

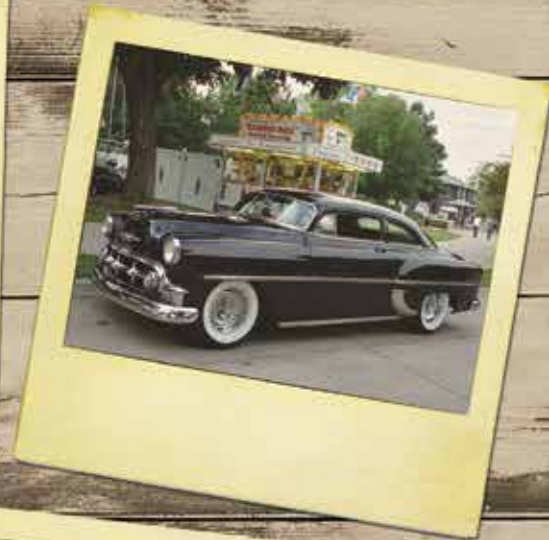
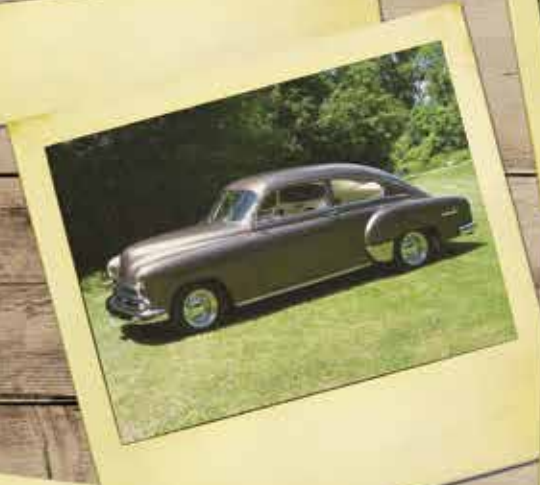


PARTS-LINE

CLUB NEWSLETTER

Published in the Interest of Preserving 1949-54 Chevrolets

Vol. 36 No. 11 January 2022



HATS

Our hats are available in 3 colors. The simple embroidered design looks great!



Black Hat
ORDER #94



**Navy Blue Hat
Beige Beak**
ORDER #95

**Beige Hat
Navy Blue
Beak**
ORDER #96



*Only
\$20 ea.*

SHIRTS



Available in L, XL, XXL

*Specify size or
we'll send you an XL*

Sweatshirt

ORDER #6

\$18⁰⁰

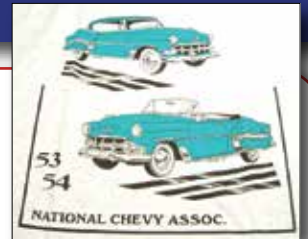


**SPECIFY
SIZE**
If no size is
specified -
we'll send
you an XL

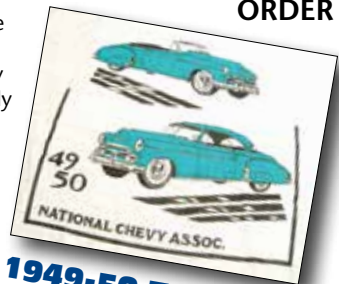


T-Shirts

Patterned after our best selling "1953-54 National Chevy Association" T-Shirts. These shirts are ash in color with turquoise and black cars and lettering. Printed on top quality shirts. Now you can proudly display your affiliation to the "National Chevy Association," no matter what year of car you own.



