

Wood Framed Windows for a Drophead!

Bob Adair

Over the 32 years that I've owned my 1959 + 4 DHC, I've driven many long distance trips. Living in Boise means it's a long distance to anywhere! I always



packed windows with me. They have steel frames, real glass and weigh close to 18 pounds for the pair. They haven't been made for several decades and are unobtainable. I was always concerned about breaking them or having them "lifted" from the car and thought it would be a fun project to make some using white ash and Plexiglas.

I decided to make them in time for the Canadian Rockies Tour last September. So in my woodworking shop I traced the outline of the windows on craft paper and noted dimensions for each side, latch plate in the front corner, size and



location of mounting studs and length of the two pieces of glass. I ripped and planed the ash to size. The bottom pieces are 15/16 x 15/16, sides and tops are 3/4 x 15/16 in cross section. I laid the pieces on the drawing to mark length



and angles on each end. With these cut I dry fitted the pieces for each window to make sure the joints were tight. Next I dadoed the grooves on the inside of the pieces for the windows: two each top

and bottom, one each on sides. The dadoes are located the same as on the original window frames so the front window half slides back on the outside. I cut the top frame piece dadoes deeper in order to lift the Plexiglas window units out if they ever got damaged. Using 3/8 bolts and nuts for mounting studs, I epoxied nuts in holes drilled with a forstner bit on the underside of the bottom frame piece. I cut the heads off of the bolts, threaded one end 3/8 x 24 and used blue Locktite to secure the coarse thread end into the epoxied nut in the frame.



In order to hold the frame sides together as I glued each corner, I fastened guide blocks on each side of each frame piece on a plywood base



and glued the corners with good exterior waterproof glue. Each corner was then doweled with 3/8" red oak dowels up from the bottom and down through the top. The contrast of the red oak dowel with the white ash, although subtle, is nice. The corner latch plate was fitted and glued. Wood knobs were turned down from hardwood drawer pulls. The frames were then given five coats of Minwax clear wiping polyurethane. The coats are thin so you have to build it up (steel wool between coats). The windows look nice on the car (see photos), and kept the rain off of Leah and me on the Canadian Rockies Tour. They weigh slightly less than four pounds.

October 15 and 16 Bob Nelson Run 2005 Bill Button and Kay Jones

The 4th annual Bob Nelson Run goes over 3 mountain passes this year! It's fun and casual. And the fall colors will be spectacular. Head to Leavenworth, WA, about 120 miles east on Hwy 2 over

Stevens Pass, anytime Saturday and enjoy the tourist town. The main drive starts Sunday morning, October 16th, in Leavenworth.

IMPORTANT! Book your motel/hotel/B&B accommodations NOW for Saturday night as the fall colors bring lots of tourists. You are on your own as to choice. Check out www.leavenworth.org/lodging to get

started. Dinner is planned for 7:00 P.M. at a German restaurant (TBA).

The run back to Seattle, about 240 miles, follows a very scenic route (see map). Northern residents may want to do just the Leavenworth portion of the event (~215 miles from Vancouver) or follow the scheduled route (~385 miles home). This is sure to be a great event all will enjoy. Contact Bill or Kay to RSVP or for more information. Hope to see you!

