

The nose is the next part I covered. I had to make the top nose section in two pieces; the aluminum I am using is only 16 inches wide, but the chassis is 21 inches at its widest point. 🤔

After locating the approximate point where the chassis gets too wide for the aluminum, I put a 1/16 x 1 aluminum support across for support. This piece is curved to match the steering support. Once it was riveted in place, I was able to fit the "skin" to the frame. After marking and trimming to fit, I riveted both pieces to the frame. The outer skin provides some structural rigidity to the nose, so I placed a rivet every 3 1/2 inches. 😊

For the sides of the nose, I cut patterns. Actually, I re-cut the pattern I had used on the body sides (Hey, poster board ain't cheap! 😊). Again, the same pattern fit both sides. After transferring the pattern to aluminum, I cut out the side pieces and riveted them on. Again, I placed the rivets 3 1/2" apart for structural strength. 🎉

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The cowl piece was next. This turned out to be one of the most tedious pieces to make. 😊 I cut and re-cut the pattern several times before I got it to fit correctly. I wanted it to rise or flare upward so that it would be above the driver's hands on the steering wheel, but not so high that it would obscure forward vision. Also, the trailing edge had to be rolled for strength and safety. 🤖

After finally getting the pattern to fit the way I wanted, I transferred it to aluminum. When I cut it out I left an extra half inch along the back edge. I ran a couple of strips of masking tape along the back edge on what would be the outside to protect it from scratching. Then I used a large pair of lineman's pliers and a plastic mallet to roll the edge along the line traced from the pattern. I did not flatten the edge completely, but left it so the roll is about 3/16" thick. 😊

Rolling the back edge left the ends curled somewhat, so I had to correct the shape a bit. I did that by persuading it with bare hands. I kept a rag laid across the nose while I was shaping the cowl, but I still managed to scratch the finish when riveting it in place... 😞

The triangular shaped piece riveted at the front of the side pod is where the master power switch will go (arrow). I also made and riveted the headrest panel in place, but didn't take a

picture. The bodywork is all done now except for the tops of the side pods. I will make those later. 🇺🇸

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Front end alignment is important on these cars to keep rolling friction to a minimum. To get the toe set correctly, I use this method that I borrowed from my stock car days. I made this pair of alignment boards in just a few minutes to use here, but they can be used on any car. 😊

I began with some old shelving I scrounged from a renovation project here at school. This is 3/4" birch-faced plywood, but I could have used any flat material. I cut two rectangles the same size (11" x 24"). I screwed them together temporarily so I could cut them the same. I used a screw, string, and pencil to mark a half-circle on the top piece (Yes, I marked it twice. The first time wasn't big enough). After cutting the half-circle out on the band saw, I marked and bored two holes equal distance from the bottom corners. I used a 2" Forstner bit, but this could also be done with a hole saw. With all the cutting done, I removed the screws so I then had two identical pieces. 😊

To set the toe, I put one of the boards against each front tire sidewall, secured with masking tape, and put a pair of identical tape measures through the holes. Now the toe could be set by comparing the readings on the tapes. 📏 I use 1/16" toe-in on this car.

These boards also work on full-size cars; I have used this method on my '31 Ford coupe hotrod and recently gave a set of these to a friend to use on his cars, also. 🇺🇸🇺🇸

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