



9th Status: I received and installed the correct hose clamps, filled the radiator, hooked up cables for choke, throttle, and spark, mounted the foot feed (accelerator) and started the engine again. Since I didn't have to worry about overheating, I took the time to let it run for a few minutes and adjust the idle. After I was satisfied with the way it ran, I put in the clutch and attempted to put it in gear. Unfortunately, the clutch did not dis-engage, and I could not put it in gear with the engine running. My machinist friend thinks I may have the wrong clutch disc, so I will have to remove the transmission again to check it out. This will also give me an opportunity to replace the graphite throwout bearing with the modern type unit I learned about in a Vintage Chevy Club magazine article. I found a leak at the thermostat housing and fixed it with double gaskets and Permatex. The water pump was also leaking, but a few turns of the packing nut stopped it. I received the patch panels for the wheel wells, but I'm still waiting on the chrome plating work. It should be ready this week (after more than 2 months).



Last Monday I lifted the body off the chassis, pushed the chassis out of the way, and lowered the body into a trailer. On Tuesday I towed the body to the body shop. Tommy Kuntz will weld in the patch panels, and then I will reinstall the wood. Then Tommy can do all the body alignment and paint work. The decision on paint color is difficult. The paint code stamped on the data plate could be an 86 or 88 or 66 or 68. Of those color choices, maroon looks best to me, and I'm trying to determine what that color actually looked like. The available paint chips are 75 years old, and the colors have faded considerably. Lately, I've been talking to owners of similar chevys with maroon paint schemes. Hopefully soon I'll find the correct color and corresponding modern paint codes.

