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Zane’s New Ride
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.

Remember these....?  
(The answers can be found on page 13)

Brand Name Knowledge:
Finish the 1960s Slogan with the brand name:

1) Everyone knows it's ____________________.
2) Oh, I wish I were an __________________ _______.
3) Things go better with ____________________.
4) In the valley of the jolly __________________ ___ ___________.
5) __________________ _______________ _______________ the San Francisco Treat.
6) It's the ____________________________ Difference.
7) Hot Dogs, ___________________ hot dogs.
8) A ______________________ a day helps you work, rest and play.
9) Beanz Meanz ________________.
10) Nothing runs like a ________________.
Hi from Nat’l. Chevy,

It’s Fall and it is beautiful. The weather has been great these last few days with sun and temps right around 70°. I hope it continues for a while. We’re still keeping pretty busy with interiors and general sales. I hope that also continues for a while.

We now have our 2 stray kittens spayed, neutered, shots and all and they officially have a new home. They don’t want to be picked up yet, but we’ve gotten to the petting stage at least. They’re about 4 months, or that’s what we were told when they saw the vet. They sure are cute and they’re a lot of fun to watch.

Just a note of thanks for your renewals. We truly appreciate your support. If you would like to share your car with us, please send or email your pictures along with a story if you can. Again, we appreciate your support and participation.

This is going to be pretty short — as usual, the printer is waiting for me because the newsletter is ready to print. I’m heading to Kansas City for the NASCAR race and I’ hoping my favorite driver will win another race before he retires.

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.
I’ll be mailing my renewal for membership in the NCA today, and I thought it might interest some newer members to know that the STOCK 235 engine was strong enough to pull a TRAILER ..... and it still is.

My solution was low cost and effective: I got a 2” receiver for a 4” rear bumper as on every pull along trailer, and with Two “U” bolts - strapped it to the rear cross member directly behind the gas tank. Then, with an “Extended” 2” class Two receiver, I can pull a load without incident.

The Receiver comes out directly under the license plate and is invisible to see. I think it would pull up to around 1,500 lbs. without effort, and if a larger haul was desired, then a welded unit would be a must.

My home built 9’ trailer weighs in at around 700 lbs. WITH the Bike ....

Of the 100+ cars shown, AND A 100 POINT JUDGING SYSTEM, “Miss Daisy” came in Second Overall - a real treat for me.

Thanks NCA ....

Frank Ovanin
**1949-54 STOCK MASTER CYLINDER REMOTE FILLER CONVERSION KIT**

No more tearing up your carpet. This kit adds a remote filler to your stock master cylinder reservoir. Install on inner fender.

ORDER #1464
$79.00

**1950-54 CHEV PEDAL SHAFT LOCK PIN (STANDARD TRANSMISSION)**

Machined and heat treated pin that holds the brake and clutch pedals in the Master Cylinder.

ORDER #1448
$35.00

**1950-54 CHEV PEDAL SHAFT LOCK PIN (POWERGLIDE TRANSMISSION)**

This machined and heat treated part holds the brake pedal in the Master Cylinder.

ORDER #1449
$35.00

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**EMERGENCY BRAKE CABLE AND BRACKET KIT**

Emergency brake cable does not work with stock bracket. Kit includes cables and bracket kit.

ORDER #1428-KIT
$75.00

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**1949-54 EMERGENCY BRAKE CABLE BRACKET**

Rear side bracket for emergency brake cable that clamps cable in place. Includes brackets, bolts, nuts and washers.

ORDER #1463
$24.00 pr.
1949-54 CHEVROLET CARS
INTERIOR KIT SALE

Save $$$
7 Interiors to choose from!
Cloth - Leatherette - Vinyl

STARTING AT $1595

Includes:
- Seat Covers
- Carpet and Pad
- Kick and Deck Panels
- Door Panels
- Headliner, Visors
- Windlace

NOVEMBER SPECIAL
Free Custom plates
with any interior order.
Retail value $95 to $190.50
Oct. 1-Oct. 31, 2017

The interior shop can be reached at
651-772-9722.
If no answer call our main store.

Bank of selling?
Add $$ to the value with a sharp new interior!

Call for a FREE Catalog or check us out at www.49-54NCA.com • National Chevy 651-778-9522

The National Chevy Association™ November 2017
The 1952 Chevrolet station wagon came into my possession in 2003, when I happened to see a small sign about the vehicle being for sale a short distance from Hershey, PA during the fall meet. Having an interest in a wagon, we made a call to get directions and then traveled to the indicated location.

