



# PARTS-LINE

## CLUB NEWSLETTER

*Published in the Interest of Preserving 1949-54 Chevrolets*

April 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



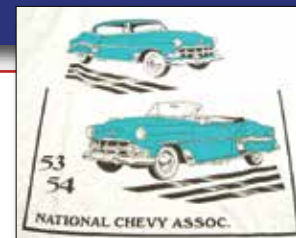
Available in L, XL, XXL

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

**Sweatshirt**

ORDER #6

**\$18<sup>00</sup>**

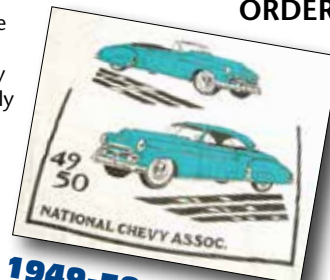


**1953-54 T-shirt**  
ORDER #1

## T-Shirts

Patterned after our best selling "1953-54 National Chevy Association"

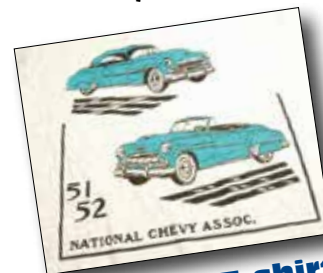
T-Shirts. These shirts are ash in color with turquoise and black cars and lettering. Printed on top quality shirts. Now you can proudly display your affiliation to the "National Chevy Association," no matter what year of car you own.



**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!)*



**1951-52 T-shirt**  
ORDER #4002

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



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

### SPECIFY SIZE

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



## 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*



# "junior flip"

catch-all custom trunk



By Carl Kohler



# Help from Friends

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Hello,

I have wanted a hitch for my 1952 Chevy. I have a small trailer I pull. After a lot of looking, and a lot of work at my U-Haul dealer, I came up with a 1995-2004 S-10 Class I or E hitch that fit well. Just a little work on both ends, cut the big ends off, it will fit from frame to frame. Mount it so the square part is even with your bumper. It looks good. You can barely see it. It works great plus 200# tongue weight and 2500 GVW on trailer. I hope this will help all the fine members of NCA. "O" mine was out of a wrecked S-10 for #50 and \$25 to install it.

Thanks  
Gary



This Year You Can Buy

# 161 Chevrolets

## ...All Different



COLORS FOR '54 got preview by company bigwigs early last spring. Final choices were made during summer.

122 POPULAR SCIENCE

And here's the arithmetic on your varied choices:

CHEVY ARRIVES at figure of 161 different-looking cars for 1954 by multiplying colors available by models in each line or "series." In solid colors, for instance, 210 series has two models available in 10 colors plus one model in six colors and one model in three colors—total 29. Adding solid colors and two-tones gives grand total of 161.

| <u>Solid Color Cars</u> |                          |                 |
|-------------------------|--------------------------|-----------------|
| (150)                   | $10 \times 3 + 2$        | = 32            |
| (210)                   | $10 \times 2 + 6 + 3$    | = 29            |
| (Bel Air)               | $9 \times 2 + 4 + 3 + 8$ | = 33            |
|                         |                          | <hr/> 94        |
| <u>2-Tone Cars</u>      |                          |                 |
| (150)                   | $4 \times 3 + 2$         | = 14            |
| (210)                   | $7 \times 2 + 6 + 3$     | = 23            |
| (Bel Air)               | $9 \times 2 + 9 + 3$     | = 30            |
|                         |                          | <hr/> 67        |
|                         |                          | <hr/> <hr/> 161 |

*"Want a distinctive-looking automobile? Now you can get it—right off a standard production line.*

**By Devon Francis**

A MAN in Missouri wrote a letter the other day to the people who make Chevrolets with an idea that he thought was a dandy. Why not, he said, name one of the colors to be offered to the public in the 1954 crop of cars after a dear old lady, his maiden aunt? They could call it Agnes Pink.

