Parts Line

CLUB NEWSLETTER

Vol. 28      No. 3
May 2013

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“Hanna”
National Chevy Assoc. would like to say “Welcome to the Club” to new members and to the “old-timers” renewing their membership.
Hi from Nat’l. Chevy,

It’s slowly warming up here in the north country. It’s been a hard winter this year. We haven’t had a lot of below zero weather, but it seems it just doesn’t get warm. We’ve all had enough of it and are ready for the snow to be gone. We have an indoor car show coming up in a week and a half and a lot of times it’s snowing when guys are bringing their cars in.

We’re all signed up for “Back to the 50’s” car show and Iola. I’m not sure if we will actually go to Iola this year as Paul and I need help at the shows now. We can’t do the set-up or the long hours required anymore, so we will let you know next month so you will know whether or not you can pick up orders at the show.

We’re still keeping busy here but have decided to hold off on the new catalog until we get the new products done that we are working on.

I appreciate the photos you’ve been sending and hope you continue to do so. I love reading some of the articles as they come in and can see why you are so proud of what you have done with not much of a car sometimes. Keep up the good work and when you finish your car, or even before it’s finished, send some pictures for everyone to see.

Time to go – ‘til next time......
CHROME TIMING COVER
Very nice dress up item. For all 235 engines.
ORDER # 1948
$32

1949-52 VENT WINDOW HANDLE
Fits front or rear doors on all Styleline or Fleetline 2 or 4 door Sedans.
Dr. Side ORDER # 4607L
Pass. Side ORDER # 4607R
$17 Each

CHROME WATER NECK
(2 piece set)
Looks great
ORDER # 1949
$45

1949-52 INSIDE REAR VIEW MIRROR
ORDER # 4771
$33

UPPER GRILL BAR
Excellent Reproduction!
1953 –
ORDER # 1942
1954 –
ORDER # 1943
$229 Each

1953-54 FRONT FENDER BRACE
Fits behind the tire.
Dr. Side –
ORDER # 681L
Pass. Side – ORDER # 681R
$40 Each

FRONT SPLASH PAN
Excellent Reproduction!
1949-50 –
ORDER # 1944
1953 –
ORDER # 1945
$215 Each

1953-54 REAR GRAVEL SHIELDS
Fits all 1953-54 2-door models. Fits in front of rear tire.
ORDER # 1946
$300 Pair

1954 TAIL LIGHT ASSEMBLY
Includes bezels, all lens, stainless dividers, 12V bulbs, sockets and backing plates.
ORDER # 1947
$190 Pair

1953-54 CENTER FLOOR BRACE
ORDER # 1622
$160 Each

COMPLETE HEADLIGHT BUCKET ASSEMBLY
ORDER # 1620
$55

1953-54 REAR FLOOR BRACE
ORDER # 1623
$200 Each

1953-54 FRONT FLOOR BRACE
ORDER # 1621
$160 Each

1949-52 REAR GRAVEL PAN
ORDER # 678
1949-52 (not pictured) – ORDER # 4654
$200 Each

1949-52 Chevy Ventshades
Order #2344
$100 Set
Fits 4-door Styleline or Styleline Deluxe

Now Available
1953-54 Chevy Floor Braces
First, second and third rows are now available.
Fourth row should be available soon.

1st Row
Pass. Side Order #688-1R
Driver Side Order #688-1L
$73 Each

2nd Row
Pass. Side Order #688-2R
Driver Side Order #688-2L

3rd Row
Pass. Side Order #688-3R
Driver Side Order #688-3L

Now In Stock
1949-52 Chevy Ventshades
Order #2344
$100 Set
Fits 4-door Styleline or Styleline Deluxe

New Upper Steering Column Bearing
Fits 1949-52 Chev Cars
Order #1469
$50 Each

More New Parts
National Chevy Association™
May 2013
Other New Items

1949 HOOD EMBLEM
ORDER # 4303 ..............................................$99.00 Each

1949-52 EMERGENCY BRAKE HANDLE
ORDER # 5407 ...............................................$28.00 Each

1953-54 CHROME EMERGENCY BRAKE HANDLE
ORDER # 726 ..................................................$25.00 Each

1949 HEADLIGHT ROD WITH KNOB
ORDER # 4737-49 ............................................$16.00 Each

1950 HEADLIGHT ROD AND KNOB
ORDER # 4737-50 .............................................$16.00 Each

1949-52 OUTSIDE DOOR HANDLE RETAINERS (Sedan Front Doors)
ORDER # 4595 ..................................................$30.00 Pair