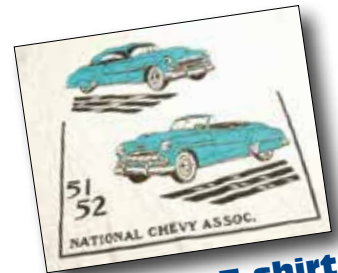
1953-54 T-shirt
ORDER #1



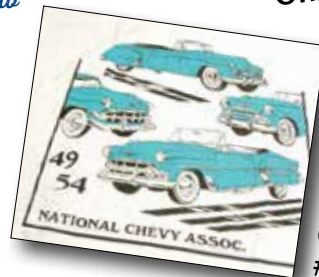
1949-50 T-shirt
ORDER #4001

All shirts available in
S, M, L, XL and XXL.
*(Specify size
or we'll send you an XL!)*

*Wear a National
Chevy Association
T-shirt! A great
way to locate
and meet fellow
members at
car shows.*



1951-52 T-shirt
ORDER #4002



**1949-54
T-shirt**
ORDER
#4003

New National Chevy T-Shirts

Newly designed Chevie "Custom" cars T-shirt.

White ORDER #4005

Black ORDER #4006



\$15 Each



*Specify
Size*

Only **\$12** *Each*

New Parts

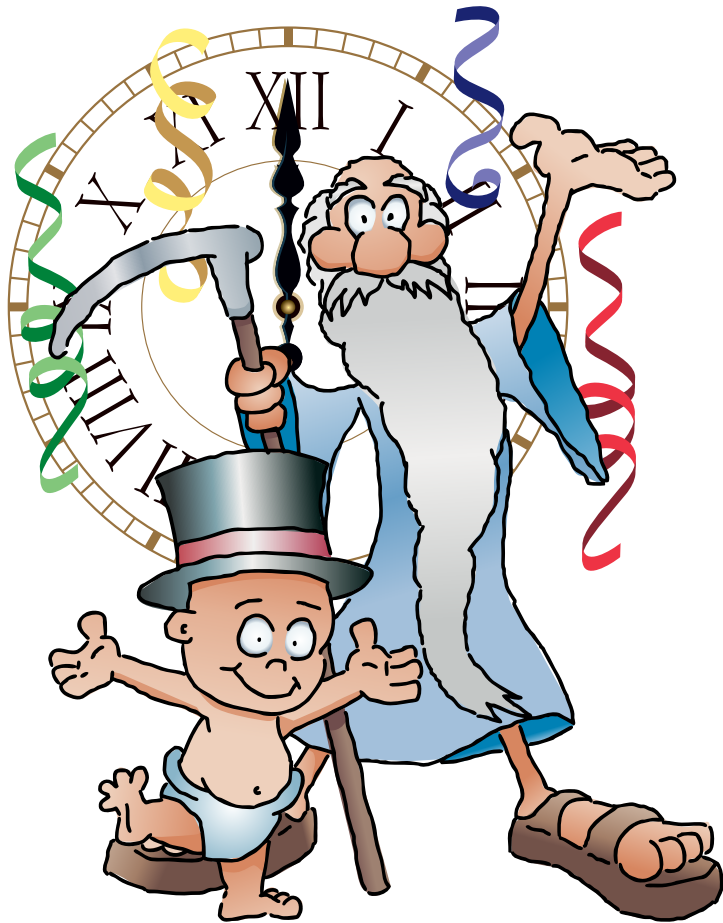
1951-54 Rear Seat Armrests with Ashtray



Excellent reproduction that has chrome plated ashtray and chrome band. Ready to install and mounting screws are included.

Black only. **Order #579-2**

\$130.00 Pair



HAPPY NEW YEAR

**FROM ALL OF US AT
NATIONAL CHEVY
ASSOCIATION**

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle ... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to trip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON-OF-A-BITCH TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.



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Hand-in-Hand

This month's column deals with something that we do get a lot of requests for, the accessory fuel pump that has vacuum secondaries, to supply more "oomph" to the wiper motor. It's possible many of you didn't even know about this accessory, but enough of you asked, so you shall receive. I found a company that still manufactures brand new pumps, (no rebuilds), but we had to purchase a semi trailer load to get on their wholesale program. I've got enough fuel pumps and waterpumps to pump half of everything America has to pump, Those of you who did not know that this accessory fuel pump existed, let me give you a quick education. The 53/54 Chevrolet came with a stock, glass bowl fuel pump. This fuel pump was all you needed if you lived in the desert southwest. However, for those people living in a climate that rain falls from the sky occasionally, Chevrolet manufactured the accessory fuel pump.