I had crew of car guys with me to help inspect the wagon. While it had been repaired and previously painted a soft tan, it scored well being straight and complete, and the price fair.

A decision was made to purchase, and pick up the car at the close of Hershey during our return to Wisconsin.

It was a tight fit and we maxed out the 24-ft. car hauling trailer. We packed underneath the car and then it was completely filled inside except for the driver’s seat. Packing solid right up to the front and down the sides and the complete rear, we undoubtedly were maxing out the trailer’s capacity.

Well, you guessed it, Murphy’s Law a flat tire going down the Interstate. Of course, all the tire equipment and spare are under the load and we were minus the big jack to lift the rear end of the trailer. First, while using the Suburban jack, we destroyed it but it held the trailer up. With improvisation, or what they call in the military Field Expediency, we completed the job.

Luckily, we were on loose gravel, we blocked up the axle and dug out and around the wheel, removed the flat tire wheel and replaced it with the spare. We chopped down the front edge of the wheel hole, filled underneath, drove out and continued down the interstate. I think a little prayer was said.

Getting back to Brillion, the station wagon was started yearly and basically just sat around, being driven occasionally until 2016.

It’s history – it was used as a staff car at a convent in Virginia, then purchased by a resident, then sold to the Pennsylvania owner, where it was acquired by me. I guess it was destined to continue to survive.

Finally, it was its turn to get a complete new facelift. The restoration finally started in 2016 with the take apart of the restoration procedure. Early research into the station wagon by Chevrolet was started about 3 years before.

The real start was made when a special friend - Bill Dirnberger of Brooklyn Center, MN., also a ’52 station wagon owner, - asked me what color I was going to make the station wagon. My answer was maroon with a white top. The next time we met he presented me a maroon steering wheel, complete with a red horn button, that he had acquired from another friend. (Figure 1)

I guess I had found an obligated direction and started the project in earnest.

Back to the steering wheel, it was an original maroon and this was required as one of the unique things about the ’52 wagons and that was the dash and steering wheels were painted the color of the outside of the wagon and it also required a red colored horn button.

Well let’s start on the hands-on part of the restoration project. First will be the take apart and that will take the...
station wagon down to just the body secured on the frame. We will use a rotisserie that will give us access to all parts of the body and frame. Off comes the entire front including the engine, transmission, windshield, all the dash parts to allow painting of the dash. *(Figure 2)*

After all the parts were removed, the body could be rotated to get from the top to all areas of the bottom. A series of power washing and selected sandblasting in areas that would require metal repair.

While the station wagon was on the rotary all the rubber grommets and worn parts were replaced, the brakes were inspected, and more cleaning was done prior to painting of the bottom, frame and running gear.

The body was inspected, support braces on the lower rear were made and installed and some floor braces were replaced where necessary. Some small areas with thin metal were repaired or replaced. *(Figure 3)*

The doors were all reinstalled and it was determined to replace the bottoms on all the doors. Instead of using new panels, I decided that the lower portions from 4 door sedan doors could be cut and fit properly on the original station wagon doors that would create a door that would have all the shape, curves and joints of the original wagon doors and cost less to accomplish. *(Figure 4)*

The gentleman and body man that allowed me to do all this restoration in his shop convinced me to fit all the doors to the body and make necessary adjustments at this time. This was good advice and produced very good results with an outstanding fit of doors to the body. Some panel repair was necessary to the rear fender areas which provided an opportunity to properly fit the rear fender skirts and to install a gas door and modify the access to the gas tank. *(Figure 5)*
After all the body work was completed, the normal procedure of filling, priming, sanding, more sanding, and more sanding was done, finishing and priming using all the choice products to insure lasting results was accomplished.

Applying the final paint was lengthy process with at least seven different colors and two different tones on the final clear coats. All painting was done with separate pieces hung and controlled separately in frames solidly to allow painting, wood graining and final clear coating. The color of the station wagon body is a regal maroon which is one of the four colors only used on station wagons. The other three were emerald green, Sahara beige, and saddle brown. (Figure 6)

I personally applied the wood graining by hand with tools that I created. Regular wood graining tools are good on flat surfaces. The curves and corners of the station wagon doors provided some serious challenges, so I created my own tools.

Wood graining is a very lengthy procedure that requires each portion that would represent a piece of wood be different in applied grain texture.

Each piece of wood (really metal body) requires two days to finish one direction. Application of the base coat is the under color of the wood. This required some experimenting using original color samples and then application of that color to panels to be wood grained. (Figure 7)
Each graining direction required 1 day for graining then a 2nd day for a toning coat for drying prior to re-taping. Then another 2 days for the second, third, and in some cases a fourth grain direction. Then a clear coat to secure all other previous finish applications. The finish coat for the wood grained material was reduced in brightness to simulate a duller wood finish.