As all big corporations do in such circumstances, Chevrolet replied gravely on starched stationery that the idea had profound merit but didn't quite fit in with its plans. Moreover—and here the company thanked its lucky stars for a

convenient escape hatch—it wouldn't be making any pink cars.

It's making them in just about every other color and hue, though. After the new Chevrolets were announced last month, someone totted up the number of choices in models, colors, hues and two-tone combinations that the buyer could get on the salesroom floor. It came to 161.

For 1954, Chevrolet—which makes and sells more cars than anybody else on earth—is offering green cars, blue cars, beige cars, brown cars, gray cars, red cars, turquoise cars, cream cars, tan cars and some in-between hues. You can even

'54 POWERGLIDE Bel Air can hit 60 in 13.4 seconds. 1913 Chevrolet could only make it downhill.



JANUARY 1954 123

## FACTS ON '54 CHEVROLET

**Model:** 210 series four-door sedan.

**Engine:** 6-cyl. with overhead valves; 115 hp. at 3,700 r.p.m.; compression ratio, 7.5:1; piston displacement, 235.5 cu. in.; piston travel (in feet per car mile at 20 m.p.h.), 1,816.5; bore and stroke, 3 9/16" by 3 15/16"; crankshaft bearing surface, 29.37 sq. in.; torque, 200 lb.-ft. at 2,000 r.p.m.

**Performance weight:** (curb weight plus 600 lb.) 3,960 lb.; per hp., 34.43.

**Transmission:** Three-speed synchromesh (optional Powerglide torque converter with 125-hp. engine).

**Steering ratio:** 23.1:1 manual; 22.1:1 power; radius of turning circle, 19'.

**Effective brake-lining area:** 158 sq. in.

**Springs:** front, coil; rear, semi-elliptic.

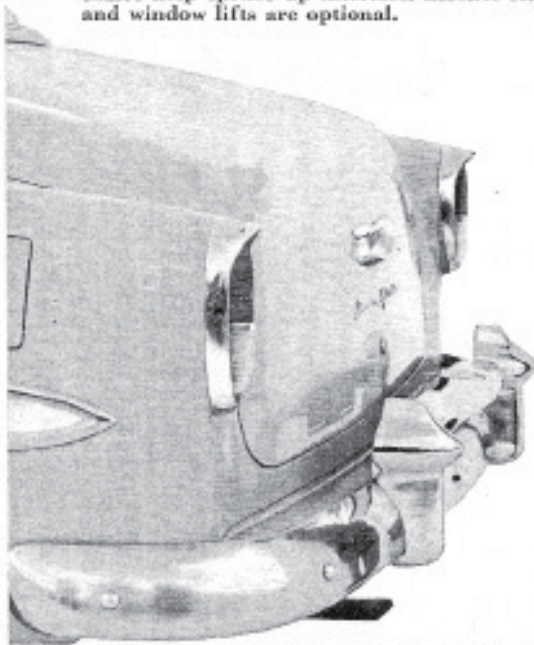
**Outside dimensions:** height, 63 1/2" at design load; over-all length with bumpers and guards, 196.44"; width, 75"; wheelbase, 115"; overhang, front, 33", rear, 48.44"; tread, front 56.70", rear 58.77".

**Inside dimensions:** seat-cushion width, front 59.9", rear 60.5"; leg room, front 42.7", rear 41.4"; seat height, front 18.5", rear 12.6"; vertical distance, steering wheel to seat cushion with seat in mid-position, 4.4"; front-seat horizontal adjustment, 4.4".

**Tire size:** 6.70 by 15.

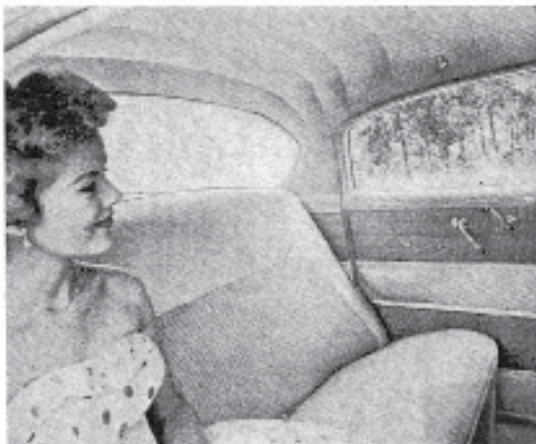


**NEW HORN-RIM CAPS** to match steering-wheel colors help spruce up interiors. Electric seat and window lifts are optional.



