

**Wyoming Veteran's Memorial Museum
1942 Chevrolet Fire Truck Project Update
Week Ending 5/30/2020
For public release.**

Mark Milliken

Volunteer Hours: 30

Weekly Highlights:

- Engine continued to be assembled and prepped for painting.
- Drag link, spindles, and pitman arm were installed.
- 1942 door is being disassembled for window parts.
- The 1941 tie rod has been straightened using a press at a local machine shop.
- The toe rod has been painted and is awaiting installation with new tie rod ends.
- Built two saw horse stands and placed the fire pump on the stands.
- The steering box was cleaned and painted and will be ready for installation.
- Removed and did a general disassembly on the engine distributor.

Looking ahead:

- Install the restored 1941 tie rod on the 1942 truck.
- Install the restored steering box.
- Remove the 1942 drivers side glass to recover trim.
- Check with Doug on the paint progress.



Straightened and restored tie rod is ready for installation with new tie rod ends.



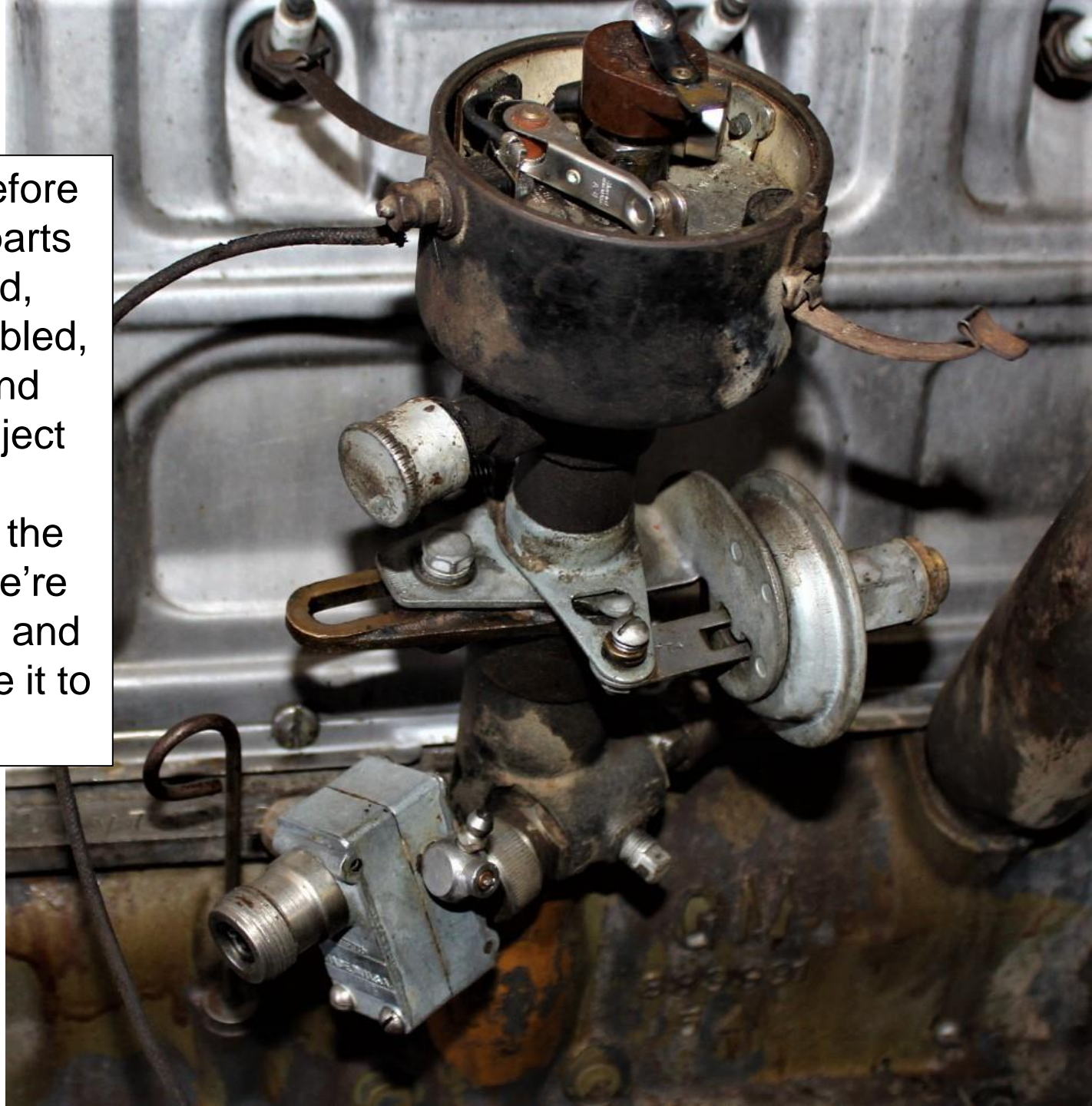
Saw horse stands were built by Jerry Russell and John Grudgeon. Fortunately, Jerry understands Chinese and could read the instructions. The fire pump was placed on the stands and made ready for cleaning and detailing. Although the pump will not be used, the transfer case will require new seals.