1953-54 OUTSIDE DOOR HANDLE RETAINER (Sedan Front Doors)
ORDER # 572 ..................................................$30.00 Pair

1949-52 ONE-PIECE FRONT FLOOR BRACE ..............................................$160.00

1949-52 ONE-PIECE CENTER FLOOR BRACE .........................................$150.00

1949-52 ONE-PIECE REAR FLOOR BRACE ..............................................$160.00

1949-52 SEAT BRACE
DR. SIDE ORDER # 7108-49L.................................$58.00
PASS. SIDE ORDER # 7109-49R..............................$58.00

1953-54 SEAT BRACE
DR. SIDE ORDER # 7108-53L.................................$81.00
PASS. SIDE ORDER # 7109-53R..............................$81.00

1949-52 GAS TANK BRACE
DR. SIDE ORDER # 7107-49L.................................$58.00
PASS. SIDE ORDER # 7108-49R..............................$58.00

1953-54 GAS TANK BRACE
DR. SIDE ORDER # 7107-53L.................................$58.00
PASS. SIDE ORDER # 7108-53R..............................$58.00

1953-54 Lower Front Fender Pan (Behind Tire)
Pass. Side Order #528R  ......................................$71 Each
Driver Side Order #528L  ......................................

Also available now 1949-52 Lower Front Fender Pan
Pass. Side Order #4687R  ......................................
Driver Side Order #4687L  ......................................

1953-54 Stainless “Teardrop”
For 210 Series Above Gravel Shield
ORDER # 1946-1
$85 Pair

1953-54 Rear Gravel Shields
For BelAir and 210 Models. Look great!
ORDER # 1946
$300 Pair

1953 Grill Ends
Nice reproduction.
ORDER # 418
$229 Pair

V B L R E T R A T S M N S C P
E A H W S P A R K P L U G S W
V A L V E C O V E R Z A L Y T
G R O T O M R E P I W R K R A
L S T E M M O R G N U E O E T
N S K L U C O I L G K T B T S
H T B O L T S N W S A L U T O
E E F T A L B C O R F I N A M
A K F I R S T L E B P F C B R
T S D O M A P N H U M L D D E
E A V E H C E P A C L I O B H
R G U L O G M H S E S O H R T

Starter  Oil Cap
Radiator  Battery
Coil  Belts
Generator  Gaskets
Spark Plugs  Oil Filter
Thermostat  Springs
Oil Cap  Wiper Motor
Battery  Heater
Belts  Grommets
Springs  Valve Cover
Wiper Motor  Hoses
Heater  Bolts
Grommets

DOOR ALIGNMENT

In the manufacture of a Fisher Body, provision is made for the service alignment of doors in the body door opening by means of slotted and oversized hinge attaching bolt holes located in the door hinge pillar and adjacent body hinge pillar. This adjustable door service feature allows for any slight readjustment of the door if needed after months of constant use. The following information dealing with door alignment illustrates the door hinge attaching bolt holes and outlines the manner in which each hinge is adjusted. The misalignment conditions shown are exaggerated for purposes of illustration. NOTE: In addition to the following information on the alignment of doors by the adjustment of door hinges, it must be remembered that body shimming also affects the fit of doors.

FRONT BODY HINGE PILLAR
SEALING STRIP

A bellows type sealing strip is installed to the door and front body pillar to weatherseal in this location. This sealing strip is installed over the outside face of the front body pillar and covers the upper and lower door hinge attaching bolts in this area. Prior to making any door adjustment at the hinge attaching bolts on the front body pillar, it will be necessary first to remove the baffle plate under the fender, then from below, loosen the sealing strip from the front body pillar. In addition to being cemented to the pillar along “A”, this sealing strip is also secured in position by fasteners at “B” and “C” and by a lower retainer at “D” which is mounted over the sealing strip with two screws. After door adjustment has been made, the sealing strip should be recemented to the front body pillar with 3M Weatherstrip Adhesive.

