

April 28, 2007

14<sup>th</sup> status,

My friend Drennon and I traveled to Batesville, AR last month and brought home an entire drive-train for a 31 chevy. This deal came about as a result of a very brief article about my project appearing in the Antique Car Times. A fellow in Batesville had seen the article and called to offer all his 31 sedan's mechanical parts, since he was building a street rod. As a result I should now have most of the spare mechanical parts I'll ever need.

I'm still waiting on Don, my Denver supplier to provide the correct rear bumper bracket. He has sent me two, but neither is correct for my car. He is also looking for a fender well for my left front fender. The one I have can be saved, but Tommy feels it would take many hours of labor to repair.

While looking through a parts catalogue recently I noticed oil wicks for valve rocker arms for 29-31 chevy engines. I didn't remember seeing any wicks earlier when I was adjusting valves, so I pulled the valve cover to check. I found no wicks, so I ordered a set. To install them I removed the rocker arm assembly, which turned out to be a good thing, because I found a loose rocker arm bushing, which would have prevented proper oiling. I secured the bushing, installed the wicks, reinstalled the rocker arm assembly, and Tommy and I adjusted the valves again.

I ordered and received a reproduction left rear fender. It looks great, but the back of it doesn't look exactly like the used right rear fender I have, so I ordered a reproduction right rear fender from the same vendor. Possibly my used right fender was smashed in a previous life and then beat back into shape. Or possibly the reproduction fenders are not exactly like original. Hopefully the new ones will fit well.

I received the rest of the parts I needed for the radiator, grill shell and stone guard and have installed them on the chassis. To accomplish this Tommy painted the lower grill shell black. I installed the chrome trim on it and attached it to the upper shell and attached that assembly to the radiator. I used a small piece of nylon rope as padding to protect the black paint on the shell bottom and attached the stone guard to the front of the shell. After some research I learned that the original grill shell lacing isn't available, but I was able to trim another style of lacing to look like the original. I obtained the correct rivets and installed the lacing on the shell. My friend Tim gave me a radiator cap, which turned out to be stainless, and it has now been polished and installed as well.



The new wood door hinge posts and roof rails arrived. After checking them for fit, I painted them and installed them on the body, and everything seems to be coming together well.



The cowl was then fitted to the body. With the new wood the cowl went into place much more easily and everything lined up properly, so Tommy hammered the sheet metal tabs into place around the wooden door hinge posts.



I then put the body back on the chassis and tacked the sheet metal around the opening in the top to the structural wood that supports it. Next I fitted metal trim pieces above the door openings and tacked

them to the wood. Then I prepared to fit the doors. After research on the Vintage Chevrolet Web Site, I learned that I should mount the doors on the top hinge first and then line up and mount the other hinges. After several adjustments to hinges, latch post and the sheet metal in the top of the door opening (Tommy did this with a big hammer!), the right door fits fairly well. I still need to adjust the wooden latch post some (probably with a belt sander) to make the door fit better.

We then checked the hood panels for fit. After measuring, loosening the upper radiator hose, installing the radiator support rods and moving the top of the radiator forward about an inch, we found that the hood fits nicely. I then began fitting the driver's door, which so far has required adjustment of the upper hinge and the sheet metal at the top of the door opening. I should be able to complete its installation next week.



I received the aluminum coated headlight reflectors from Oregon and think they will work well. I also received the newly chrome plated outer door and trunk handles, and nickel plated inner door handles, window cranks and escutcheons from the plater in Adamsville, TN last week, and they all look great. I found a used set of cowl lights from a contact on the Vintage Chevrolet Web Site and have sent them to the plater.

I spent a couple days sanding on two of my wire wheels, and Tommy has primed them. With minimal additional sanding, they should be ready for painting.

Sid