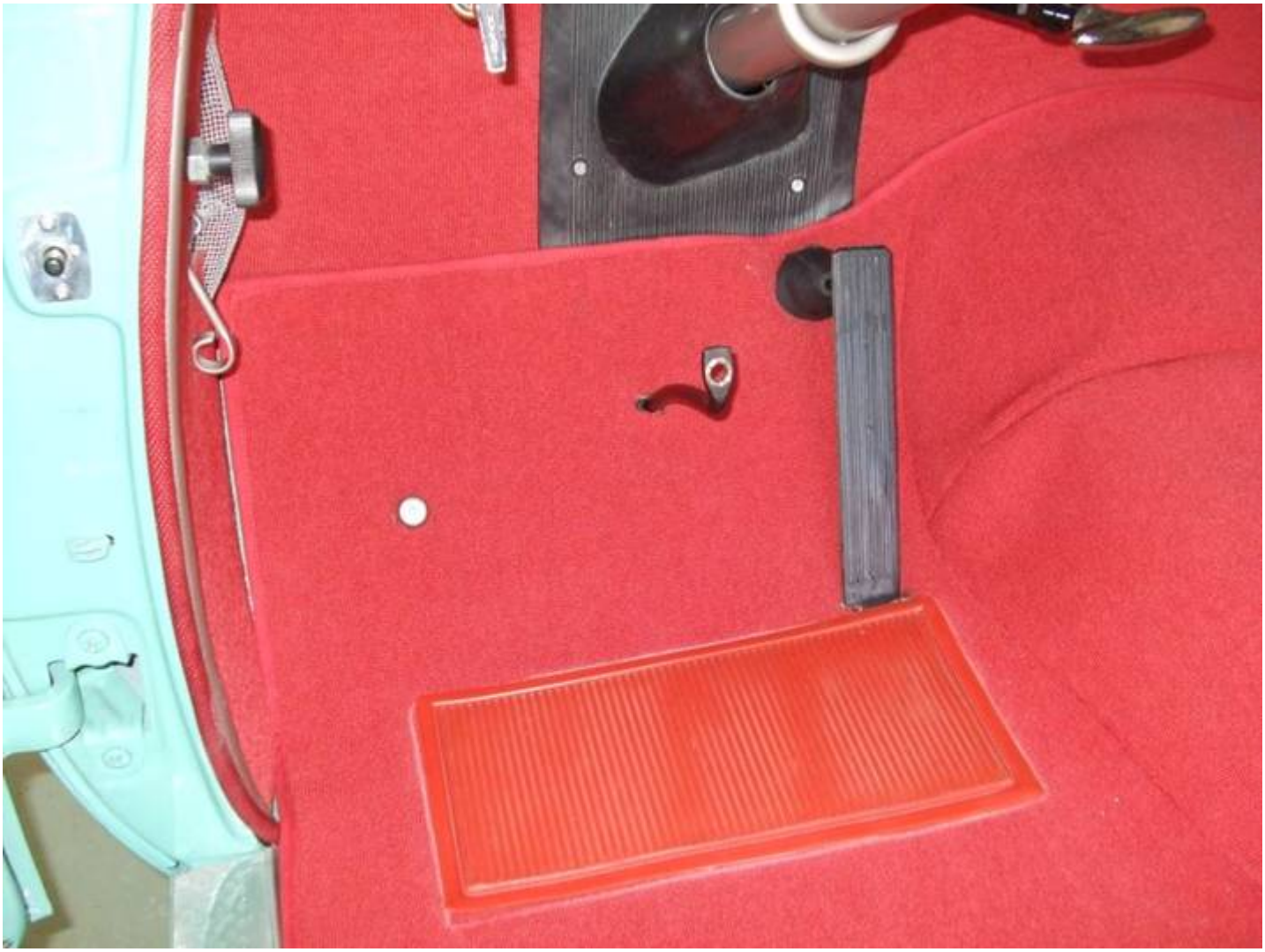


A cut to allow the brake pedal rod to go the through the carpet was cut in a smaller piece of paper. It was then taped to the roughed out template to try to get the hole cut in the right spot.

That technique worked well as at last I could get the carpet up into place and lying close to the floorboard. The dimmer switch could be felt through the carpet and its location was pretty easy to pinpoint.



The final template was ready to use to cut the dimmer switch and boot holes.