Your motor loses vacuum under acceleration, and heaven forbid if it rained when you tried to accelerate. Your wipers would slow, or

stop, depending on the condition of your wiper motor. I'm actually surprised I don't see more cars equipped with this accessory. Don't you need to see where you're going? In 1953 and '54, this accessory fuel pump (AC9797) cost an extra \$15.45. A manual tune radio cost \$36.75, so what did everyone do? Buy the radio and crash their car during a down pour. At least they could listen to static during their accident. Enough education. Well, not quite. As you can see on the fuel pump page of the new catalog, we give you plenty to choose from. Both original style pumps with the glass bowl are offered, as well as replacements of both types for the budget conscious customer. What seems to be missing is the reproduction vacuum lines for the accessory fuel pump. Not to worry, hopefully by the time you read this, we will also have them available.

We parted out a car that had the accessory fuel pump setup on it, so I did a drawing showing how everything hooks up. If you wish to add the accessory fuel pump to your car, simply order a

features

- Careful control of pressure & flow.
- Accurate control of spring tension.
- 4 layer impregnated diaphragm.
- Closely controlled pin hardness.
- Uniform pull-rod hardness at link slots.
- Rocker arm and link contact surfaces hardened and ground.

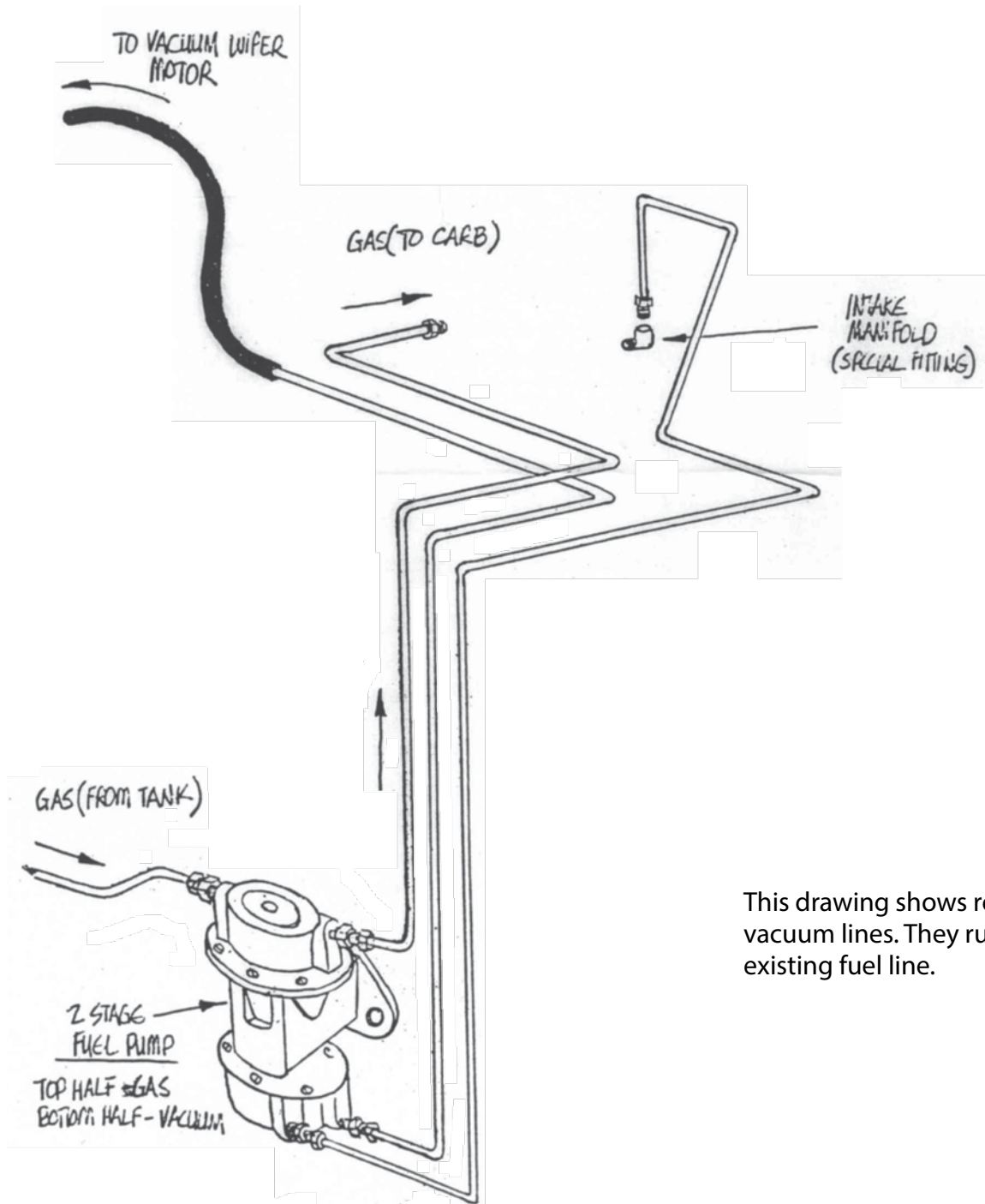
Fuel section provides same fuel performance as original pump— Vacuum section provides all these plus features—