The darker wood finish on doors, sides and tailgate required a special taping and a different simulated texture. *(Figure 8)*

I guess that I should indicate that our first body paint application was the roof then the maroon on the firewall then into the dash while the glass was absent. That is where the first assembly started, and that was windshield glass and returning all the instrumenting back into the dash. *(Figure 10)*

I lucked out as my body man took a 10-day vacation over the Memorial Day weekend allowing me to work 10 straight days doing the wood graining application and taping. When he returned we could apply the final clear coat application. The final clear coat put us in position to start the assembling procedure. *(Figure 9)*

While things were progressing in other areas, the assembling of the doors started. Previously they not only were painted but the insides were weather coated with our special application of rust preventive material.

Next the windows, inside hardware assembling, door handles and stainless steel exterior trim. New rubber and weather stripping were installed.

While installing other parts, the testing of the instruments and the mechanics under the dash were made. Testing the lights and application of the signal lights were a challenging problem for us. The application of 2 lights on the tailgate required the construction of a new rear wire harness, which worked out well.

There is actually some real wood in the station wagon in 2 places. The rail on the inside of the doors at belt line level are original, they were just bleached and refinished. The insides of the doors are real mahogany plywood, cut to size and stained and finished by hand. *(Figure 11)*
All the beams over the ceiling are wood grained as well as the trim around the upper window frames and panels sweeping over the area over the windows. The inside headliner is beige light vinyl and could have been lighter material, the original had a wood grained finish, which we did not try to simulate. (Figure 12)

The wood graining was a lengthy procedure and, as it was progressing, the assembling of the total car was moving along. The upholstery was one of the projects that was being done but not in the same area as the station wagon. The collection of all the hardware and mechanics to assemble the doors and completion of mounting the glass.

Then there was the upholstery on the lower inside door panels. A 6-inch run of dark brown vinyl with a narrow chrome strip. Oh, I failed to mention the hundreds of parts that had to be painted the body color before being worked into the assembling schedule. (Figures 11 & 13)

It was a constant search for the necessary screws and bolts, some being reused, a lot being replaced many times using stainless steel.

Many trips to my workshop to search for parts or replacement parts always trying to improve the station wagon. My shop was about 1 mile from the garage where we were working on the station wagon.

The seats are all done in a gold color vinyl which matches the original dealer ordering book but we were unable to match the texture, which was called and looked like pig skin. The front seat is very similar to the standard '52 Chevy 4 door, while the rear 2 seats look like bus seats and bolt down on the floor. The narrower 2nd seat can be removed and the 3rd seat moved forward to make the 2nd seat a 3 passenger. (Figures 12 & 13)

Sincere effort was made to make this station wagon as close to the original with exceptions noted. We jokingly called it DRIVER quality and has some styling features that Chevy should have considered.

• The elimination of '49-50 chrome on rear quarters and the application of standard '52 door and side trim. All NOS because of good friends.
The white paint on the top and visor, which took some special adjustments in the center brace to make it work.

The two taillights on the tailgate, which according to Chevy should only have had a center mount rear one. Two were used on Buick and Pontiac as standard with the same body.

The installation of a covered gas tank gas fill location instead of an open cap.

Rear door hand grab installation. I don’t know how you could pull door closed without the door pull. The rear doors are large and heavy.

Duel exhaust. I just like the sound, just like my ’54 Corvette.

Powered by a ’54 Chevrolet engine which came with the car. Looks good and runs good.

Floor carpeting. Another upgrade, easy to install and keeps inside sound down.

At 82 years old, I’m very pleased and proud of a car that stands tall and looks beautiful. The people at National Chevy have provided a lot of good parts, among them one-piece bumpers, door handles, dual exhaust, carpeting, and a hundred little pieces. To Ken Enneper and his brother Dave, two good friends that allowed me to work in their shop for the last year and a half just like their father did 62 years ago. Believe it or not I worked down in their shop normally 8 hours a day, not back breaking but I was there. And to my friend Bill Dirnberger who gave me the encouraging push and supported me with information and many special parts. To Bob Swanson who helped me push through many junkyards. Last, but not least, my wife of more than 50 years, Carol who supports me always.