CHECKING FOR DOOR MISALIGNMENT

Remove the door lock striker from the body pillar to allow the door to hang free on its hinges. Then check the spacing at sides, top and bottom of door for any misalignment. The crease lines on the doors and adjacent body panels should be in continuous alignment as shown in this illustration.

"IN AND OUT" ADJUSTMENT

"In and out" adjustments are made on the door half of the hinge. Loosen the three (3) hinge bolts on the door half of both upper and lower hinges, move door "in" or "out", then tighten bolts and check alignment.
"UP AND DOWN" - "FORE AND AFT" ADJUSTMENT

An "up and down" or a "fore and aft" adjustment of the complete door assembly is made through oversized holes at the front body pillar hinge attaching points as follows:
1. Open door and loosen the two hinge cover plate to front body pillar attaching screws at each upper and lower hinge at "A".
2. Loosen the bellows type sealing strip from the front body pillar (see description on page 9).
3. Remove the cement from heads of upper and lower hinge attaching bolts on the outside face of the front body pillar. Then loosen these bolts, indicated at "B".
4. Move door "up", "down", "fore", or "aft" as desired, tighten bolts and check alignment.
5. Reinstall the sealing strip to the front body pillar and tighten the cover plate attaching screws.

"SAGGING" DOOR ADJUSTMENT

A door which is too low at the lock pillar side is usually referred to as a "sagging" door. The following adjustments, or a combination thereof, may be made to correct this condition (see also Door Frame Stiffener Adjustment below):
1. Adjust the upper hinge "forward" and/or the lower hinge "aft" on the body pillar at "A".
2. Place a waterproof shim under the door pillar lower hinge strap at "B".

DOOR FRAME STIFFENER ADJUSTMENT

An adjustable door frame stiffener rod, which runs diagonally across the inner construction of Convertible and Bel Air style doors, acts as a reinforcement on doors of this type. As shown by the arrow at "A", the lower end of this rod, which is accessible through the bottom flange of the door, is equipped with a slotted adjustable sleeve nut. If the lower rear corner of the door has a tendency to stand away from the adjacent body panel, it may be brought back into alignment by simply tightening this nut one or two turns. This adjustment may also have a tendency to raise the door slightly at the lock side. The adjustment mentioned may also be reversed in the event the bottom lower rear corner of the door has a tendency to fit too close to the body. A rubber plug is cemented in the stiffener sleeve nut access opening on the door bottom flange.
REAR BODY LOCK PILLAR ALIGNMENT

In cases where the door does not align properly with the rear quarter outer panel, even after door adjustments are made, it may be necessary to align the rear body lock pillar. This is usually done by removing the rear quarter trim from both sides and jacking out the upper portion of the lock pillar as illustrated. To assure that the quarter pillar will not spring back, the pillar brace “A” should be heated by torch to normalize the strain after it has been “jacked” out and before the jack is removed. This work should be done by an experienced “metal” man.

DOOR LOCK STRIKER ADJUSTMENT

All doors may be moved “in or out” at the lock side of the door by simply loosening the screws in the striker plate, adjusting as required and then tightening screws again. As illustrated, serrations on the back of the striker and striker adjusting plate coupled with a movable anchor plate in the pillar allow “up or down” adjustment as well, to compensate for vertical alignment of the door. The door lock striker should always be in proper alignment with the lock bolt of the lock. It is imperative that the striker be installed in a level position to attain this condition.

DOOR SILL PLATE
AND WEATHERSTRIP ALIGNMENT

After performing door alignment operations, the sill plate, illustrated opposite, and the door rubber weatherstrip should also be checked for proper alignment. A slight “in” or “out” adjustment of the sill plate may be made by relocating the sill plate attaching screw holes. This adjustment is restricted by a new “non-floating” type support which is now part of the body-in-white. Where necessary, the door weatherstrips may be shimmed for improved contact with the door opening.
REAR QUARTER AND REAR COMPARTMENT ADJUSTMENTS

In conjunction with the adjustment of the convertible top and also the weatherstrips along the side roof rail, it may be necessary to adjust the rear quarter window. The illustration and description below explain the adjustment of the rear quarter window on Convertible and Bel Air styles.

