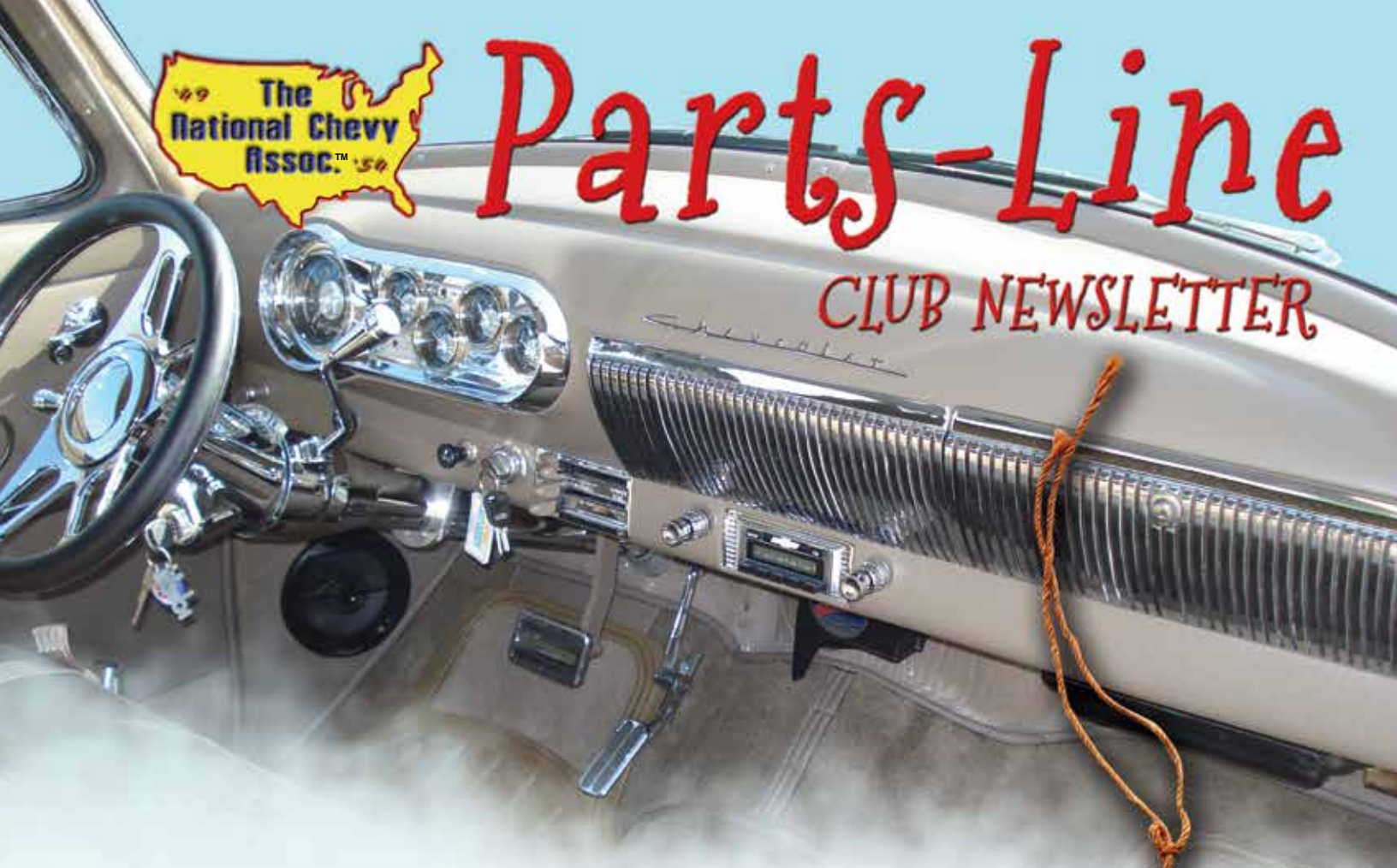




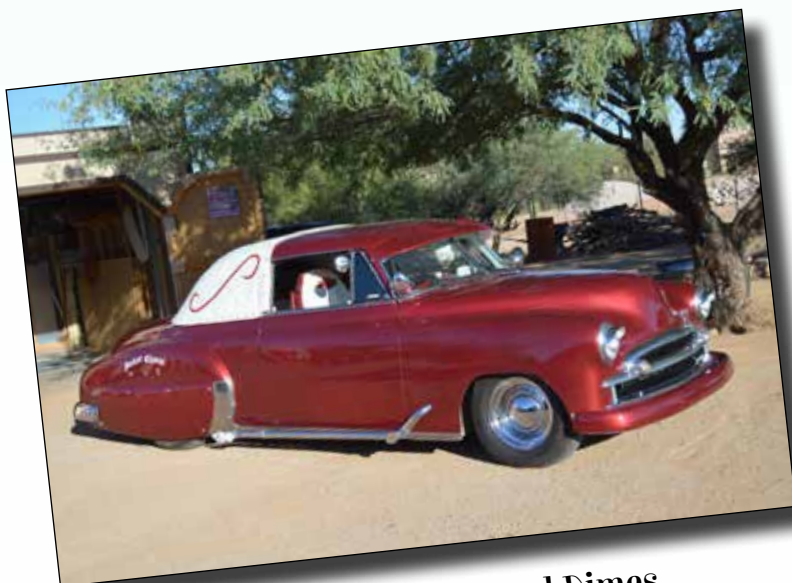
# Parts-Line

CLUB NEWSLETTER



Published in the Interest of Preserving  
1949-54 Chevrolets

Vol. 33 No. 7 • September 2018



*Nickels, Quarters and Dimes*

## Inside this Issue...

- Cover Car
- New Members
- Now Showing
- Interior Special
- Find the Hidden School houses
- Headliner Reprint
- Hubcap Tip
- Classifieds
- Adventures of Barney

# Welcome to the Club

---

National Chevy Assoc. would like to say "Welcome to the Club" to new members and to the "old-timers" renewing their membership.

