

Wyoming Veterans Memorial Museum

1942 Chevrolet Fire Truck Update

Week Ending 4/4/2020

Mark Milliken

Volunteer Hours: 30
Expenditures: \$22.68 (shop supplies)

Weekly Highlights:

- The chassis was moved off the trailer and placed on jack stands,
- Work continues on preparing the engine for removal,
- The frame rails are being cleaned of old paint and corrosion,
- From archeological evidence uncovered during cleaning of the frame and drivetrain, the sequence of paint was:
 - GM factory black and blue (not every part had these colors),
 - Army olive drab,
 - Light gray-greenish blue (post Army, similar to Navy colors),
 - Bright red and silver paint on the chassis were overspray from the box and cab. No parts of the chassis or drivetrain were intentionally painted red or silver,
 - Engine colors include GM corporate blue, medium gray, olive drab, and light gray-greenish blue.

Looking ahead:

- The chassis will be ready for paint by 4/11,
- Based on archeological evidence from various paint layers, the restoration team has agreed to apply an overall scheme of olive drab to the chassis and drivetrain, as was originally done by the Army. “Chassis Saver” black will be used inside and on top of the frame rails (behind the cab) for corrosion protection.

Much paint and corrosion has been removed from the exterior parts of the frame by wire brushing. The corrosion is so extensive that not all can be removed, except perhaps by sandblasting. That's not being planned at this time.





The centrifugal pump and transfer case assembly. An option suggested by Dana Jones is to replace this unit with a standard cross member and support bearing, with two longer drive shafts. He may have all of the materials needed for the conversion.



The right and left engine splash shields were so dirty as to be unrecognizable. After pressure washing, they were media blasted by Mike Johnson. They will be delivered to the body and paint shop this week for straightening and a coat of olive drab paint.