REAR QUARTER WINDOW ADJUSTMENT

1. “Up and down” and “fore and aft” adjustments of the window glass may be made at the pivot bracket by loosening the pivot bolt “A” and the adjusting stud nuts “B”, then shifting window glass assembly to the desired adjustment.

   NOTE: In extreme cases the attaching screw holes in the inner panel at “A” and “B” may be elongated if necessary.

2. “In and out” adjustment of the window glass may be made at the pivot bracket by loosening the stud nuts “B” and turning the studs with a screwdriver to the desired adjustment. Turning the studs “in” or clockwise will move the top of the glass “in”. Turning the studs “out” or counterclockwise will move the top of the glass “out”.

3. The rear quarter glass stop at “C” may be adjusted by loosening the two screws attaching the upper glass run guide and stop to the inner panel and moving the glass stop up or down as desired.

REAR COMPARTMENT LID ADJUSTMENT

1. Floating anchor plates at the hinge strap attaching area on the lid inner panel permits a “fore”, “aft” and “side” adjustment of the lid. To adjust, loosen strap retaining bolts “A”, shift lid to required position, then tighten bolts to place.

2. Shimming under each hinge strap also permits raising and lowering the hinge end of the lid in the compartment opening.

   a. To raise lid at hinge area, place a thin partial shim under one or both hinge straps indicated by dotted lines at “C”.

   b. To lower lid, place shims under the sections of the hinge indicated by dotted lines at “B”.

3. The striker “D” may be adjusted to permit proper lid lock engagement. The beveled mounting surface of the striker anchor plate allows the striker, through slotted attaching bolt holes, to be adjusted primarily up and down. A slight corresponding rearward and forward adjustment is also available.

4. Two (2) screws “E” provide adjustment for alignment of the guide.

REAR COMPARTMENT LID LOCK BOLT AND STRIKER ENGAGEMENT CHECK

To check the amount of engagement of the rear compartment lid lock bolt with the lock striker, use the following procedure.

1. Insert a small quantity of modeling clay at bottom of bolt slot as illustrated and close lid with a moderate slam.

2. Open lid and check amount of engagement of lock bolt with striker as indicated by the compression of modeling clay. The clearance between bolt and striker should be 11/64” plus .000 minus 3/32.

3. Adjust striker as required, if necessary, use spacer provided for emergency installation. Tighten all attaching screws.
Dear National Chevy Association,

Enclosed are recent photos of my restored 1953 Chevrolet 210 four-door sedan “Hanna,” and a few before photos. 2013 is the 60th anniversary for this gem.

The car was purchased new by the late George Watkins on August 17, 1953, from Roy Stauffer Chevrolet Sals, Inc. in Scranton, Pennsylvania. The salesman was John Bittenbender. See the copy of the original sales receipt for $2,050.

George and William Hopkins, George’s father-in-law, drove the Chevy daily until Bill’s passing. I received the Chevy in 1968, from George’s wife, the late Evelyn Watkins of Scranton, Pennsylvania. “Hannah” is named for Bill’s wife. The ‘53 Chevy was barn-stored in Pennsylvania until 1990 when I flat-bed transported it to Lake Mary, Florida, and began the first of several restorations.

The vehicle, with 74,000 original miles, retains most of its original equipment and all restorations are true to the original “as-delivered” features:

1) Three on the tree standard transmission
2) Original 235 cubic inch, 125 HP Blue Flame straight six engine with single barrel Rochester carburetor and oil bath air cleaner
3) 6 volt electrical system (with Optima 6-volt REDTOP battery and DelTran Battery Tender)

All major elements of the automobile have been updated including:

1) New electrical wiring harness
2) Fully rebuilt front end
3) Replaced/rebuilt clutch assembly
4) Replaced muffler and tail pipe; headers are original
5) Fully restored original stainless steel bright work, re-plated all original pot metal parts and bumper, grill, etc.
6) Replaced brake lines and fuel lines
7) Replaced gas tank with ‘desert’ original from Arizona
8) Rebuilt engine with hardened valves to permit use of modern unleaded gasoline; thanks to Weber Machine of Sanford, FL

9) Rebuilt vacuum windshield wiper motor, starter motor, generator, distributor and vacuum advance, carburetor and fuel pump