PAUL HINMAN-PLAINVILLE, CT  
JOEL FALLEUR-POCOLA, OK  
FLOYD JUNE-MARSHFIELD, WI  
JOSE MARTINEZ JR-LAS VEGAS, NV  
DENNIS BOECK-MORRISON, IL  
BERNARD STONE-ASHLAND, WI  
DAVE WHYNAUCHT-BYRON, MN  
DAN BERTRAND-NORTH GRAFTON, MA  
GARY BLAND-ALTON, IL  
MIKE JULISON-BEMIDJI, MN  
BRAIN MOCK-ALBANY, OR  
WILLIAM ZUCCA-ROCHERSTER, VT  
BRADLEY COX-RAWSON, OH  
HEROLD CRAWHORN-EDANBURG, IN  
DONALD GUNNING-MACOMB, MI  
MICHAEL SCHERGEN-CHICAGO, IL  
VANESSA VEAL-LOPEZ-HOUSTON, TX  
HUGO LEON-SACRAMENTO, CA  
TONY VEIGER-ERIE, PA  
ROD ENDERSON-WHITE HOUSE, TN  
DON VAIL-CLEVELAND, NC  
JOHN SARLY-BOISE, ID  
JOHN CANADA-BOISE, ID  
RICK TUCKER-VERO BEACH, FL  
ALLEN L. GLOVER-WILLOW SPIRINGS, NC  
RICHARD JANZEN-DETRIOT LAKES, MN  
FRANK JONES-EAST BRUNSWICK, NJ  
DANNY REINIG-SAN BRUNO, CA  
ROGER DIERCKS-RED WING, MN  
JAY RODGERS-BELLA VISTA, AR  
BILL PIERSON-MURPHYSBORO, IL  
WARD KEYES-CHESTER, CA  
RICHARD PENCE-YODER, IN  
GERALD DRAKE-BOWLING GREEN, OH  
RICARDO LEDESMA-PATTERSON, CA  
JOE GREENWELL-EVANSVILLE, IN  
DAVE BERGSTRAND-MENOMONIE, WI  
RAYMOND OZMUN-NORTHFIELD, MN  
PETER CASTILLO-SAN DIEGO, CA  
TIM MILLER-MARYVILLE, TN  
ROLAND HANSON-AUSTIN, MN  
ORLANDO ORTEGA-SILVER CITY, NM  
PAUL HART-FALLING WATERS, WV  
RICHARD STICHTER-BLYTHEWOOD, SC  
MATTHEW SODERBERG-FERGUSON, MO  
JEFF MILLER-GREENWOOD, IN  
FRANK PASTOR-MIDLAND, NJ  
DELMAR SEGER-SUGAR CREEK, MO  
JOHN DIBARI-LOCK PORT-LOCKPORT, NY  
ANTHONY BANKS-INDIANAPOLIS, IN  
ADDISON CRAWFORD-HILLSBORO, TX  
DENNIS MCELROY-FREDERICKTOWN, OH  
RYAN SCHMITT-STREATOR, IL  
SCOTT PADGITT-BIRMINGHAM, AL  
RONALD DYE-HELENA, MT  
MICHAEL SAMSON-INDIAN CREEK, IL  
ROBERT DAHMS-LADYSMITH, WI  
BENJAMIN ESPINOZA-COLTON, CA  
ROBERT MCCARTHY-VALLEJO, CA  
FRANK QUILLIN-ST PETE BEACH, FL  
DAVID ORTIZ-TRINIDAD, CO  
HN PUTMAN-JACKSONVILLE, FL  
GLEN SARNOWSKI-DEER RIVER, NY  
PETER JOURNEY-SUCCASUNNA, NJ  
PAYTON PICKARD-BEGGS, OK  
JOHNNY ROBERTS-LEONA, FL  
JEFF SLOAN, HOPLAND, CA  
HENRY JACKSON-DENVER, CO  
EARL GRAVES-CRIPPLE CREEK, CO

ARTHUR CHRISTLE-BIRD ISLAND, MN  
JIM VICKERY-ROSCOE, IL  
BOB AULTMAN-BEMIDJI, MN  
GLEN OECHSNER-CAMPBELLSPORT, WI  
BRANDON ELLOTTSON-WILLSTON, ND  
ROY SHANKS-INDIANOLA, IA  
LAWRENCE KUHN-DAUPHIN, PA  
PAUL LADD-HORNITOS, CA  
RANDY MARTELL-MODESTO, CA  
BRUCE EDWALD JAMES-NEW MARKET, AL  
ROBERT SPANIOL-DECATUR, IL  
DALE CARMEL-HURDOL, OH  
JOHN LUDWIG-AURORA, MO  
LYLE RANGEL-ALPINE, CA  
KARL KOWALSKI-PROSPECT PARK, PA  
JERRY MORR-BOSSIER CITY, LA  
RUSS CLEM JR-WASH, WV  
PATRICK THROOP-MCKINNEY, TX  
CHARLES TINGLEY-MARSHALL, IL  
RICK PREIS-WARRENTON, MO  
ALBERT COLLIER-HILLSBORO  
DEAN STERMER-REDLION, PA  
JOHN TURCO-BENSALEM, PA  
BOB MORRISON-FINCASTLE, VA  
PAT MCMAHON-FORKED RIVER, NJ  
WAYLAND HILL-CARRIZO, NM  
NICHOLAS LAUT-ELISABETHTOWN, NC  
RANDY HICKS-WILLARD, MO  
CHARLES R. MINER-BOWLING GREEN, OH  
DAVE CONNER-PAW PAW, MI  
THOMAS SCHWELKERT-NEW CASTLE, PA  
SID KRUEGER-BONDUEL, WI  
GERALD DION-GRANDVIEW, WA  
WAYNE SCHUETTE-EDGERTON, WI  
DAVID ROUSE-PARTLOW, VA  
LARRY STEWART-FLORENCE, IN  
DANIEL YBARRA-FORT WORTH, TX  
TIM SIMMONS-WANYSBORO, PA  
ALAN EK-LAS VEGAS, NV  
DON BROCHU-TROY, NC  
JOHN BAIN-ELKTON, VA  
ANGEL SANDOVAL-SANTA CLARITA, CA  
RICHARD CLOAKEY-STAPLES, MN  
HERMAN WOODS-ATLANTIC BEACH, FL  
RUDY JIMENEZ-CASTROVILLE, CA  
RON GANSTER-NASHVILLE, GA  
VICTOR SANCHEZ-SANTA ROSA, CA  
BARRY GEORGE-OMAK, WA  
JIM COLE-FAYETTEVILLE, AR  
BRANDON TIMBERMAN-PITTSBURGH, NJ  
REY GUEVARA-SALINAS, CA  
EDWARD BAYUS-CANFIELD, OH  
RON LONG-SWANSEA, SC  
BORIS KREYSA-ELK GROVE, CA  
ROY JIMENEZ JR-KEYPORT, NJ  
LARRY CONATSER-MONTEREY, TN  
MICHAEL GONZALES-OXNARD, CA  
CLARENCE BROWN-WANDO, SC  
MARITTE CHEATHAM-MAPLE HEIGHTS, OH  
RAY WHITE-COLCORD, OK  
TERRY THOMPSON-RIDGEMAN, IN  
RICHARD ANDERSEN-WILDERVILLE, OR  
JOSH COLLINSEWORTH-MCKINNEY, TX  
HAROLD DUNCAN-SPRUCE PINE, NC  
FELIX SOTO-MARIANNA, FL  
ALBERTO ALVAREZ-SAN JOSE, CA  
THOMAS KRAUTKRAMER-MENASAH, WI  
RANDY BRISCOE-DICKENSON, ND  
KEN CARROLL-HUDSON, IN