- Reduction of wiper slowdown on hills during acceleration and at high speeds.
- Increased vision with increased safety— No more temporary "Block-Outs."
- Fits all models, 1942-1954.
- Highly recommended by safety experts.

fuel pump and the lines, and you are in business. No need to throw away your radio, though, there is always room for another accessory.

Just thought of another accessory in the fuel system. It might be a nice idea to add Part #1361, the accessory fuel filter to your car. The fuel

pump has a screen in it to stop large particles of crud from getting to the carbo but the fuel filter will stop all the tiny particles as well. Use with #1385 accessory fuel line for easy installation.



This drawing shows routing of vacuum lines. They run along side existing fuel line.

Now Showing

The Story of "Miss Daisy"

A 1954 Chevrolet "Bel Air" Sedan, manufactured in Kansas City, Missouri on April 28, 1954 – Her first home was in Texas. Since it was almost always hot in Texas, the first owner did not ask for a heater, but wanted the deluxe version of the model year. Since he was a "Man's Man," he chose the standard wind-up windows, the traditional non-powered front seat, and he did not purchase the power steering; oil filter; or power brakes that were all "options" at the time. I have a reprint of the 1954 Sales Brochure.

He did like the deluxe interior, so he got the radio option; clock; and rear view mirror "extras." I added the side mirrors and gas cap trim. Otherwise, this example as shown is much as it was in April 1954.

The last time this auto was licensed for the street was in 1985 in Texas. It has been stored in a barn since then. I was the first to register it in Missouri in August of 2013.

This was by far the most popular auto in the Chevrolet line-up for 1954, as 248,750 examples of the BelAir Sedan were produced. This auto sold for \$1,884 at the time, and weighed in at 3,225 lbs. Zero to sixty time is approximately 16 seconds.

The 235 C.I. in-line six puts out 200 ft. lbs of torque at the rear wheels and was pulling travel trailers in those days. It has "three on the tree" and has been

modified with a 1957 Chevrolet trans and a more recent Camaro rear end so that freeway travel is a breeze. This auto will keep up with all traffic on any road at posted speeds.

My main goal was to have a fun auto for my family and renew my interests in collectible/hobby autos. It now is a safe auto that gets smiles everywhere we go.

In the renovation, every effort was made to protect original parts, but many needed to be abandoned in place of newer aftermarket parts made to factory specs. Things like bearings; brakes; tires; electrical parts – all had to be replaced. The rubber parts; electrical switches; and much of the chrome was not up to the task anymore – an alternator replaced the generator and now it has a 12 volt system.

