



**The Body Comes Off** - Installment 2 – Richard Fingerhut

When last I wrote, the body on my '66 was about ready to be lifted off the chassis. This has recently been done, so we can better assess the damage to my frame and wear on the suspension. As expected, the frame was indeed rotted at the usual trouble spots on midyears. Once the frame is completely stripped, it will be blasted to see exactly what needs to be done. Most of the sections have come in, as have many of the other

replacement parts. Upon close examination, some VIN numbers have been found, and to my surprise, this frame is original to the car. Also, the ball joints were original, and had never been replaced. They sure will be now, as will most of the front suspension pieces. This is the perfect time to replace any and all parts that are questionable. It just doesn't make sense to put the car back together with any "overused" stuff.



**The body & frame part ways.**

It's kind of depressing to see my car in a million pieces, but it has to get worse before it gets better. The engine and transmission are in good shape, as was the gas tank and differential, and will get minor clean-up and detailing. We discovered some less than perfect repairs on some of the brake lines, and these will all be replaced with stainless. After the repairs, my frame, control arms, and such will be powder-coated, as I am not interested in a factory- correct look.



**The frame was rusted through in places.**

The body is on a dolly at MAD Creations, and I was told that it looks pretty good from the inside of the panels. I will be having the hood repainted, and possibly additional paintwork done, to be decided when I go over the body in the near future.



**The frame end rails are rusted also.**

To be continued.....



**Body mounts weren't too bad.**