**EYEBROWS** on the tail lights are a '54 recognition feature. There's a new low-back-pressure muffler on all but convertibles.

**FABRICS** on seats and sidewalls and trim are richer. In Bel Air models cloths, combined with vinyls, are faced with nylon.



buy black cars. You can buy cars with ivory tops and turquoise bodies, beige tops and green bodies, and red tops with beige bodies.

You can buy a beige top with a red body and a silver wheel-stripe garnished with a maroon-and-beige trim. And when the man on the salesroom floor, showing all his teeth, gently tries to shoo you off an ivory-blue-silver-gray combination with an onyx-black treatment of the instrument panel, garnish moldings, lock buttons and steering-wheel rim and cap, on the plea that they don't make them that way, just say, "Better read your own sales literature, bub."

You can carry the differences a lot further than 161 Chevrolets for 1954. If you count in the number of variables possible in such factory-installed items as transmissions, brakes, steering and rear-axle ratios, the number of different cars gets to be astronomical. For a single model of a single line of Chevrolets this year—and there are 13 models in three lines in all—the figure is upward of 40,000.

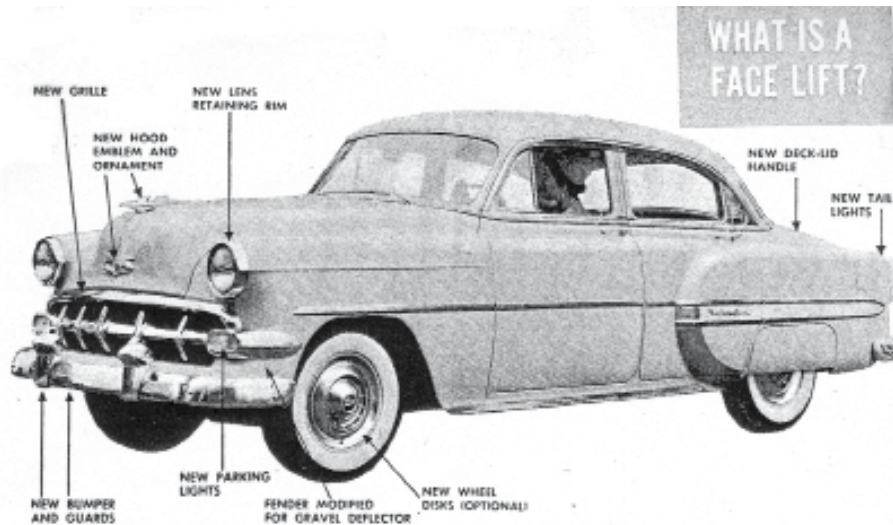
#### *No Two Oshkoshers Would Have Same Car*

That means that every man, woman and child in a city the size of Oshkosh, Wis., could each buy, say, a four-door sedan of Chevrolet's middle or 210 line, and no two of them would be exactly alike.

And this, bear in mind, does *not* count the multitude of possible variations with such dealer-installed accessories as radios, heaters, backup lights, seat covers and hare tails on the fender antenna.

The rash of colors in U. S. automobiles is relatively new. You could get colors long before World War II in fair variety, but the real profusion began only a couple of years ago. Gradually, color has come to share the emphasis put on the galloping horses in the new engines, automatic transmissions, power steering and air conditioning. The reason, of course, is that automobile owners want to be different.