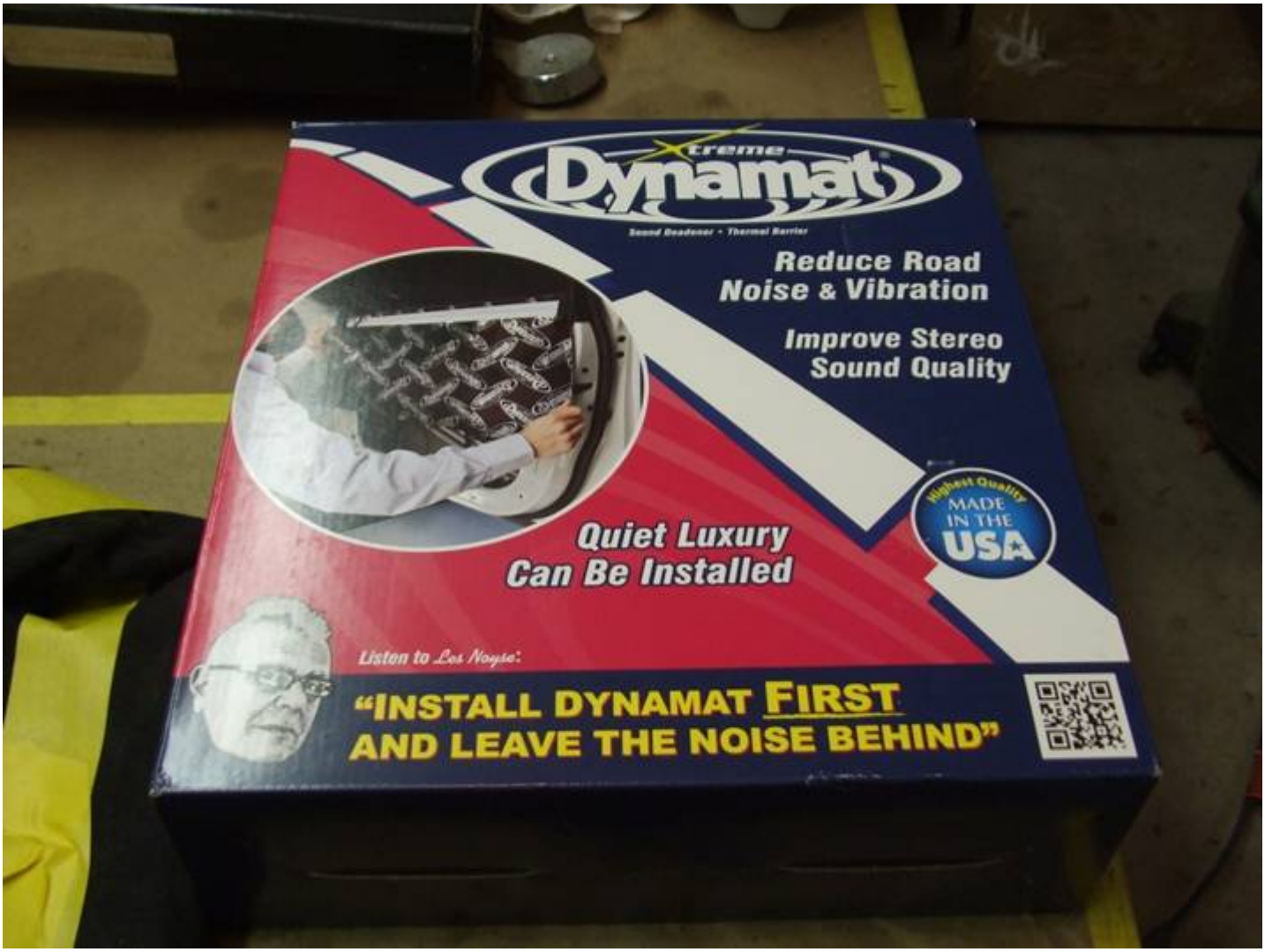


I was pretty happy with the results. The boot hole could have been ¼” lower but it not very noticeable. Of course I used the soldering iron to sear the carpet around the holes to keep them from fraying later.

The shop manual called for screws to be placed in the upper corners of the carpet. I seared a hole through the carpet with the soldering iron and marked the place for the screw with a sharpie.

I was very pleased with how things went. Over the past few weeks the carpet has relaxed and the wrinkling over the tunnel has smoothed out. I still have a couple of things to do. The shop manual calls for a screw just to the right of the tunnel and I will need to cut the transmission inspection hole. I am not going to cut a hole to get at the brake master cylinder as I have found that the front carpet can easily be folded back toward the tunnel and reveal the master cylinder.

I had to use the Kraft paper again to substitute for the carpet to see how to cut out for the seat rail. Once that was done, the carpet was cut to allow it to fit around the rail nicely. The seat rail was one of the parts I had cadmium plated. It worked out nicely.




I had ordered a Dynamat door kit and decided to use part of it in the floor area of the car.

It may not make any difference at all but I thought it could not hurt. Rene had cautioned me against using any sound deadening under the carpet as it could affect the fit. I thought if I limited the sound deadening to the recessed areas of the floor it would not hurt. Of course I banged on the floor with my knuckles and at least mentally thought it sounded a little muffled.

I am still recuperating from the cataract surgery so I will be starting on another update as soon as this one goes out. I get excited when I do these updates because a lot of memories come flooding back. Mostly good ones and then there are the oops, I wish I could do that again and better this time.

Charlie D.