

# Wyoming Veteran's Memorial Museum

## 1942 Chevrolet Fire Truck Project Update

### Week Ending 6/13/2020

*For Public Release*

Mark Milliken

#### **Volunteer Hours:**

41

#### **Weekly Highlights:**

- Installed freeze plugs into engine block.
- Cleaned and prepped engine block for painting.
- Applied primer and two coats of OD green to the engine.
- Cleaned and painted various brackets and rods.
- Removed driver's side window from the 1942 door.
- Cleaned transmission (external) and checked internal gears (OK).
- Removed 1941 tie rod for modification (too long at this time).
- Removed generator bracket from 41 truck.
- Trial fit of generator using 41 bracket (OK).
- Rebuilt the original glass top fuel pump.
- Rebuilt and detailed the original fire truck distributor.
- Gave Museum Director John Woodward a briefing on fire truck restoration progress.

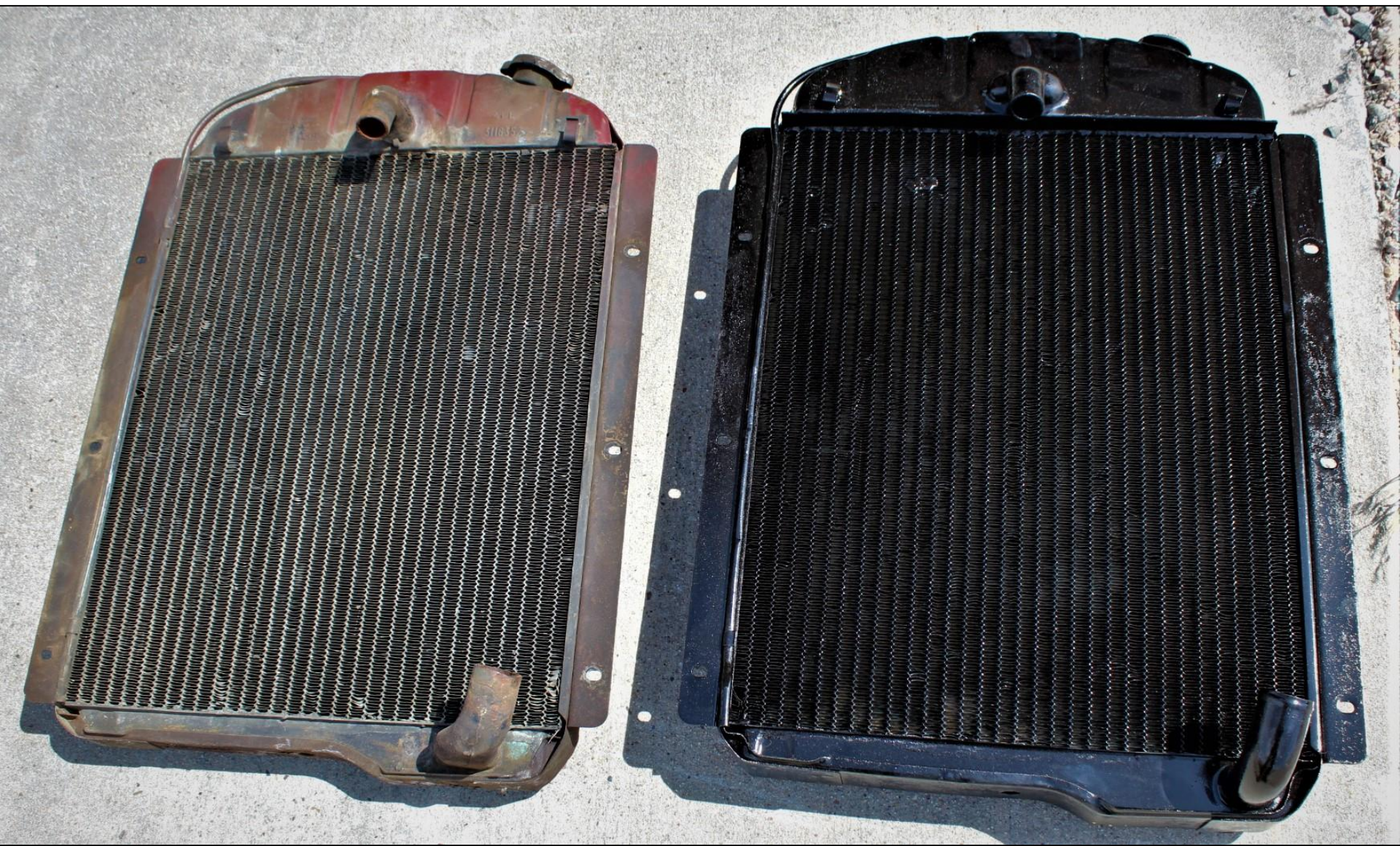
#### **Looking ahead:**

- All or some volunteers will be out of town over the next two weekends
- Oil Capitol Auto Club open house, 6:30 PM, June 17, 2020.
- Modify 1941 tie rod to fit on the 1942 truck tie rod ends.
- Finish restoration and detail of starter and generator.
- Install distributor and fuel pump.
- Clean, detail, and install generator and starter.
- Install bellhousing, clutch, and transmission, and install assembly into frame.



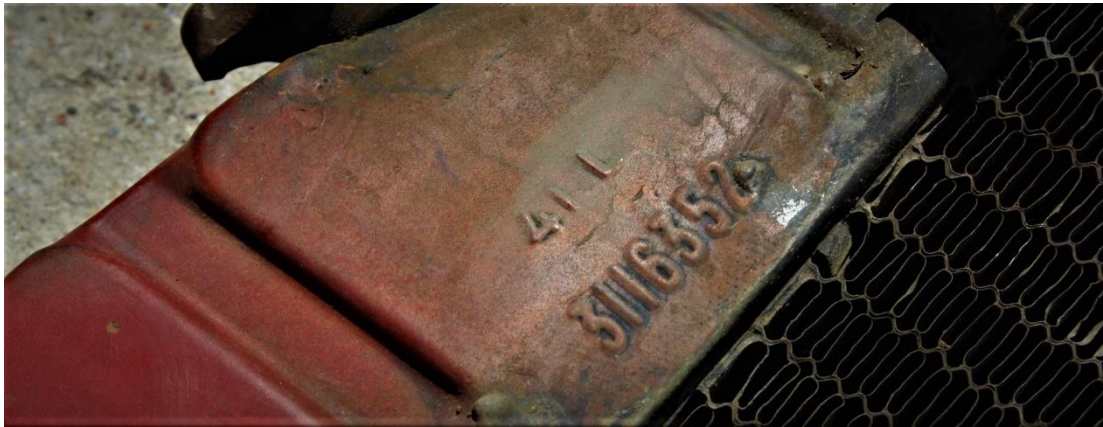
Mike Johnson and Mike Kennedy disassemble the 1942 drivers side door. They successfully removed the window and frame.





Comparison of the 1941 fire truck radiator (L), and the 1947 radiator from the 1941 utility truck (R).





The 1947 radiator (top) is about twice the capacity of the 1941 fire truck radiator. Years are on the tanks.





John Gudgeon masks off the intake and exhaust ports prior to painting..





The engine is masked and ready for primer.



The primer goes on.







Jerry Russell applies OD green..













Mike Johnson and Mike Kennedy retrieve the 1941 generator bracket.



Mike Johnson grinds  
on a generator bracket.





Trial fitting the 1942 generator. The '41 bracket fit best, because the '42 bracket had shoddy repairs.







Mike Johnson removes the tie rod end for further modifications.





John Gudgeon drew the task of cleaning the transmission. The gears seem to be in good condition.