DARIO RAMIREZ-ANTHONY NM  
RONALD ROUB-MANSFIELD, OH  
EUGENE F KEMMANN-WHEATLAND, IA  
DANA ANDERSON-LINCOLN, NE  
DAVID FINLEY-RUSSELLVILLE-AR  
RYAN DOESEMA-NORMAN-OK  
BOYCE WEBB-ROCKINGHAM, NC  
HENRY THOMPSON-CULVER, MN  
KENNETH RICKERT-WILBRAHAM, MA  
DON KOONS-NEWARK, DE  
ALLAN M. REIDOSH-SPENCERPORT, NY  
DENNIS JEURISSEN-SHAKOPEE, MN  
ROBERT BOST-ERIE, PA  
JOHNNY SANCHEZ-PHOENIX, AZ  
LEONARD DILLIARD-LEAGUE CITY, TX  
BOB FEUTZ-DOVER, OH  
STEVE WILSON-BELTON, MO  
TOM TERPENING-STURGIS, SD  
MICHAEL SOBOTA-METAIRIE, LA  
CARL RHODES-IRVIN, KY  
WARREN T HOMAS-GASTON, SC  
ARTURIO FLORES-TOLEDO, OH  
BILLY STEEN-GLASGOW, KY  
THOR HANSON-KENNEWICK, WA  
FARRELL JEPPESEN-LEAGUE CITY, TX  
PETE STARK-PORT BARRE, LA  
HANY LOPEZ-MIAMI, FL  
STEVE FARRINGTON-KOKOMO, IN  
KENNETH SELF-PINSON, AL  
GUSTAVO GARCIA JR-SONOMA, CA  
JOHN WOOLFITT-CASA GRANDE, AZ  
ROBERT HOLDER-BURLINGTON, WI  
HAROLD VAIL-OREM, UT  
JOHN PERLANDER-FRANKLINTON, LA  
WILLIAM LANE-LONSDALE, MN  
JOE MEAGHER-HOWLAND, ME  
JOHN TIERNEY-AUROA, CO  
WILLIAM KNOTTS-WELLBORN, FL  
JOHN GAINN-CAMP VERDE, AZ  
HARRY FOSSATTI-TAUNTON, MA  
RICK FIES-WATERLOO, NY  
TONY MENDOZA-LINCOLN, NE  
PHIL ABEL-ARPIN, WI  
JEFFREY SPAGNOLETTI-PGH, PA  
DONALD THOMPSON-HALETHORPE, MD  
RON SCHMIDT-AUSTIN, MN  
MICHAEL BRUGGER-EAST MOLINE, IL  
VINCENT CALDERELLA-YORKTOWN HEIGHTS, NY  
JAMES FRANCOEUR-PELHAM, NH  
JAMES RUNGE-ROUND LAKE, IL  
ROBERT MCCARCHY-VALLEJO, CA  
MIKE MCMURRAY-LAKE ZURICH, IL  
EARL HANSEN-NORTON, KS  
MARK BROPHY-STONINGTON, ME  
JIM BANKS-GERMANTOWN, OH  
MARTY NAPIER-AUSTIN, IN  
GREG BROWN-WICHITA, KS  
ALAN CARLSON-ST. CLOUD, MN  
MICHAEL ROETTGER-MERRIFIELD, MN  
JERRY ALLEN-EL RENO, OK  
ISRAEL SHANKEL-WALNUT CREEK, CA  
DARREN GHERING-WALL, SD  
GENE PERRY-POWELL, OH  
ALLAN TORRES-CORPUS CHRISTI, TX  
LEONARD YOUNCE-LENOIR, NC  
JOHN JURANIC-EDGEWATER, FL  
SCOTT LEATHERMAN-SAN JOSE, CA  
ROBERT SCHAEFER-BUSHKILL, PA  
MEL MCCALISTER-LITTLETON, CO





Hi from Nat'l. Chevy,

Where has the year gone? It seems like pretty soon we'll be having turkey dinner and putting up Christmas trees. We've been pretty busy this year with medical and other activities. For the better part of the year we have been getting ready for our granddaughter's wedding, which occurred on August 4. We had a great time, but were glad when it was over. We've been going to some NASCAR events, going to tractor shows, a quick trip to lola for the car show and then a couple days at Wisconsin Dells. We're keeping pretty busy for some "old folks."

The weather here has been hot and humid, with

temps in the high 80's and humidity around 60 percent. Very uncomfortable if you are outside. It's even too hot to cut grass.

It's time to say thanks to all of you who are renewing your membership. We appreciate your support and will continue to try to provide you with good parts at reasonable prices. Thanks again.

I really need pictures and stories for the newsletter. I am currently out and could use your help. I would really appreciate it.

We're still keeping pretty busy for this time of year. It won't be too long and we'll be covering up the cars for the winter. Yuk.

Time to go - 'Til next time....

## NEW PARTS

### 1951-52 FRONT SPLASH PAN

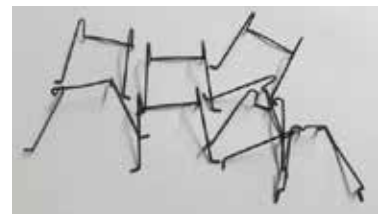


Order #4652

**\$249**

*Great reproduction*

### 1954 HEADLIGHT RIM CLIPS



Order #507-CLIP

**\$12**

*Does both headlight bezels*

### 1951-52 TAIL LIGHT ASSEMBLY



Order #4448

**\$99** pr.

*Complete with bezels, backing plate, lens,  
12V bulbs and wiring.*

## HEADLINER INSTALLATION INSTRUCTIONS

A HEADLINER IS NOT HARD TO INSTALL, IT JUST TAKES A WHILE AND IT TAKES SOME PATIENCE.

YOU WANT TO START BY TAKING THE OLD HEADLINER OUT. TAKE A RAZOR BLADE AND SLICE THE EDGES. MAKE SURE TO KEEP THE HEADLINERS BOW IN ORDER, MARK THEM WITH TAPE 1,2,3 ECT. AS ONCE THEY ARE OUT OF ORDER IT'S VERY DIFFICULT TO FIGURE IT OUT. LAY THE NEW HEADLINER OUT ON A CLEAN SURFACE. PUT THE BOWS IN THE SLEEVES, PUT INTO CAR.

NEXT START STAPLING THE HEADLINER, START AT THE WINDSHIELD. FIND THE CENTER LINE ON THE BACK OF THE HEADLINER, CENTER IT WITH THE WINDSHIELD. STAPLE ABOUT THREE TIMES. THEN DO THE SAME TO THE BACK.