I tried to refer to the literature and factory manuals as much as possible, as it was an auto much like this one that gave me rides to my high school in the late 50's.

Frank Ovanin
Benton, Missouri





Cover Car

Paul and Sharon, Parts-Line Magazine

I wanted to send some pictures of my 1952 Sport Coupe.

It spent its life in Florida with low miles. It was totally restored to its present condition before we bought it and has all original accessories such as the one I rode to high school in. We also own

a 1954 Chevy that has been in your Parts-Line magazine in April of 1996. We have enjoyed over 38,000 miles since then. These cars have a lot of your parts in them. Looking forward to getting your magazine. Keep up the good work.

Diane and Jerry Swanson
Rockford, Illinois





Cover Car



Windshield Installation

We've been getting a lot of calls regarding windshield installation, so I thought this article might be helpful to you. Seems like the shops don't even know this method any more. Hope this helps you out.

WINDSHIELD ASSEMBLY (1953)

All 1953 Chevrolet body styles utilize a large one piece windshield. The removal and installation procedure is basically the same for all body styles, with the exception of the molding removal.

Before windshield removal, protect the paint finish by masking around the windshield opening. Also, place a suitable covering across the hood and fenders.

Removal

1. Remove windshield wiper blade and arm assemblies and wiper transmissions. Lower top on Convertibles.
2. Remove windshield garnish moldings, escutcheon and rear view mirror. On convertibles remove screw retaining side reveal molding to upper windshield pillar.
3. On Sport Coupes, remove rain deflector and single screw from each windshield side reveal molding.
4. Remove instrument panel compartment box to gain access to belt molding attaching nuts.

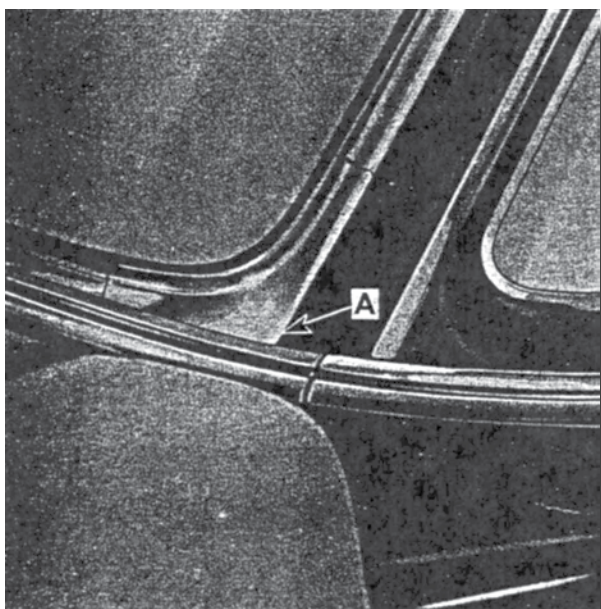


Fig. 19 – Corner Reveal Molding Disengagement

5. On closed body styles loosen two belt molding attaching nuts nearest front body hinge pillar. On Sport Coupes and Convertibles it is necessary to remove the entire belt molding.
6. Loosen hinge pillar trim on Sport Coupes and Convertibles to gain access to windshield rubber channel.
7. Inside the body loosen the inside lip of the windshield rubber channel, at the windshield pinch-weld, with a putty knife.
8. Starting at the inside upper corner of the glass, carefully force the glass assembly outward with the palm of the hand. Repeat this operation until the lip of the rubber channel clears the upper pinch-weld flange.
9. Carefully work the windshield assembly outward and upward to disengage the rubber channel lip from the lower pinch-weld flange. On Bel-Air and 210 series bodies, disengage the flange of each corner reveal molding "A" from the belt molding (fig. 19).
10. With a helper carefully lift the entire windshield assembly from the opening and place it on a covered bench.
11. Remove the reveal moldings and rubber channel from the windshield glass.

Installation

Before installing new glass, inspect the contour of the pinch-weld flange for any irregularities and correct. New glass may be used as a template for this check.