10) Fully repainted woodland green lower body with campus cream roof (original paint was woodland green entirely)

11) Interior reupholstered to original design and colors including new carpeting, door cards and headliner

12) Dynamat sound deadened insulation a la Chip Foose

13) Replaced all rubber grommets and bumpers, and rubber gaskets

14) Replaced original door sills with Body by Fischer replica sills

15) Added Classic B. F. Goodrich bias-belted wide whitewall tires and original hub caps

16) Replaced leaf springs and shocks

17) Replaced exterior rearview mirrors with classic replicas

Now this sweet ride cruises the neighborhood while Dinah Shore sings, “See the USA in your Chevrolet. America is asking you to call...” Maybe she’s good for another sixty years!

Many of the replacement components came from your stock and other elements were sourced with leads form your staff. My gratitude for both.

I can provide additional information on vendors and craftsmen who brought this “sweetie” back to as-good-as-new condition.

If you want to use this portfolio for your club newsletter, please let me know.

Best regards,
Paul Loch
Lake Mary, Florida
### Car Invoice

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**Options:***

- **New/Used:** New
- **Make:** Chev.
- **Model:** 1953 CHEV.
- **Year:** 1953
- **Tax Code:** 8399

**Extras:**

- **Fire and Theft:** Amount Deductible
- **Public Liability:** Amount
- **Property Damage:** Amount

**Optional Equipment and Accessories:**

- **Luggage Rack:** 25.00
- **Alarms:** 5.00

**Description:**

- **COAT RACK:** PAIR

**Payment:**

- **Check:** 2050.00

**SOLD TO:**

- **Name:** Roy Staat
- **Address:** 1196 Hazel St., Scottdale, Pa.

**Date:** Aug. 17, 1953
Body By Fisher

Fisher Body’s beginnings traced back to two brothers, Lawrence and Albert Fisher, in Norwalk, Ohio, in the late 1800s. Albert moved to Detroit, Michigan, where he worked as a carriage builder. He eventually purchased Standard Wagon Works where Henry Ford was a customer. Ford commissioned him to build the body for “Ford’s Contraption” and Fisher soon became a pioneer in the newly fledged automobile industry. Lawrence had a large family of eleven children and in 1908, his two eldest sons, Fred and Charles, would join their uncle Albert in Detroit and establish the Fisher Body Company. Within a short period of time, Charles and Fred brought their five younger brothers into the business.

In the early years of the company, the Fishers had to develop new body designs because the “horseless carriage” bodies did not have the strength to withstand the vibrations of the new motorcars.

By 1910, Fisher Body became the supplier of all closed bodies for Cadillac, and some Buick automobiles. By 1913, they had the capacity to produce 100,000 cars per year and their customers included Ford, Krit, Chalmers, Cadillac and Studebaker. One reason for their success was the development of interchangeable wooden body parts that did not require hand-fitting, as was the case in the construction of carriages. This required the design of new precision woodworking tools. By 1914, their operation had become the world’s largest manufacturer of auto bodies.

In 1916, the company became the Fisher Body Corporation. By then, it was producing 370,000 bodies per year and included Abbot, Buick, Cadillac, Chalmers, Chandler, Chevrolet, Churchfield, Elmore, EMF, Ford, Herreshoff, Hudson, Krit, Oldsmobile, Packard, Regal, and Studebaker among its customers. At its peak, the company had more than 40 plants encompassing 3,700,000 square feet of floor space, employed more than 100,000 people, and pioneered many improvements in tooling and automobile design, including closed all-weather bodies.

In 1919, General Motors purchased 60% of the company. After the acquisition of Fleetwood Metal Body in 1925, the Fisher Company was integrated as an in-house coachbuilding division of General Motors. It finally ceased being a unique entity when it was merged with other corporations in 1984, although GM vehicles displayed a “Body by Fisher” emblem on their door sill plates until the mid-1990s.
Friends at National Chevy,

This is my 1953. I lowered it with 2” blocks and 1950 front springs with 1/2 coil cut. It has a split exhaust with glass packs.

I have big plans this winter, rebuild the motor, detail engine compartment, dual intake.

Down the road it will be painted and interior work done.

Thank you for your great parts and information.

*Sam Notturno*

My name is Rudy Jimenez. I live in Prundale, California.