Siren and light modules are being assembled by Mike Johnson and John Grudgeon. The electrical components were restored earlier. Doug Walters painted the cases. The siren is as loud now as when it was new.

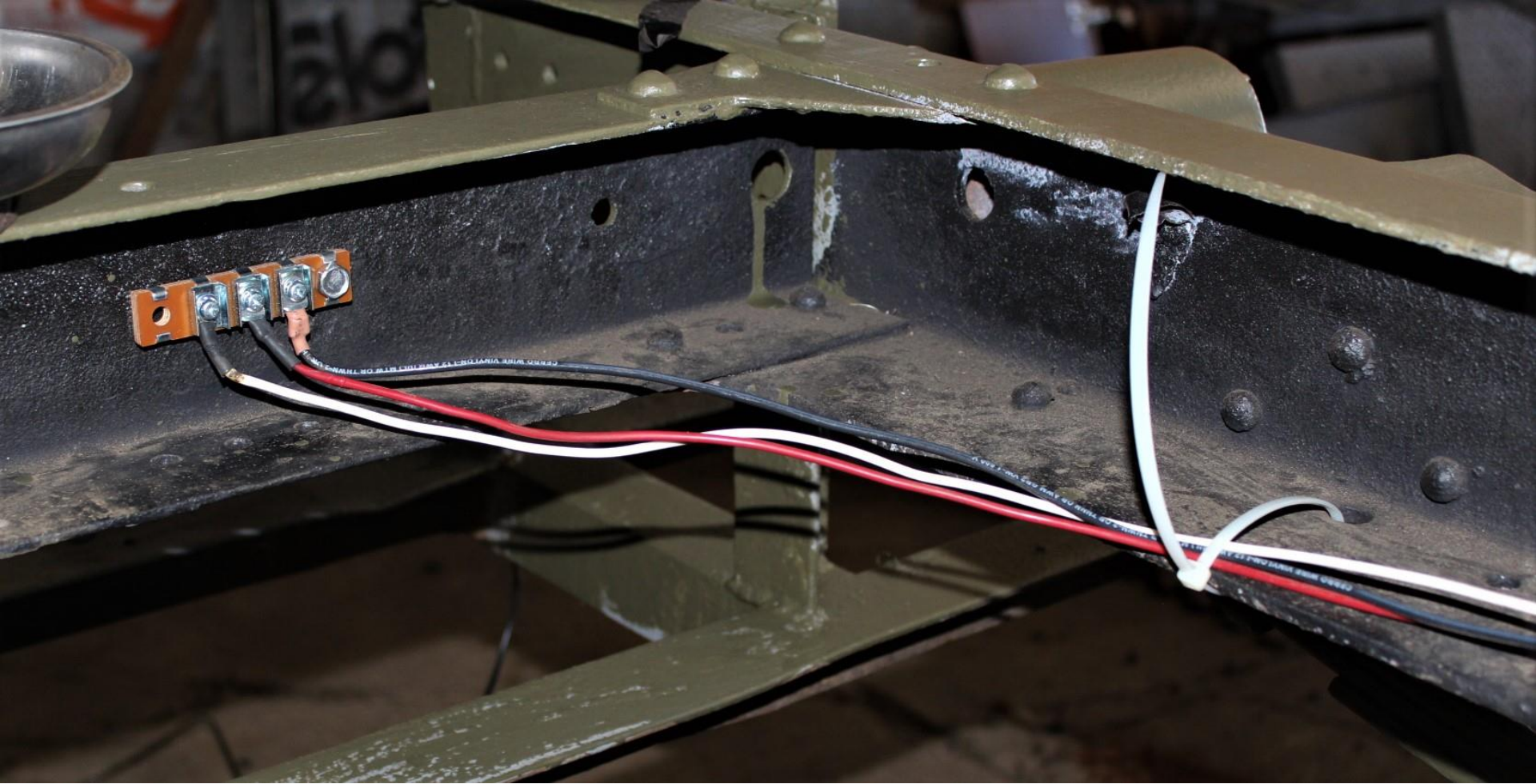


Engine distributor before being removed. All parts look reasonably good, but will be disassembled, cleaned, re-lubed, and detailed. Box-like object at lower left is a tachometer drive for the Engineer's panel. We're hoping to find a tach and drive cable to restore it to operating condition.





The engine distributor modules are disassembled. Further disassembly and detailing will be done. New point and condenser will be installed.



Fire truck flood light and blackout wiring has begun. Here, the white wire is for the blackout marker light. The red wire is for the blackout brake light. The black wire will feed the two flood lights on the rear of the box. Tie-wrap is only temporary. Proper cable clamps will be installed after the OEM harness arrives. The terminal strip is a reproduction of a genuine GM part of that period.