1. Clean, all old sealer from the windshield opening and rubber channel with a putty knife and rags. Do not use gasoline, oleum spirits or other solvents to clean sealer from rubber channel as the channel will be damaged.
2. Install rubber channel around windshield glass.
3. Insert attaching flanges of reveal moldings into reveal molding groove of rubber channel.
NOTE: Windshield glass is installed with manufacturers trade mark at the lower corner.
4. Insert a strong cord into the pinch-weld flange cavity of the rubber channel, tie cord ends at bottom center of assembly and tape ends to windshield glass (fig. 20).

Windshield Installation

5. With a sealing gun, apply a continuous heavy ribbon of 3-M Autobody Sealer, or its equivalent to the base of rubber channel.

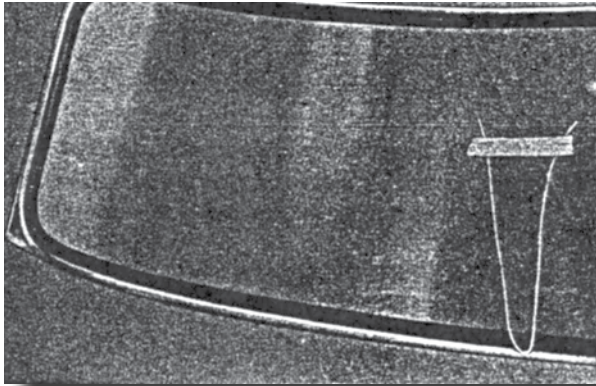


Fig. 20-Cord in Pinch.Weld Cavity

6. Apply a heavy ribbon of sealer at the pinch-weld flange along each side of the windshield opening and extending out six inches from each corner.
7. With the aid of a helper, place the windshield assembly into the body windshield opening. On Convertibles and Sport Coupes position windshield assembly slightly off center in opening so as to engage the flange of the side reveal molding with the windshield pillar. While pressing firmly from the outside, have helper on the inside slowly pull the cord along the bottom only so as to seat the lip of the rubber channel over the pinch-weld. Pull cord only as far as the lower corners of the opening.
8. On Bel Air and 210 Series bodies from the outside of the windshield, apply pressure downward at each lower left and right corner so as to seat the lower flange of the corner reveal moldings underneath the belt molding.
9. Continue pulling the cord up each side and across top of the windshield until the lip of the rubber channel is seated over the pinch-weld completely around the opening. On Convertibles and Sport Coupes engage flange of side reveal molding with windshield pillar with the aid of a putty knife.
10. With windshield in position, retighten belt molding attaching nuts underneath the instrument panel, then reinstall the glove box to its original position.
11. Sport Coupes, apply a ribbon of 3-M Autobody Sealer, or its equivalent, to the attaching flange of the rain deflector; this sealer should partially cover the attaching screw holes. Then install rain deflector to body.
12. On Convertibles and Sport Coupes, seal around belt molding attaching holes with 3-M Autobody sealer or its equivalent. Install belt molding.
13. Reseal windshield wiper transmissions with 3-M Weatherstrip Adhesive or its equivalent and install wiper transmissions.
14. Install windshield garnish moldings, escutcheon and rear view mirror.
15. Seal lip of rubber channel to windshield with 3-M Weatherstrip Adhesive or its equivalent.
16. Clean up glass, remove protective coverings and replace wiper blade and arm assemblies