Zane Zander
Brillion, Wisconsin
We’ve had a personal and business relationship with Zane for about 30 years. He and his family have printed our newsletters and catalogs for about 30 years. We appreciate the great work they have done for us. Zane said this is his last restoration, but he has other finished cars to enjoy as well as this wagon.
Hi National Chevy,

I have an odd request hopefully you can help out with. First, I need to renew my membership to get the Parts-Line newsletter if you still send it out.

Second, I came across your Parts-Line newsletter, dated September 2001, VOL 16, NO 7. in an old box of mine. Here’s a story for you!

My name is Brian Mettling and I wrote an article to you back when I was 15, and I’m 33 now. I sold my ’53 Chevy back in 2008 to pay for my wife’s engagement ring, and I’ve been looking for the car ever since to track it down and buy it back. I’ve had lots of ads, Craigslist ads, but never thought of your newsletter until now.

I still have the VIN, registration and believe it may still be in Ohio. By chance, if I pay for an ad, can you run a photo and the classified ad, or story?

Thanks, hopefully I can find it. I’ve been looking for close to 10 years now. Please let me know what I owe you to renew, it’s been a long time!

Thanks

Brian Mettling
Dayton, Ohio

(Continued from inside front cover)

1) Slinky
2) Oscar Meyer Weiner
3) Coke
4) Green Giant
5) Rice a Roni
6) Dr. Pepper
7) Armour
8) Mars
9) Heinz
10) Deere
Find the Hidden Pilgrim

& Win a $75.00 Gift Certificate

In this issue you will find five pilgrims hidden in articles or ads. To enter the contest, find the pilgrims, fill in the form below and mail or fax your entry to us by December 15, 2017. On December 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 pilgrims 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

Congratulations to Craig Lanning of Illinois, the winner of our Hidden Hubcap Contest.
FOR SALE — New 1951-52 Chevy dash instrument panel bezels plus instrument decal set plus 1 piece circular instrument glass, $50. Fred (724) 456-8991. PA

FOR SALE — 1949 door springs (NOS), $6; vacuum power brake diaphragm and plate (NOS), $14; 1952 color chart with chips, nice, $14; 1953 power steering repair manual, 32 pgs., $15. Rich, NY (585) 468-2264.


FOR SALE — 1953-54 Fenton headers with stainless steel exhaust pipes. BOB 702-885-4197. $2000.00 obo, plus shipping.

FOR SALE — 1950: 4 hubcaps, one has minor flaw, very presentable, $40; 1 window crank, $20. 1951: N.O.S. aftermarket hood ornament, minute shelf blisters and minor scratches, $120. (561) 642-8922 FL. Ask for Joe.

FOR SALE — 1954 Upper & center grill bars. No dents. Upper scratched w/reinforcement. Needs replating, $75. Lower faded, needs replating, $50. Both excellent for painted grills. shadesofgrey@hotmail.com 270-935-5096

FOR SALE — 1953-54 2-dr. door moldings, one dent, $15. Other good, $20. Lt. lower w/shield mild, $15. Upper windshield mild, $15. Rt. upper SD door mild, $20. shadesofgrey@hotmail.com 270-935-5096

FOR SALE — 184 issue Parts-Line collection, $45. '86-87. Some '95-96. Most all '97-2009, sell all together. Shipping not included. shadesofgrey@hotmail.com 270-935-5096

FOR SALE — 1949-52 Styleline back vent windows, 4 door frames, locks, pair; 1949-54 orig. air cleaners; 1949-52 ignition switch comp. housing, keys; 1949-54 cigar lighters; 1949-54 heater motors; 1954 gas gauge; 1949-50 gas gauge; 1946-48 dash faceplate, chrome in front of speaker; 1949-54 wiper motors Trico; 1951-52 heater switch housings, knobs, cables; 1949-52 hood hinges, pair; 1949-52 wiper trans with arms, under dash; 1951-52 back stone guards, 2 door, stainless; 1953-54 clocks, working; 1953-54 hardtop deflectors, stainless; 1950 armrest, 4-door; 1949-54 glovebox door with keys; 1951-52 radio face plate with ash tray; 1949-52 center windshield moldings, outside and inside Fleetline, Skyline; 1946 hoodside moulding standard; 1949-52 starter push buttons; 1949-52 emergency brake with handles; 1949-52 shifter rod straight stick with handles; 1949 Deluxe radio push button; 1937-38 orig. air cleaners; 1949-52 heater control valves; 1954 front fenders and interfenders; 1954 P-Glide linkage from carb to tran; 1949-54 lots of odds and ends; back stainless stone guards; 4 doors. Call for prices. WI 715-748-4897