Color variety in automobiles spawns



**DETROIT LINGO** for model changes made without replacing costly body dies, a "face lift" can add up to a big difference in looks. Not shown here is Chevy's mechanical news

for '54: the standard engine goes from 108 to 115 hp., Powerglide job from 115 to 125. A high-lift cast-iron cam does trick, helps performance in middle, upper ranges.

endless stories in the cloakrooms of Detroit's factories. One of them is the Case of the Frightened Female. It seems that Chevy turned out 7,700-odd cars last year of a special color, one for each of its dealers. The cars weren't offered for public sale. These cars were strictly show jobs. Some of the dealers, nonetheless, disposed of the cars to customers. One fell into the hands of a matron who scared easily.

One day, out driving, she noticed a car following her. At its wheel was a man. Every time she turned, the man turned. She drove around the block. The man followed. Desperate, she pulled up beside a cop.

"That man's following me," she reported.

The cop stalked back to interview the suspected driver. He returned in a moment grinning. "The guy in that car," he reported, "says this here color car you got is a dealer's car. He's a Ford salesman and he's following you around to see where you stop so he can spot your sales prospects."

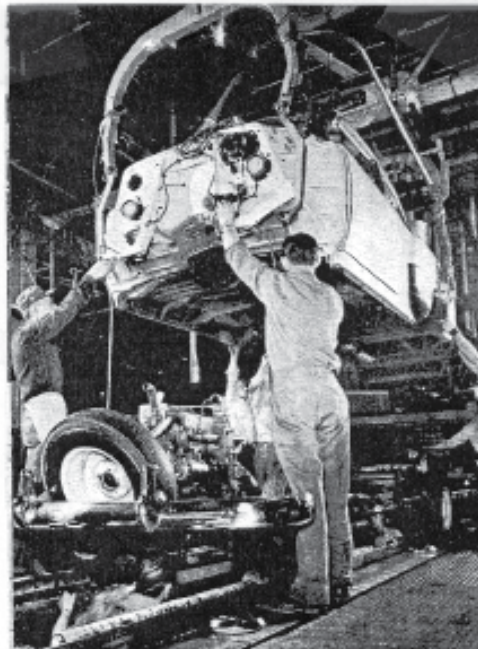
The most striking change in the public's taste in automobile colors is the growing popularity of the pastels—a light tan, for instance, in preference to a brown. Yet, with 22 colors and hues to choose from, car buyers—reports Du Pont, one of the suppliers of finishes to the industry—chose only five in bulk. They were light green (by far the most popular), light blue, dark green, light gray and black, in that order of preference. Clear down on the list were blue-green, maroon, light red, light brown, medium red, medium gray, tan and dark red.

If you want a genuine oddity, buy a white car. Hardly anybody orders one. Better yet, buy a reddish mustard. *No-body* wants that.

### *Bright Hues Go with Good Times*

The Chevrolet people, wading around in oceans of statistics, report other quirks in the public's tastes. The evidence tends to indicate that in good times people buy snappy colors and in bad times the mood is for somber ones. Year to year, the northeastern states order the darker colors while Florida, the entire West Coast and the southwestern states like the lighter ones. In the Midwest it's 50-50.

Color in automobiles first began to tickle the buyer's fancy in the mid-Twenties—not long after Henry Ford, rid-



**BODY DROP** on production line dramatizes incredible scheduling job in making 161 combinations of body and color. Magically, the right wheels, body, chassis always meet.



ing a crest of popularity, fiiply told a dealers' convention: "Gentlemen, you can have any color you want, so long as it's black." He lived to see his cars light up like pinball machines.

Color was becoming a definite factor in buyer preference by 1926. The new pyroxylin finishes, a guarantee against peeling, had been introduced. Manufacturers began leavening their traditional black with other colors. A decade later Edgar A. Guest, the newspaper poet, was writing:

When I was but a little lad  
Few were the colors that we had  
Then red was red and blue was blue,  
And that was all we ever knew;  
But since they have made the motor car  
Behold how many shades there are!

That year, by the way, Eddie Guest himself was driving a two-tone Cadillac finished with what Du Pont, in an excess of ecstasy, called Piccadilly Brown and London Smoke.

But far more black cars were sold than any other. Today black accounts for less than one-tenth of the entire market.

#### *Gimmicks and Color Vie for Attention*

Exactly 20 years ago Chevrolet made 11 models in two lines, in seven solid, darkish colors, including black.