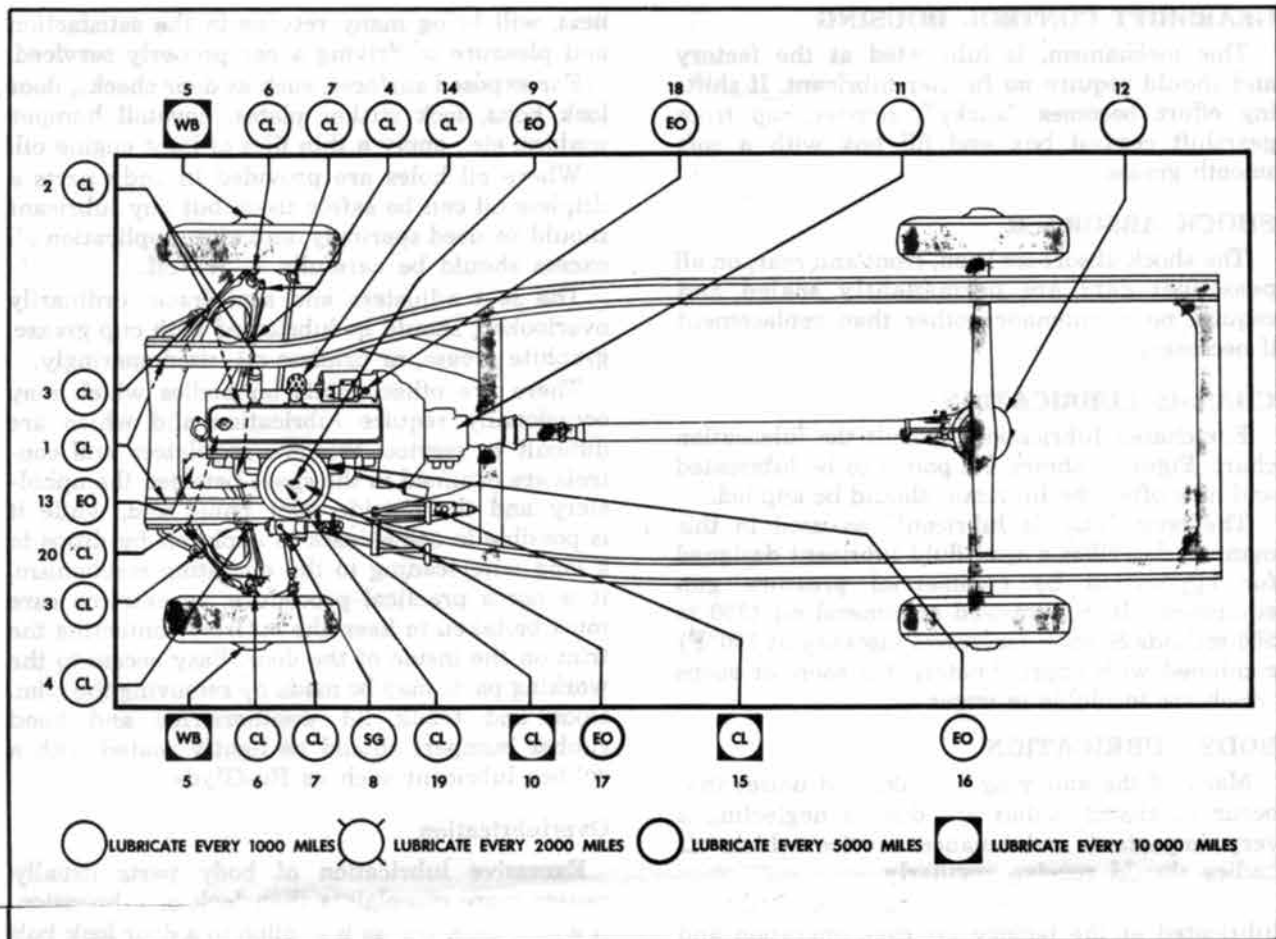


Fig. 3—Lubrication Chart

POINTS OF LUBRICATION

- | | | | |
|--|--------------|---|--------------|
| 1. Lower Control Arm (Front—1 each side) | 1,000 miles | 11. Transmission | See Page 0-5 |
| 2. Lower Control Arm (Rear—2 each side) | 1,000 miles | 12. Rear Axle | See Page 0-5 |
| 3. Upper Control Arm (Front—1 each side) | 1,000 miles | 13. Generator (2 oil cups) | 1,000 miles |
| 4. Upper Control Arm (Rear—2 each side) | 1,000 miles | 14. Distributor (1 cup) | 1,000 miles |
| 5. Front Wheel Bearings | 10,000 miles | 15. Clutch and Brake Pedal Shaft .. | 10,000 miles |
| 6. Kingpin (2 each side) | 1,000 miles | 16. Throttle Bell Crank | 1,000 miles |
| 7. Tie Rod (2 each side) | 1,000 miles | 17. Carburetor Accelerator Pump Shaft (1949 Models) | 5,000 miles |
| 8. Steering Gear | 1,000 miles | 18. Solenoid Linkage | 1,000 miles |
| 9. Air Cleaner | 2,000 miles | 19. Steering Connecting Rod (1 each end) | 1,000 miles |
| 10. Steering Column Gearshift Control | 10,000 miles | 20. Steering Idler and Third Arm (2 places) | 1,000 miles |

LUBRICANT KEY

CL Chassis Lubricant
EO Light Engine Oil

WB Wheel Bearing Lubricant
SG Steering Gear Lubricant

Find the Hidden New Year's Baby



**& Win a
\$75.00
Gift Certificate**

In this issue you will find five New Year's Babies hidden in articles or ads. To enter the contest, find the New Year's Babies, fill in the form below and mail or fax your entry to us by February 15, 2022. On February 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 New Year's Babies 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

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 ads before the first of the previous month.

CARS FOR SALE



FOR SALE — 1954 Chevrolet 210 Two door Sedan - \$7777 235 PowerGlide Original, complete project car. Good condition. Starts, Runs and Drives. Wixom, MI 248-924-6546 Dave dpschelbo@live.com

