

August 11, 2007

17th status

It suddenly looks like a car!



I installed the fenders, running boards, and side mounted spares to check for final fit before painting. The mounting holes in the reproduction rear fenders had to be enlarged slightly, but after that, everything lined up properly.



I attempted to install the original tail light stand on the left fender, but found it was too damaged to use, so I ordered a reproduction one. When preparing to install the reproduction optional right tail light stand, I found that it was made extra long at the bottom to accommodate a license plate bracket. I thought that was strange, because the car would have two rear license plates, but Tommy figured it out. Originally, the right tail light was for export (right hand drive) cars, and would have a license plate bracket. Researching in the 1931 Chevrolet Service News, I found instructions for cutting off the bracket's long tail, and I wacked it off. To make sure the tail light stands are mounted straight, I decided to wait until the new fenders are painted and totally bolted in place before I drill holes in the fenders.



I've removed the rear fenders and firmly secured the wheel well patch panels with pop rivets. Tommy will weld the panels in place later, and I'll drill out the pop rivets.

I received the rest of the brackets that attach the engine splash pans from Don and have put them away for later. I'm still waiting on the cowl light that I returned to the plater.

I've painted the original 6 volt coil black and have put it away for use at show time. I also sandblasted and painted the original jack, jack crank, and lug wrench. If I locate the rest of the tools that would have come with this car, I might assemble a display of these for show time.

I installed the remaining floor pan (that goes under the seat), and screwed and tacked it in place.

I purchased and installed a reproduction trunk latch mechanism. It works well, but the latch plate that came with it was longer than the damaged original one I have. It also didn't seem to mate with the latch mechanism. I researched and learned that there were two different latch plates used in 1931. No one seemed to have the one I needed, so I obtained pictures and dimensions and repaired mine. After some research, I also found the correct trunk lid bumpers and installed them. The trunk lid now lines up and latches properly.

I installed the metal guide plates in both door posts. The doors line up nicely with them, and open and close properly.

All those spare parts I bought a few months ago are already coming in handy. Four of the old tires I bought hold air, so I have mounted them on the car. This makes it possible for me to prepare the wheels I originally had for painting. A few months ago I sanded down the old yellow paint on the wheels for my two side mount spares, and I have now sanded down two more wheels. I will remove the tires from the last two yellow wheels and sand them down soon. It takes me several hours to sand the old paint down on each wheel, but it has to be done to remove orange peel and fill in pits.

Sid