NOW YOU WANT TO START INSTALLING THE SIDES. YOU WANT TO START WITH THE DOOR, DEPENDING ON WHAT MODEL YOU HAVE, YOU MAY HAVE TACK STRIP ABOVE THE DOOR OR YOU MAY HAVE A CHANNEL THAT THE HEADLINER TUCKS INTO. (WHEN DOING THIS METHOD USE A HEADLINER TOOL, DO NOT USE TOO MUCH FORCE, THE HEADLINER COULD RIP) EITHER WAY YOU WANT TO START WITH THE FRONT OF THE DOOR. (WHEN PULLING THE HEADLINER TAKE TWO FINGERS PUT THEM ALONG SIDE A SEAM IN THE CENTER OF THE HEADLINER, THEN PULL TOWARDS THE SIDE YOUR FASTENING. DO THIS WITH EACH SEAM AND YOU SHOULD GET A GOOD FIT. DON'T DO IT TOO MUCH BECAUSE YOU'LL THROW OFF THE CENTERING OF THE HEADLINER) AFTER YOUR DONE WITH THIS STEP CONTINUE GOING BACK ALONG THE SIDE STAPLING INTO THE TACK STRIP.

THEN FINISH BY STAPLING THE WINDSHIELD AND THE REAR WINDOW. TRIM OFF THE EXCESS MATERIAL AND REINSTALL GARNISH MOLDINGS.



## INSTRUCTIONS FOR INSTALLING AUTO HEADLININGS

All Cars 1937-1976 (Except 1936-48 General Motors—see other side)

**SPECIAL NOTE:** This Headliner has been especially designed and engineered to fit your car. Installation is simple and easy. For perfect installation please follow the ten steps listed below. Thousands of these especially designed Headliners have been installed and are rendering complete satisfaction.

1. Remove dome light, sun visors and garnish moldings from windshield and quarter glass.
- 1-a. Necessary on Ford products only—1941-1964 models: Rear window is carefully removed, prying molding with a brake adjustment spoon or a broad blade screwdriver. While this is not difficult, if you are not too certain of your ability to do this safely, turn this part of the job over to a glazier. (See Figure 1.)
2. Remove back seats and the cardboard cover on package tray. Also remove side panels if windlace is to be replaced. (See Figure 2.)
3. Old Headliner has been cemented or tacked along front and back of car. Pull Headlining free at these points. Above doors Headliner has been pushed up behind metal “retainer strips,” teeth on which hold Headliner in place. Tear Headliner free from retainer strips on each side of car. Headliner hangs from bows which slide through cloth loops sewed to back side of Headliner, the ends of which bows are now exposed. Working from front to back of car, remove screws from ends of bows, which screws join bows to side of car. Headliner is now free. Remove from car. (See Figure 3.)
4. Remove screws which fasten retainer strips to body above doors. Windlace is now exposed. If windlace is to be replaced, remove old windlace, removing tacks holding this in and tack in new windlace. (See Figures 4 and 6.) Clean out behind retainer strips, straightening any bent teeth in same and remount, screwing retainer strips firmly into place. (See Figure 7.)
5. Remove bows from old Headliner and slide into loops in new Headliners in same order in which they are found in old Headliner. One inch of bow should be visible extending from each end of loop. If necessary, clip loop back equally on both ends until 1” of bow is visible on both ends. (See Figure 8.)
6. Working from back to front of car, fasten bows with new Headliner back into car.
7. Cement or tack Headliner in center-front and center-rear of car. Center of Headliner is marked with a chalk line on back side of Headliner. (See Figure 9.)
8. Trim excess material over doors, allowing two inches on each side. Push up under retainer strips. Using dull putty knife, or ordinary table knife, push small amount of material under retainer strip at center-sides of car. (See Figures 10 and 11.)
9. Working alternately from centers toward corners, fasten Headliner into place at all points by continuing to push under retainer strips on sides and tack or cement at front and back of car. (See Figure 12.)
10. Cut out for back glass and cement or tack Headliner around edges of glass frames. Trim off excess material around all edges, replace sun visors, dome light, garnish moldings, and rear seats. Job is completed. (See Figure 13.)

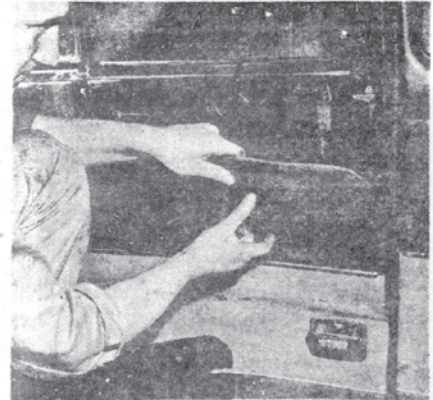
**NOTE:** Headliners improve with age and if left alone will soon shrink into place of their own accord. If they're good at first, they'll be perfect later. However, removal of any wrinkles left in cloth 'liners may be speeded up by spraying or sprinkling plain warm water on the 'liner at points where wrinkles appear. Moisture and low heat will hasten the departure of wrinkles on leatherette 'liners. (See Figure 14.)



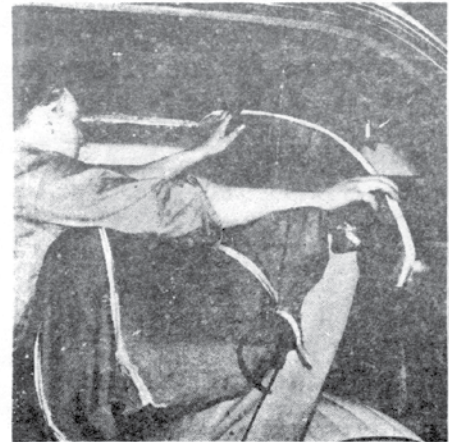
## INSTRUCTIONS FOR INSTALLING AUTO HEADLININGS™



1. Necessary on Ford products only—1941-1958: Rear window is carefully removed, prying moulding with a brake adjustment spoon or a broad blade screw driver.



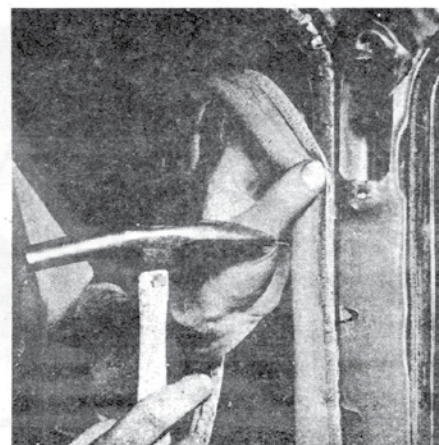
2. If windlace is to be replaced, side panels are removed to provide access to windlacing around doors.