Last time I sent some pictures of my 1954 Conv it was on the rotisserie. Now the car is on the frame and running and it drives. I need to finish the doors and front end yet.
In this issue you will find five May Flowers hidden in articles or ads. To enter the contest, find the May Flowers, fill in the form below and mail or fax your entry to us by June 15, 2013. On June 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.

Find the Hidden May Flowers & Win a $75.00 Gift Certificate

Entry Form

Name ____________________________________________________________________________________

Address __________________________________________________________________________________

City, State, Zip_____________________________________________   Phone (______) __________________

What pages did you find the May Flowers 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
FOR SALE — 1949-50 Chevy "Tin Woody" Station Wagon parts. All 4 doors, $125 each; upper lift gate, $150; center folding tail light assembly, $100; front seats, $75; second seat, $400. Most all interior garnish molding and trim panels. Call Mark at (608) 756-5191. WI July


FOR SALE — 1954 235 Chev motor. Only year Chev made a motor that has outside look as 216. Have forward cam - 261 head, l. teal seats, carb - from 283 V-8 Chev - electric ignition Cadillac starter, split manifold, dual exhaust. Runs 80 to 100 miles per hour smooth as in, easy house chair & very fast take off. Pressure oil system. Clarence (605) 258-2504, Call (605) 222-7468. SD June

FOR SALE — 1952 Chevrolet 2-door Deluxe original seats in very good condition, steering column, steering wheel, side window glass, plus many other '52 Chev parts. Price is very negotiable on all items. Shipping charges will apply. Call Rick Brooks (803) 345-8306 June

FOR SALE — Set of brand new spotlights with black handles, still in original box. Reduced to $160. James (707) 544-7488 CA June

FOR SALE — Unbelievable! 1949-54 seat covers, from dealer, G.M. part # 986855. 100% nylon green stripe with instructions and hardware, still in original box, for 4-dr. Sedan. Only $175. James (707) 544-7488 CA June

FOR SALE — 1954 clock housing top of dash, $40; 1949-52 clock, center cap comp, 1950 arm rest 4-dr., $40; 1949-50 front interior garnish molding and trim panels. Call Mark at (608) 756-5191. WI July

FOR SALE — 1950-52 hood hinges pair, $50; 1954 hood bird, $35; 1949-50 back stone guards 2-dr. or 4-dr. stainless polished, 1949-52 Styleline back vent windows, pair, 4-dr. frame, locks, gaskets, $50; 1951-52 steering wheel horn, ring, center cap comp, 1950 arm rest 4-dr., $40; 1951-52 clock housing top of dash, $40; 1949-50 orig. medal fender skirts in primer new gaskets, 1949-50 back tail light bezels, housing, lens, pair, reconditioned working good, $40; 1949-50 heater switch, knobs, no cables, $35; 1951-54 clocks working good, $45; 1949-52 front Styleline vent windows, 2-dr frames, locks, gaskets, $50; carber carter 216 eng. auto choke, $35; W-E 1949-50 top of back fender & moldings Styleline 2-dr. 1949-50 back arm rests, ashtrays, 2-dr. ashtrays only. (715) 748-4897. WI June

FOR SALE — 1950-52 Chevy 2-dr. Belair hardtop complete front and rear seats excellent springs-frames, bad covers, $450 firm. Must pick up (479) 471-0485. Fort Smith, AR June

FOR SALE — 1949-50 used front original fender spears, nice, no dings or bends, $80 ea., not re- makes; 2 convertible pump motors, one with brackets and reservoir, $200 pr.; late 1950 inside door panel trim, very good, $140 set; very nice set of working back-up lights, $80 set; several back-up light lens, $6 ea.; tail light lens, plastic, $3 ea.; 1 set blue dot glass lens, $18 set; 1950 grill, $225. Call Mark at (608) 756-5191. WI July

FOR SALE — 1949 used front original fender spears, $30 each; 1949 front fender spears, $30 each; W-E 1949-50 top of back fender & moundings, $450 firm. Must pick up (679) 471-0485. Fort Smith, AR June

FOR SALE — 1958 Corvette rebuilt front frame section B lots into 1949 to 1954 Chevy, $600. Ron Ek (847) 297-0826 cell (847) 571-5000. IL June