As late as 1941 Chevrolet was offering a choice of pretty somber colors—13 of them—in all its models. Three more colors were available only in three specific models. One pastel turned up. Black predominated. But the two-tone idea had taken root. There were four of those in the catalogue.

Now the latest mechanical gimmicks have to compete with color for the buyer's attention. They must also compete with *chi-chi* models like hardtops and with various lines or "series." As among the brands, decision has to be made on the kind of fishtails on the rear fenders and wind-splits on the front ones. The number of choices that has to be made before the money and the car change hands is getting so huge that the emotionally unstable buyer had best stay out on the sidewalk, point through the window and settle it by saying, "Gimme that one."

#### *Sorry, No Agnes Pink*

Chevrolet won't be making any Agnes Pink automobiles in 1954. It won't even change its basic sheet metal from 1953. But the cars will get away from a light faster and—a point vital to the fellow who is fiddling with the notion of buying a new car—they will look different.

Engine power is up. Compression ratio is up. A new camshaft has been installed. Power plants are quieter. Carburetors are changed for smoother acceleration. There's a new muffler and nylon inserts for the rear springs, eliminating the need for spring covers and for lubrication.

Power brakes will also be available for 1954. They are the low-pedal type, made by Bendix.

#### *You Pays Your Money . . .*

And colors! Nine of the 14 exterior colors are spanking new. So go down to the showroom and make your choices: Solid color? Two-tone? Hardtop? Sedan? Station wagon? What line, the Bel Air? What transmission, a standard or automatic? What tires, plain or whitewall? Want power steering? An electric front-seat adjustment? Automatic window lifts? Wheel covers? Turn signals? Backup lights? Or perhaps a station-seeking radio?

On second thought, you'd better make out a check list and sit down and talk it over with the little woman. It will save you trouble. END

# Cover Car

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National Chevy Assoc.

As per your request, I am sending a few photos of our 1954 Chevy 2 door that is under construction. Use them as you see fit.

John  
Arizona

*John didn't send any information about what all he is doing, but from the pictures he is doing a frame-off restoration, upgrading the running gear and chopping the top. He's got a huge project and we wish him good luck. ~ NCA*



# Cover Car

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# Cover Car

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# 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.*

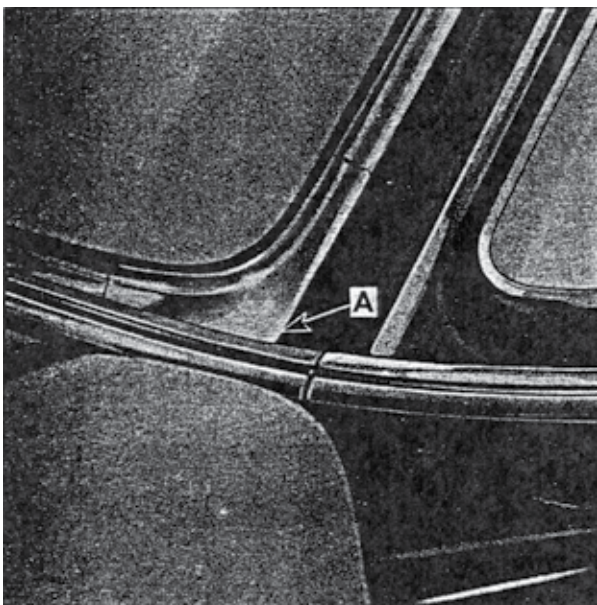
## WINDSHIELD ASSEMBLY (1953)

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

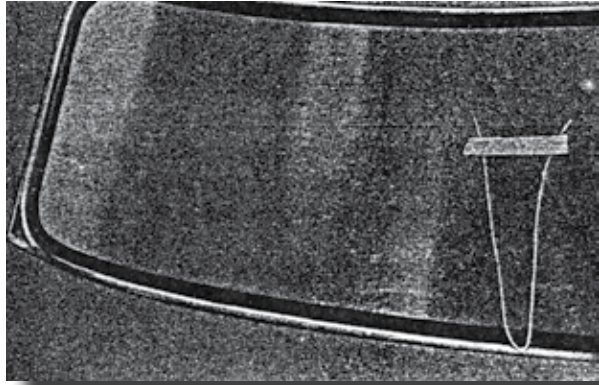
Before installing new glass, inspect the contour of the pinch-weld flange for any irregularities and correct. New glass may be used as a template for this check.