3. When top bows are flexed, they come free of roof channels.



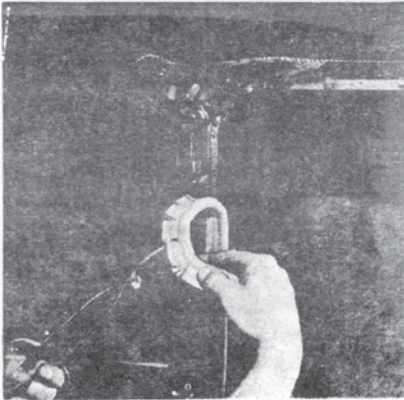
4. Remove kick panels for further access to windlacing. Then with headliner retaining strip over door removed, windlacing can be taken off.



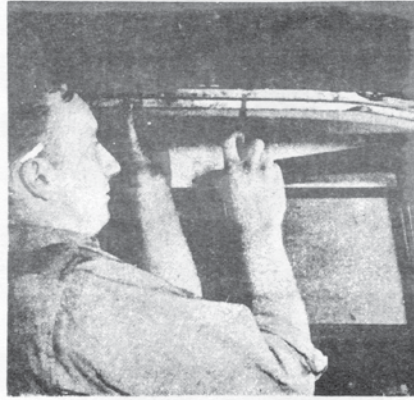
5. New windlacing is measured for length against old, adding three inches leeway. Now, starting at bottom of door, new lacing is tacked to fiber-board tack strip around the door.







6. Whenever windlacing is to be carried around a curve or corner, notches are cut to prevent bunching.



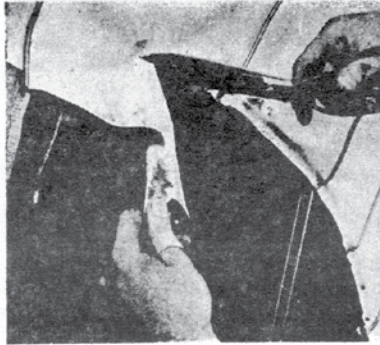
7. Headliner retaining strip is then ready to be replaced over the door.



8. As the bows are removed from the old liner, they are inserted in their original sequence into the new liner.



9. Temporary tack is made in front of headliner to prevent it from shifting.



10.



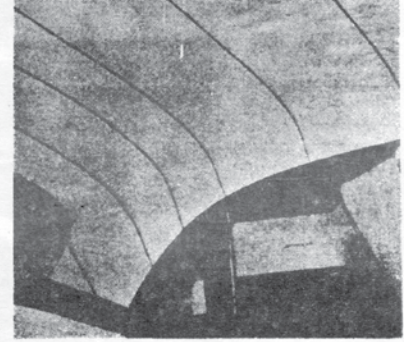
11. Liner over doors is trimmed to within two inches of edge, then notched at piping to within one-half inch of edge. It is then forced under headliner retaining strip. Suitable tool can be made by rounding end of a spatula.



12. Headliner is then pulled and stretched into place to prevent wrinkles, as shown.



13. Window and windshield mouldings, visors and hardware are replaced. Rear shelf, if desired, may be covered to match before being replaced.



14. Finally, the completed headliner in place. Moisture and low heat will hasten the departure of those wrinkles.

PHOTOS — COURTESY OF HOT ROD MAGAZINE



# INTERIOR K



# FREE

*Here's How...*

Order an **INTERIOR**  
**10% REBATE** to be  
 parts in the catalog - **Save**

# 7 GREAT HI-END INTERIORS



## HERE'S HOW IT WORKS:

Name: John Smith  
 Address: 123 Main St.  
 City: Anywhere State: US Zip: 00000

Item #	Description	Price
6658-P	Custom Royal Int. Pleated Door Panels Color - Gray	1859.00 195.00
	Total	2054.00
	Less 10% Rebate	-205.00
	<i>(\$205.00 in FREE New Parts from Catalog)</i>	1849.00
	Shipping	160.00
	<i>(Shipping is \$160.00 - all orders will be shipped at one time)</i>	
	<b>TOTAL</b>	<b>2009.00</b>



# IT REBATE

# PARTS

**KIT** and get a  
used on any new  
**ave Big \$\$**



# OPTIONS TO CHOOSE FROM



**FREE INTERIOR  
SAMPLES.**  
Call 651-778-9522 or our interior  
department at 651-772-9722.

## INTERIOR KIT INCLUDES:

- Carpets & Pad
- Seat Covers
- Headliner / Windlace / Visors
- Kick Panels
- Rear Deck Panel
- Everything You Need to Complete Your Interior

# Cover Car

---

Hi my name is Ted Bosman. I am a member of NCA. I own a 1950 Chevy 2 door hard top. I would love to have it featured in the newsletter.

So I will tell you a little bit about my 15 plus year project. I was residing in Michigan at the time. When I drove by this house and saw a car out in the field next to the pole barn. I knew right away it was "My Car"! I had always wanted another one ever since I sold mine in the 60s. The things we did back then. If we only knew then what we know now. Needless to say I stopped and talked to the owner. We talked out a good deal. I went to the bank, with the wife of course. A few days later my baby arrived on a truck bed. Alone with 7 boxes of parts! Now I am no mechanic. I worked my whole life in construction.

I can build you anything out of wood. As for cars, well that is another story. Also why I sold the first one. My moto then was, "If it don't run get rid of it, and buy a another one." In the 50s and 60s I could buy a car for \$50 bucks all day long. With a little help from my friends. "Pocket Change" started to take shape. It has went through a lot of changes over the years. "Pocket Change" is still a work in progress, but boy is it looking pretty now days. It is now the proud owner of a 350 engine and tranny. It went from a 3 on the tree to an automatic. It had a full 12 volt conversion done to it from a 6. It has been shaved and lowered. We added power steering and power brakes. Tuck and roll interior, and lots of other little extras. It stayed white for the first few years. Only some flames were changed. Then in 2013, it got its red makeover. Candy apple red with ghost flames with a white hand made Carson top. We hope to install A/C this summer! Since I moved back to Arizona in 2007, boy won't that be nice. In Jan.

2008 I started a classic, custom, and modified car club called The West Side Rides. We celebrated our 10th year this Jan. It has been a wonderful time for "Pocket Change," and myself. So I wanted to share a little of that with you. By the way the name is from a song I wrote in 1963. Called "Nickle's, quarters, and dimes". There are nickles, quarters, and dimes frenched into both sides of the cars rear fenders. Hence pocket change was born! I have attached some photos for you. So you can see how far it has come. Thanks and hope to see it featured some time!

Sincerely,  
Ted Bosman  
Tucson AZ 85735





# Cover Car





# Cover Car

---





Attached is the way I came up with keeping the large 1953 Chevy hubcaps on. I got tired of loosing and running over them.