FOR SALE — 1950-52 Chevy 2-dr. Belair hardtop complete front and rear seats excellent springs-frames, bad covers, $450 firm. Must pick up (479) 471-0485. Fort Smith, AR June

FOR SALE — 1949-50 Chevy hood, $100; front bumper filler (gravel shield), $30; hood latch, $15; front bumper accessory bar w/bumper guard, $125; rear bumper over rider accessory bar with bumper guards, $125; rocker trim, $20 each; 1949 front fender spears, $30 each; 1950 grill, $225. Call Mark at (608) 756-5191. WI July

This car NOT for sale

NATIONAL CHEVY’S FAX LINE.
Place orders 24 hours a day.
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.
FOR SALE — Six cylinder bellhousings, 1 date code I-223, one B-23-3, one L-22-3. Has kick start linkage on top will fit cars or trucks. One K-2-0 has kick start linkage on top will fit car or truck $40 apiece. One automatic bellhousing for 1949 to 1962 cast iron powerglide. Open or enclosed drive shaft. Date code D-2-61, $50. Six cylinder flywheels, one date code A-27-4, one B-24-3, one H-8-1, one K-2-9 and one L-1-1, $40 apiece. Three speed transmissions one date code B-16-3, one C-20-2, one E-5-1, 1938 to 1948, probably 1941 with one broken ear. One three speed truck trans, date code F-17-9. Has wide ears across front, will fit V-8 bellhousing. Can be used to put a V-8 in a '49 to 1954 using enclosed driveline, $50 apiece. One 1951 Chevy cast iron powerglide and torque converter. Was working good when pulled, $75. Cam (815) 399-1676 IL.

FOR SALE — 1953-54 Chev. hardtop. Sheet metal from N. Dakota, PR doors, $400; fenders, $100; deck lid, $100; hoods, $100. Also had reproduction door hinge springs made - selling for $10 each. Mike (248) 391-3818.

FOR SALE — 1953-54 rocker panel stone guards 4-door back 1949-50 back rocker panels stone guards, 2 d-r. 1951-52 back gravel pan, 1950-54 wiper switch housing, knobs, cables, $40; 1949-52 Styleline back seat 2-door, $50; 1953-54 front vent windows gear box handles, $40; knobs 1953-54 trunk lock, key comp. assembly, $35; 1949-54 emergency brakes with handle housings, $35 each; 1951-52 heater switch, knobs, cables, $35; 1949-50 back stone guards 4-doors, polished stainless 1949-54 oil filter canister with brackets orig. 1949-54 back ash trays 2-doors, 1953-54 license plate bracket and light 1949-54 dash chrome carb, carter, WI 216 eng. 1953-54 orig. radio knobs set, $35. (715) 748-4897.

WANTED — 3-piece rear bumper for 1953 or 1954 Chev new or used. Ron Ek (847) 297-0826 or cell (847) 571-5000. IL.

WANTED — Looking for a pair of front vent window frames with good chrome, for '54 BelAir 2-dr. Sedan. Also need a good chrome lever for the directional signal switch, '54. Contact (904) 923-5458 or kenmenard1@yahoo.com.

WANTED — Stainless spear on trim for front fender for 1952 Styleline Sport Coupe. Call All Shelley (419) 217-5447.

FOR SALE — 1954 Chev clip, $300; 1953 Chev clip $250; 1953 Chev station wagon upper stainless, $200; trunk lid 53-54, $50; rechrom- able bumpers, $40. Mark (218) 590-4364.


FOR SALE — 1954 Chev Station Wagon, 6-stick, runs good. New floors & rockers inst. in car. Very good body, $4000 Or. Ron Ek (847) 297-0826 or cell (847) 571-5000. IL.

WANTED — 1951-52 Chevy 2-dr. HT. Solid car a must. Call Kenneth (918) 448-7957. OK.

WANTED — 1949 Chevrolet REAL WOOD Station Wagon. Any condition considered. (920) 756-2043 or cell (920) 450-2503.

WANTED — 1952 or '54 Chevy BelAir, 2-dr. H.T., automatic, in Florida. Must have a rot-free, complete, unmoled body, unrestored ok, needing mechanical work ok, a solid body is a must. Call “Bo” at (772) 359-9666. (FL).