

Introduction, The Story of My Car–

After looking for a 1931 Chevrolet for a few years, I finally found an interesting ad in the Vintage Chevrolet Club's magazine. It was a five window coupe located in Texas, and the price sounded reasonable. I called the owner, and learned that the car had been in his wife's family since the 1960's. He described the car as a project that he started about fifteen years ago and still had a long way to go. It had a rebuilt engine, a new wood kit, and several new parts. He agreed to email me some pictures, so that I could better visualize the "project".



After receiving the pictures, I realized that it was in fact a huge project, but since I was now retired, I felt I could handle it. I called him back, and agreed to buy the car. He advised that the body was not ready to be transported, since the structural wood had been removed, and agreed to begin work installing enough of the new wood to support the body.



Within two weeks he called to say it was ready, so I made arrangements with my friend Jerry to travel to Texas and haul my purchase home.

After driving all day, we arrived in the Dallas suburb after dark, and began checking out the project's parts which were scattered all over the owner's garage.



I was satisfied and paid the balance due to the owner. We then began loading up everything. "C" clamps were used to secure the body to the chassis before winching it into the enclosed trailer. It took at least two hours to cram everything else into the trailer and the back of the pickup. When we finished, Jerry still felt good enough to drive, so we headed back home. We were back home and unloaded by the afternoon of the second day. It was a big relief to have the car home and know that the body shell and chassis were now tucked away in the garage, but everything else was scattered all over the driveway, breezeway, and patio. The magnitude of the project was pretty overwhelming to me at this point.

I spent the next week examining parts, trying to figure out what many of them were, separating them into like groups and moving them to the attic.

The following week was spent disassembling the chassis parts to determine condition and also what new parts would be needed to make everything functional. A lot of time was also spent studying the wood parts to determine where each piece fit. Manuals and parts listings were included with the car, which provided considerable help, but at this point the car was like a huge jigsaw puzzle. It would have been much easier if I had disassembled it myself.

After lots of research, I determined that some of the wood was missing, so I placed an order from a manufacturer of wood replacement kits for old Chevrolets. I also ordered several chassis parts from a man in Denver who reportedly has parted out a hundred 1931 Chevrolets.