Glenn and Brenda Irick

## Keeping the large 1953 Chevy hubcaps on.



My experience has been that the large 1953 Chevy hubcaps have a tendency to come flying off. I have run over and destroyed several of these and they can get expensive to replace. This is especially true for the front wheels. I have tried suggestions about bending the clips and such. None of these seem to work very well. Out of desperation I decided to figure a way to attach these so they will not fly off. This is what I came up with.

I have enclosed both a picture and a crude drawing. Do the following steps. This can be done with the wheel on the vehicle even though it is a bit more difficult.

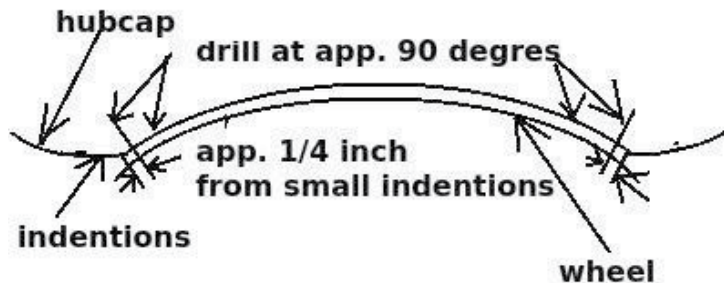
For this you will need a #29 drill bit, an 8-32 tap, #16 drill bit, 4 chrome or stainless  $\frac{3}{4}$  inch 8-32 screws, and electric or battery powered drill.

Please note: Steps 1-8 uses the #29 drill.

1. With the hubcap on the wheel starting at the air valve, count the number of small indentions around the wheel and write the number down. (There are approximately 100. I counted 102)
2. Divide this number by 4 so as to put each approximately 90 degrees from each other.
3. Starting 3 or 4 indentions from the valve stem center punch and drill a hole through both the hubcap and the wheel at 90 degrees (see drawing) from the hubcap and as close to  $\frac{1}{4}$  inch from the indentions. (Do not make the first mistake I made and drill between the wheel weld which is about the center of the indentions. This will cause the wheel to leak if there is any pitted rust on the inside of the wheel and you will have a leaky wheel)

# Hubcap Tip

---

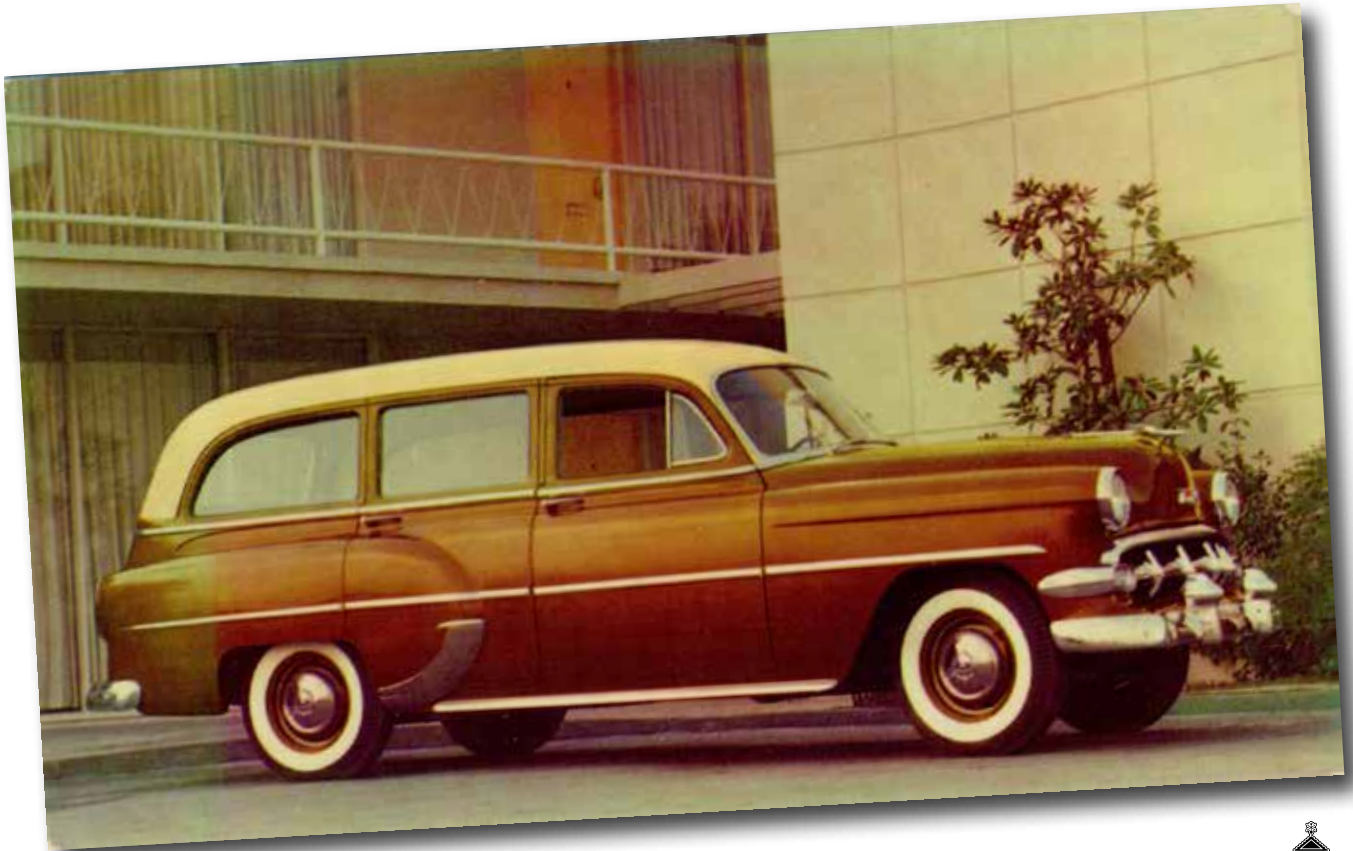


- 1 drill 4 holes at 90 degrees from hubcap.**
- 2. remove hubcap and tap for preferably 8-32 screws.**

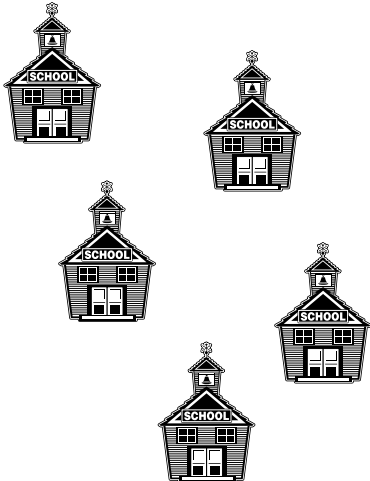
4. Count the indentions from this first drill and count the  $\frac{1}{4}$  number you got from the total number. (This should be somewhere around 25.) Now center punch and drill this hole.
5. Count the indentions from this hole for the 3<sup>rd</sup> hole (If you get the total indentions I did (102) this hole should be the 26<sup>th</sup> indention. This should put it at exactly 180 degrees from the first hole. Center punch and drill this hole.
6. Count 25 indentions from the last hole drilled, center punch and drill this hole.
7. This should be all 4 holes drilled through the hubcap and the wheel.
8. Remove the hubcap and tap each hole for a 8-32 screw.
9. Using #16 drill (for loose screw clearance) re-drill each hole in the hubcap to allow clearance for the 8-32 screws.
10. When replacing hubcap be careful to align all screw holes with the tapped holes. A good way for this is to use a very small screwdriver and place it in each hole to use as a feeler.
11. Using chrome or stainless screws attach the hubcap. Tighten until a small indention is started in the hubcap. Do not over tighten.