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

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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

April Showers  
Bring May  
Flowers...

# Find the Hidden Clouds



& Win a



\$75.00



Gift Certificate

In this issue you will find five clouds hidden in articles or ads. To enter the contest, find the clouds, fill in the form below and mail or fax your entry to us by May 15, 2022. On May 16 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 clouds on?

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

*Congratulations to Timothy Britt of Bernville, PA, winner of the Hidden Heart 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.

## 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.

## 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](mailto:dpschelbo@live.com)

Nov



**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



**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](mailto:jan_a_stein@yahoo.com) for more pics or info. \$5,733.

Nov

## WANTED



**WANTED** — Window crank components for 2-door '53 Chevy. 320-583-9135 or [zman52@mchsi.com](mailto:zman52@mchsi.com)

MAR





One of our suppliers went to all the major automotive paint companies for technical answers to the questions on painting. These were *your* questions to our customer service reps. You have seen their big displays of all the major car shows. Automotive engineers had extended conversations with the big paint companies telling them the concern we have for our customers. Their response was shocking. Practically, all of them did not care about the ultimate customer, except for one, **The Sherwin-Williams Company**.

The Sherwin-Williams Automotive Paint Company provides the following overview of the proper paint procedure for the listed base materials. Each base material will require its own preparation procedure. These procedures are not the last word or a cast-in-concrete listing of all procedures and available paint products, but it is intended as an overview so you, the car owner, can speak with some knowledge to the paint salesmen or your body shop painter.

The idea behind this topic is just to help out the collector car owner get the best paint job without being ripped off by a “*sell only what we got*” salesman or “*I have not updated my procedures in 20 years*” painter.

To locate your local Sherwin-Williams Automotive Finishes paint store call: **1-800-SW-ULTRA (1-800-798-5872)**.

FYI: Believe it or not the Sherwin-Williams Paint Company did not pay a fee for this space, they just have a genuine concern for the car owner that the other paint companies refused to provide.

## **PAINT PROCEDURES FOR NEW METAL:**

- Step 1 Test for primer solubility, apply lacquer thinner to primer. If primer softens, remove the factory primer from adjacent parts.
- Step 2 Clean new parts with Sherwin-Williams SC155, SC156 or SC158 Surface Cleaner.
- Step 3 Scuff sand adjacent areas with gray nylon scuff pad and SW Cleaners 155, 156 or 158.
- Step 4 After sanding reclean entire area to be painted with Sherwin-Williams Cleaner SC155, 156 or 158 Surface Cleaner and a new clean cloth.
- Step 5 Apply Sherwin-Williams P30 Spectra Seal or S56, S57 or S58 Ultra Shade Sealers, or S65 Basecoat transparent Adhesion Promoter, or Ultra High Fill HS Primer or P23 Ultra Shade Low V.O.V. Sealer. Follow mixing instructions closely.
- Step 6 Apply basecoat Sherwin-Williams Ultra 7000 mixed 1:1 with RHF Base Coat Stabilizer or Base Coat BSC65-95 series with 16:1 UH904 Hardener.
- Step 7 Apply any Sherwin-Williams 900 series Clearcoat closely following all mixing and application instructions.