Nov



FOR SALE — '54 project car. Many new parts still in boxes needs paint. Newly upholstered seats. 4 door 210 model. New carpet and headliner still in boxes all parts included for completer restoration. Hilton NY: jan_a_stein@yahoo.com for more pics or info. \$5,733.

Nov

**NATIONAL CHEVY'S
FAX LINE.**
Place orders 24 hours a day.
Email or Fax Ads.
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.



FOR SALE — 1954 Bel Air 2 dr HT. Zero rust all original. 235 blue flame 6 with P/G trans. 12V system. Fully rebuilt front suspension. Trans has no reverse. Scandia, MN. Call for details: 651.238.5721.

Nov



Don't forget

Your car can be featured in this newsletter. Just send or email pictures along with a story and we will happily share them with other owners.

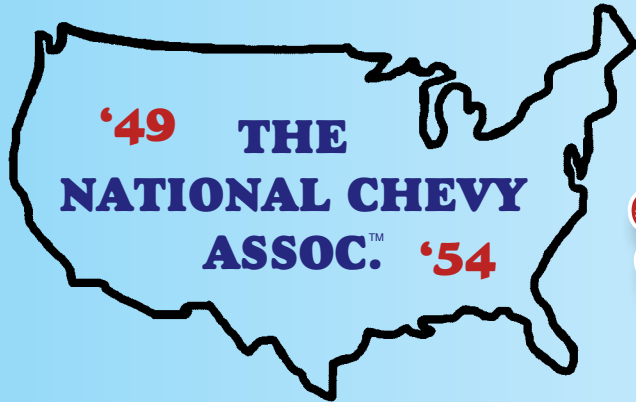
The ADVENTURES of **Barrie**



TORN KNEE LIGAMENTS, DOCTOR BILLS,
MISSING A WHOLE WEEK OF WORK...
GUESS THAT GLASS WASN'T SO
FREE AFTER ALL!!!



MONTHLY ONLINE NEWSLETTER



Let the fun begin!

You don't want to miss a single issue of the "Parts-Line"!

To our loyal members we are proud to have over the last 30 years offered you a high quality mailed monthly newsletter packed with great deals, super buys, members car builds and tech tips. We thank you for your years of support! But alas just like the times, we are changing and growing.

We will now offer the same great monthly newsletter free to everyone on our website! You will have access to each great monthly issue when ever you want! Catch up on the latest issues on your phone, tablet, computer or print it out! Each issue will still be packed with the same great content as always!



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for a hard copy!!*



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