With most every thing found, repaired and bolted on.

Apart from fitting the engine it was looking like this.
There were no odd holes left, no damage grp and everything fitting together and working.



Lights and all



It was now time to clear up the shed

With the car on wheels much easier to move about and start thinking about paint.

I use Cellulose, as I can spray that my self as long as the neibours are out on the day I spray.

Although I seal up the end of the shed with plastic tarp the smell of Cellulose thinners can travel.

But before that can happen the car has to come to bits again, items sent for chrome plating and every thing masked up so prep for paint can start, still a very messy dusty job until you complete the sealing, filling and priming and the final flattening off before top coat .
It then has to get pushed out side so the shed can be cleaned again.

It needs to be as dust free as you can before even opening a tin of top coat.

Top Coat I think was Post Office Red.



NOTE

New CAMAC 550 X12 cross ply tyres were purchased – the original 520 x12 were not yet back in production.

Vintage tyres on occasion now days have a new batch of 520 x 12 made, so I buy the original 520 x12 cross ply's when they are in stock.

Other than that it's new old stock, but that is a bit scary now, 50 year old tyres!!

Yet to be convinced that the so say equivalent radial tyres s 135 and 145's look or work as good.

Bench Seat
This car had just the back part of the frame the seat part had rotted away, but was repaired with folded and welded steel.

New wooden parts were made.

The Pirelli Webbing came from BEC.

This time I covered the seat in a regular black vinyl and as with the T60 I made the lines by stitching calico to the back from a tracing of an original cover.

Repaired Bench Seat Frame