## **PAINT PROCEDURE FOR ALUMIN PARTS:**

- Step 1 Test for primer solubility, apply lacquer thinner to primer. If primer softens, remove the factory primer from adjacent parts, or re-prime the complete panel.
- Step 2 All body work must be finished with 180 grit sandpaper.
- Step 3 For repair work, feather edge repair area with 220 grit sandpaper followed by 320 grit then 400 grit. Do not mix sandpaper with aluminum and steel repair, contamination of surface will result.
- Step 4 Start bare aluminum with Sherwin-Williams E2G970 Etching Primer. This step may be skipped if using SW NP75 Primer Surfacer.
- Step 5 Apply Sherwin-Williams Spectra Prime P30, NP75 Ultra-Fill HS Primer or NP2100 Low V.O.V. Primer. Make sure that primer does not extend past the 400 grit sanding area.
- Step 6 Allow to air dry or short wave infrared heat as per primer directions. After curing, apply a dry guide coat before block sanding (3M05861).
- Step 7 Block sand with 400 grit and reapply guide coat.
- Step 8 Block sand with 600 grit.
- Step 9 Apply (any color) Ultra 7000 Base Coat.

## **PAINT PROCEDURE FOR REPAIRED STEEL METAL PART REFINISHING:**

- Step 1 Test for primer solubility, apply lacquer thinner to primer. If primer softens, remove the factory primer from adjacent parts, or re-prime the complete panel.
- Step 2 All body work must be finished with 220 grit sandpaper.
- Step 3 For repair work, feather edge repair area with 220 grit sandpaper followed by 320 grit then 400 grit. Do not mix sandpaper with aluminum and steel repair, contamination of surface will result.
- Step 4 Start bare aluminum with Sherwin-Williams E2G970 Etching Primer. This step may be skipped if using SW NP75 Primer Surfacer.
- Step 5 Apply Sherwin-Williams Spectra Prime P30, NP75 Ultra-Fill HS Primer or NP2100 Low V.O.V. Primer. Make sure that primer does not extend past the 400 grit sanding area.
- Step 6 Allow to air dry or short wave infrared heat as per primer directions. After curing, apply a dry guide coat before block sanding (3M05861).
- Step 7 Block sand with 400 grit and reapply guide coat.
- Step 8 Block sand with 600 grit.
- Step 9 Apply Ultra 7000 Base Coat.

# A Reflection

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*This is a story my older brother, Miles Wilson wrote. Four years later (1962) I bought my 1st car - a 1951 Chevy Coupe for \$25.00. Now I have a '52 Coupe.*

Wendall  
Batavia, Wisconsin



## **My First Two Cars Cost Me Little To Nothing**

We were living in Port Washington, WI. May 10, 1958, I turned 16. At the time I was washing dishes part-time at Highway "57" Truck Stop, east of Saukville, next to Highway 57 Outdoor theater. I worked after school and weekends. Mom didn't drive and Dad had to travel a lot because of his job, so I needed a car.

There was an ad in the *Milwaukee Journal* for Hacks Furniture and Appliance Store, advertising if you bought a living room or dining room set, you were entitled to get a free car. Mom didn't need either set but could use a new washer and dryer. The next Saturday I did have to work so a friend and I hitch-hiked to Hacks. I got ahold of a salesman and talked him into giving me a car if Mom bought a new washer and dryer. We returned home by way of thumb.