# Find the Hidden School House



## & Win a \$75.00 Gift Certificate

In this issue you will find five school houses hidden in articles or ads. To enter the contest, find the school houses, fill in the form below and mail or fax your entry to us by October 15, 2018. On October 18 we will draw the contest winner. Remember - if you don't enter you can't win. Have fun. Contest open to current members only please.

### *Entry Form*

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Phone (\_\_\_\_\_) \_\_\_\_\_

What pages did you find the school houses on?

Page \_\_\_\_ Page \_\_\_\_ Page \_\_\_\_ Page \_\_\_\_ Page \_\_\_\_

**Mail or Fax to NCA, 947 Arcade St., St. Paul, MN 55106  
Fax 1-800-785-5354 or 651-778-9686**

*Congrats to Pat McMahon of New Jersey - winner of the Hidden Flag contest.*



# Classified Advertising



## CLASSIFIED ADVERTISING RATES

Please advertise '49 through '54 Chev parts only. "Parts-Line" is printed once monthly and members receive 3 free 25-word ads per year. Ads over 25 words run 10¢ per word over the 25 word limit. Ad rates for non-members are \$3.00 up to 25 words and 10¢ per word thereafter. All ads will run for 3 consecutive issues unless cancelled by you. Please put prices on items that you advertise. Mail 947 Arcade, St. Paul, MN 55106 or fax 1-800-785-5354 or email [info@nationalchevyassoc.com](mailto:info@nationalchevyassoc.com) ads before the first of the previous month.

## PARTS FOR SALE

**FOR SALE** — 1950 front bumper with brackets, decent, \$80, plus shipping; 1950 trunk lid, perfect, \$80, plus shipping. Brad, MT. (406) 278-5877.

Nov

**FOR SALE** — Very nice radio parts book GM - 1949-52. Also shows back to 1940 NOS '53-54 @ \$15. Dome light bezel @ \$20. 1953-54 LH vent cable #1990747 with brackets and knob @ \$30. Rich, NY. (585) 468-2264. Please add for postage.

Nov

**FOR SALE** — 1 - 1953 rolling frame, \$500; 1 - 1953 hood, \$100; 1 - 1953 trunk lid, \$100. Richard, Medina, OH (330) 764-4714.

Nov

**FOR SALE** — 1950 owners manual, good used, \$15; 1951-52 horn cap, nice, \$16; 1954 color sales brochure, suitable for display, mint, \$19; 1952 7# radiator cap, new by Gates, \$16; 1951 Owners manual, mint, includes dealer check in sheet, unused battery warranty, owners break in list, \$19. Rick, NY (585) 468-2264. Parts + Shipping.

Sept

**FOR SALE** — 1954 Chevy Parts: Dash script, \$10; door edge mirror, \$10; rearview mirror, \$10; horn ring, \$25; dome light rim, \$5; headlight switch, \$15; ignition switch, \$20; starter motor 6V, \$75; hood bird, \$50; speedometer, \$25; dimmer switch, \$15; ash tray, \$15; hood emblem, \$20; bumper guards (4), \$25. Clark, CA (951) 663-2296.

Sept



**FOR SALE** — Gauges from my 1951 Chevy Fleetline Deluxe 2 door Sedan. These gauges are working, including temperature gauge, sending unit has not been cut. They are in excellent condition. I am asking \$350.00 OBO plus shipping. Lynn Haney, haney.lynn@gmail.com, 281 630-4493

Sept

**FOR SALE** — 1950-52 & '53-54 hardtop moldings. Parted 2 hardtops. I have all '49-50, '51-52 & '53-54 rear gravel shields, all excellent condition. '52 top grill bar rechromed, \$260; '51 deluxe front fender moldings, '53-54 Bel Air quarter moldings. All '49-54 door and front fender moldings, '49-52 driver side hardtop door. Too much to list. If interested call for pics today. Very clean Arizona parts. Also doors & fenders. Andy (928) 580-5617 AZ

Sept



## NATIONAL CHEVY'S FAX LINE.

Place orders 24 hours a day. Email or Fax Ads.

[info@nationalchevyassoc.com](mailto:info@nationalchevyassoc.com)

Fax: (651) 778-9686 or 1-800-785-5354

Or phone us at (651) 778-9522 Monday - Friday 9 a.m.-12 p.m. 12:30 p.m.-5 p.m. Central time.

## PARTS WANTED

**WANTED** — 1953-54 2-dr. Hardtop interior sunvisor brackets. Must be for hardtop. Gerald (404) 379-8195. GA

Oct

**WANTED** — 1951-52 gauge cluster in need of restoration. Call FRE (209) 385-3913 CA

Oct

**WANTED** — 1949-54 exterior sunvisors & '49-54 front & rear wrap-a-rounds or bumper ends. Andy (928) 580-5617 AZ

Sept

**WANTED** — 1953-54 2-dr. hardtop interior sunvisor brackets. Must be for hardtop. Gerald (404) 379-8195. GA

Sept

**WANTED** — 1951-52 gauge cluster in need of restoration. Call (209) 385-3913. CA

Sept

## CARS FOR SALE

**FOR SALE** — 1950 Chev, 93,548 miles. Complete running drive train (eng. trans. - rear). Includes new front/rear brakes, \$500 OBO. Copper Hill, TN. (386) 478-3380.

Nov

**FOR SALE** — 1949 Styleline Deluxe 2 Door, \$4000. (918) 313-6795 Tulsa, OK

Nov

**FOR SALE** — 1953 BelAir Hardtop, 6 cyl., 3 speed. Needs finishing. Many new parts, in primer. \$9200. Ray (856) 912-7790 E.S.T. Call for details & pictures. Have all parts, lost interest.

Oct

**FOR SALE** — 1952 Chevrolet Deluxe four door sedan all original all complete, 58005 original miles. Automatic trans. Drive anywhere. Three owner car. Always garaged. Missouri 573-673-0571. \$7995. OBO.

Sept

**FOR SALE** — 1953 Bel Air Convertible, 3 speed, 57,000 miles, Sungold and Ivory. 97% restored. Will sell for \$35,000. Call (507) 645-7777 MN.