FOR SALE — 1952 216 engine (runs good)-3 spd trans-rear end & frame-$500. pr fenders-right door(2-dr fleetline)-front bench seat(2 dr) good cond needs recovered-bumpers-1 pr guards(need straightened)-grill(all need rechromed). 5 original wheels. 1949 4 dr fleetline lots of parts firewall back. Bob (217)859-1574

FOR SALE — 1950 Chevy 2-door Sport Coupe, 6 cyl., automatic powerglide transmission. Includes new windshield glass, back window original glass, spare parts as well as replacement vintage radio. Radiator not in but I have replacement radio that works. 4 new tires and factory ashtray with clock. Usual rust, motor free and should run. Husband says I must sell my "Daisy." Too many projects. $2700 OBO. Call Barbara @ (207) 570-0091 or gregandbarb01@gmail.com

FOR SALE — 1953 Chevy Sport Coupe. Excellent condition. 6 cyl., 235 CID. 6V. Manual transmission. $24,000 Sequim, Wa. 360 683-7377. Frank, MI

FOR SALE — 1953 210 Sedan 2-dr Chevrolet. For sale. 1 family California owner. Original condition - has been stored in garage. Asking $15k. Please email Mamoshouse@sbcglobal.net

FOR SALE — Used front and rear shocks for 1953 Chev BelAir, 2-dr. Hdtp. You pay shipping. Call (231) 737-2280. Frank, MI

FOR SALE — New trunk cardboard for 1953 Chev Hdtp. Have side behind spare tire and back of rear seat. You pay shipping. Call (231) 737-2280. Frank, MI

FOR SALE — 1953 BelAir, 2-dr. Hdtp. You pay shipping. Rear quarter moldings, 2 sets, '53 top grill bar rechromed, '49-54 rear gravel shields, '51-52 top grill bar, center grill bar & parking lite horseshoes all rechromed. '49-52 rechromed bumper guards, $150 pr. '51 Deluxe front fender moldings. '49 trunk emblem, $70. '49-52 rechromed top grill bar, center grill bar & parking lite shield, $20; rear view mirror inside, $10; R & L vent window frames, $25 ea.; radio de let column, $25 ea.; radio parts, $10; glove box door, $15; widow corner stainless, 4 pc., $60; baby moons, $60; st. trans, $100. Ron Roub (419) 631-2819. OH

WANTED — Dual carburetor aluminum intake manifold for Chevy 235 six cylinder engine, carburetors optional (bare manifold preferred) would consider a triple carburetor aluminum manifold. Reasonable priced. Butch Rocco, (724) 789-0058


WANTED — Belt line stainless for 1953-54 Sedan Delivery will buy all but need for fr. & rear doors. Barry (540) 353-2962

WANTED — 1954 only hardtop or conv. driver's door. Must be solid with no cancer. ('53 door will not fit '54 with fact power windows). Dennis (541) 937-2695

FOR SALE — Exterior sun visors, bumper ends or wrap-a-rounds, & '51-52 parking lite horseshoes. Most grill parts. (928) 580-5617. AZ. Andy Santa Cruz, 8203 Mojave Ln., Yuma, AZ 85364.

FOR SALE — 1950 small hub caps, $60; hood emblem, $60; trunk emblem, $60; gravel shields, $100; left f. bumper, $80; rear trim above gravel shield, $20; rear view mirror inside, $10; R & L vent window frames, $25 ea.; radio de let panel, $10; radio parts, $10; glove box door, $15; widow corner stainless, 4 pc., $60; baby moons, $60; st. trans, $100. Ron Roub (419) 631-2819. OH

FOR SALE — 1950 Chevy complete rolling chassis. Engine, 3-speed, wheels, tires, steering column, radiator. Running driving car when removed. $1000.00 Skip 515-450-3748


WANTED — Belt line stainless for 1953-54 Sedan Delivery will buy all but need for fr. & rear doors. Barry (540) 353-2962

WANTED — 1954 only hardtop or conv. driver's door. Must be solid with no cancer. ('53 door will not fit '54 with fact power windows). Dennis (541) 937-2695
Happy Thanksgiving

To Our Friends,

At this happy Thanksgiving season, it is a pleasure to pause and express our sincerest appreciation for the wonderful gift of your friendship and goodwill.

Thank you for the pleasant association we have enjoyed during the years. We are deeply grateful for your trust and hope that we will continue to merit your confidence in the future.

We wish you a warm and happy Thanksgiving. May you and those you love always enjoy a bountiful harvest of all the good things in life!

Sincerely,
Your Friends at National Chevy