Sept

# Classifieds

## CARS FOR SALE



**FOR SALE** — 1951-52 convertible collection. One complete '51 convertible, rough, but complete. Second is restored frame and running gear, hardtop body that was upside down in yard for 30+ years, beautiful bottom with all the critical parts to make 2nd convertible, top frame, top rear basket, windshield header. Please call if interested, make one convertible or 2. Most convertible parts to complete two cars and much more. Price \$5500 for both with parts. Reason for selling - health. Zane (920) 756-2043. WI

Nov

### 1951 Snapshot

Politics: Twenty-second Amendment of the US Constitution limits an elected president to two terms in office, for a total of eight years.

Influential Songs include: *Cry* by Johnnie Ray, *Too Young* by Nat King Cole and *Because of You* by Tony Bennett

The Big Movies included *Quo Vadis*, *The African Queen* and *Strangers on a Train* and *An American in Paris*

Price of 1 pound of ground beef in 1951: 65 cents

The World Population was: 2,653,000,000

Super Glue was invented in 1951.

And... Alfred "Teen" Blackburn (April 26, 1842 - March 8, 1951) was the last confederate civil war veteran and a former slave and died in 1951

Compliments of [www.pop-culture.us](http://www.pop-culture.us). See their website for more great facts!

### 1952 Snapshot

Politics: Up to 12,000 Londoners were killed by smog in a 1952 incident that lasted 5 days.

Influential Songs include: *Heart and Soul* by The Four Aces, *Tenderly* by Rosemary Clooney and *High Noon (Do Not Forsake Me)* by Frankie Laine

The Big Movies included *The Greatest Show on Earth*, *High Noon* and *This is Cinerama*

Price of RCA Television, 21 inch, black & white in 1952: \$99.00

The World Population was: 2,692,000,000

Yahtzee (dice game) was introduced in 1952.

Patented in 1948, Scrabble became a world-wide hit.

And... Hank Williams charged an admission to his wedding to his second wife, Billy Jean Jones. There had both a 3pm and 7pm 'show'.

Compliments of [www.pop-culture.us](http://www.pop-culture.us). See their website for more great facts!

**Moving???** **WE WANT TO KNOW.**

**CHANGE OF ADDRESS FORM**

Name \_\_\_\_\_ Phone \_\_\_\_\_

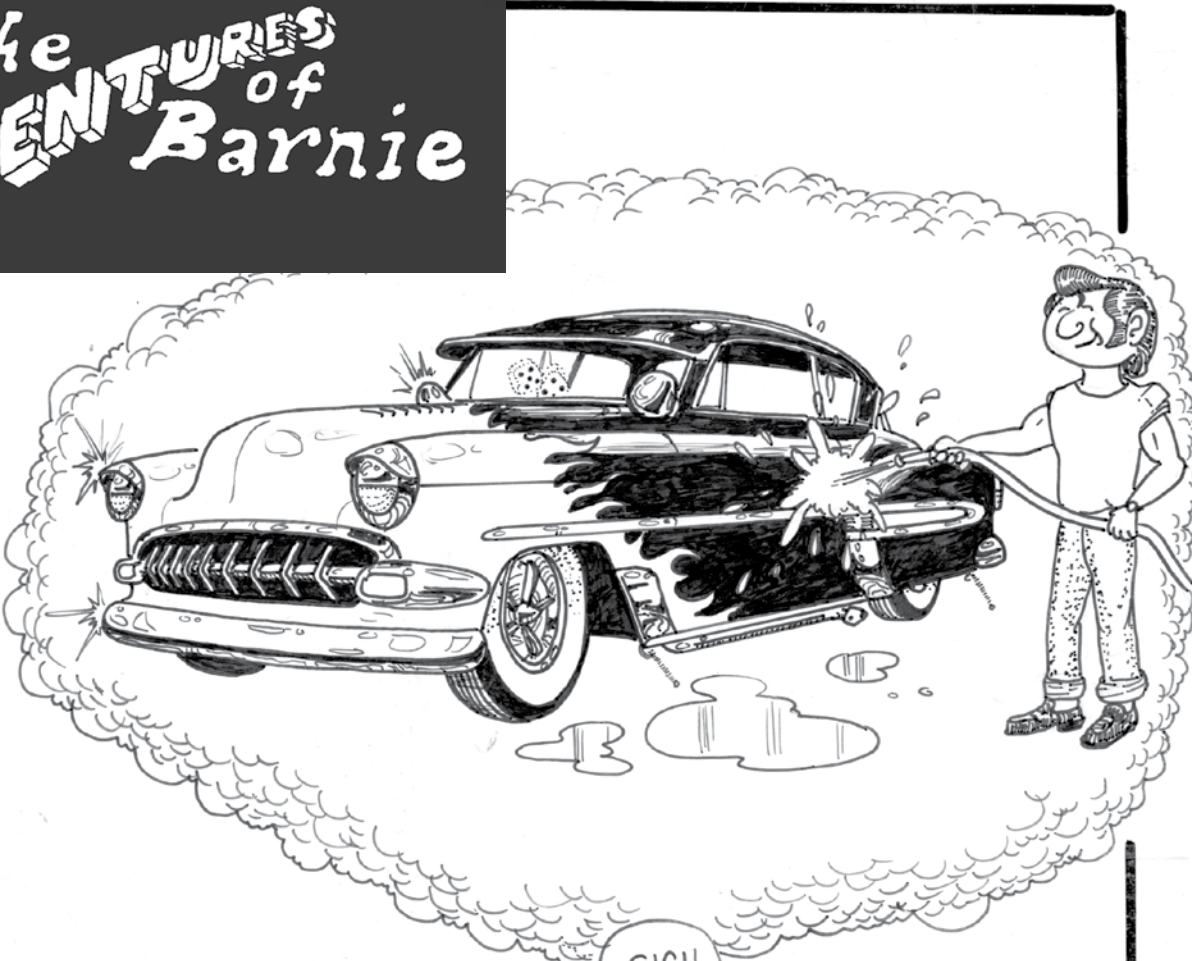
Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Return to: National Chevy Assoc., 947 Arcade, St. Paul, MN 55106 • Fax 1-800-785-5354 or 651-778-9686.



# The ADVENTURES of **Barnie**



SIGH



DAVE REEVES  
7-19-90

IDEA SUBMITTED BY  
**CHARLIE TINGLEY**  
PONTIAC, MICHIGAN



947 Arcade, St. Paul, MN 55106  
Ph. (651) 778-9522 • Fax (651) 778-9686  
[www.49-54nca.com](http://www.49-54nca.com)  
'49 - '54 Chev Specialists

PSRST STD  
U.S. POSTAGE  
**PAID**  
Permit No. 34  
Brillion, WI

# Parts-Line