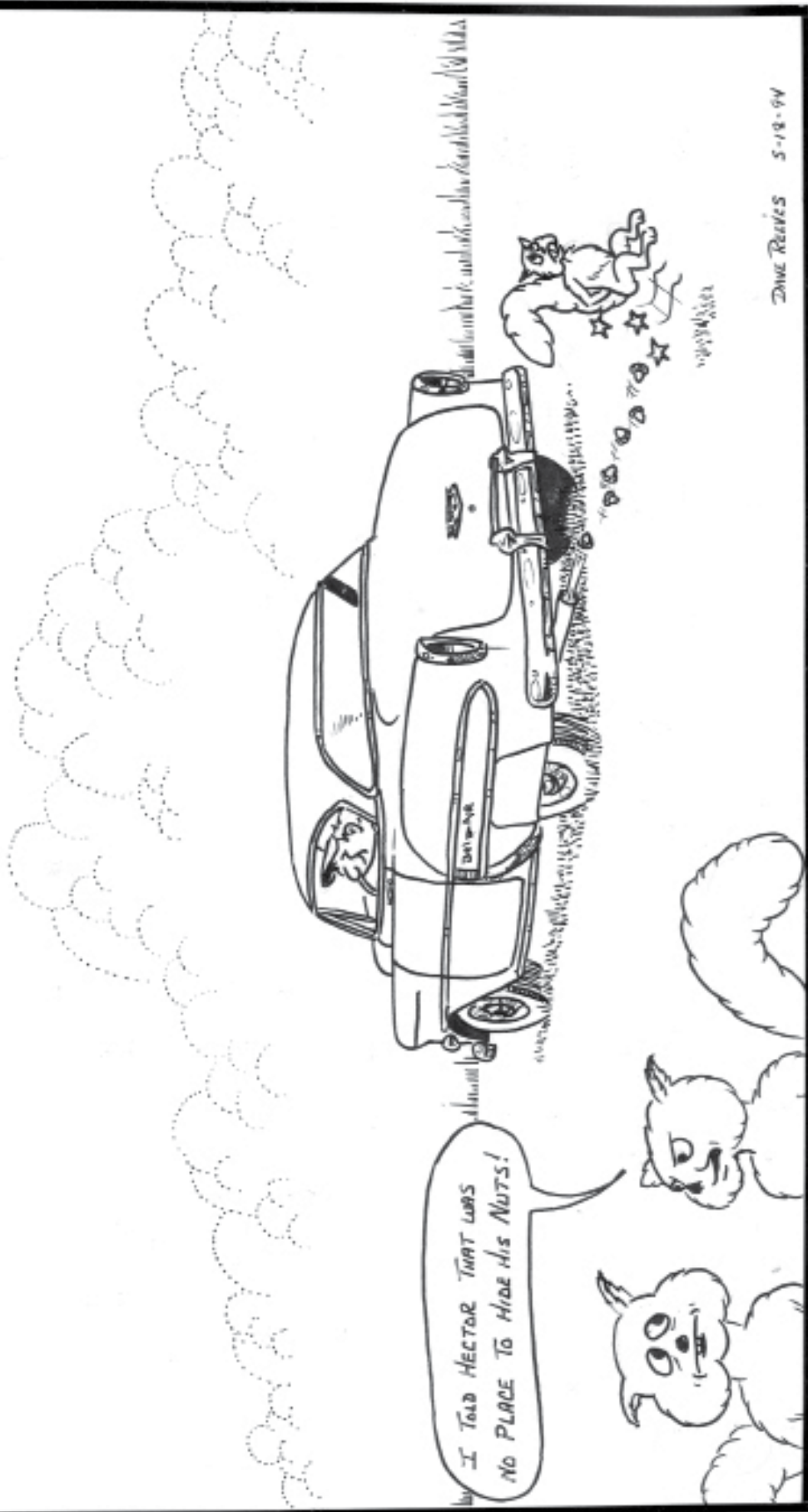
I told Mom that I talked a salesman into giving me a car if she bought a washer and dryer. She said Okay, Dad would be home tonight and we could go tomorrow. The next day Mom and Dad and I went to Hacks and Mom got her new washer and dryer. The salesman then took Dad and I out to pick out a car. My choices were 1948 Nash, it was rusted out, tires bald and flat, also pretty beat up. Second choice, a 1949 Studebaker, busted windshield, interior all tore up and also rusted out. Last choice was a 1949 Chevy, no flat tires, very little rust, so I said I would take that one. Then the salesman went back inside to get the keys. He said it's not going to start because the battery is shot, but you can take the one out of the Nash, which looks pretty new. Dad and I switched batteries and got the Chevy running and home we went.

I kept the Chevy running for about 18 months, fixing what I could afford. My future wife (of 59 years this October) lived in West Bend. On a date one Friday night in West Bend I got stopped for a burnt out tail light. They decided to do a full inspection. No muffler (flex pipe was cheaper than new muffler), no turn signals, wiring was shot. I don't remember how many violations I had. They gave me a warning slip and 30 days to fix everything.

I had a friend who worked at the Columbia Buick garage in Port Washington. He worked part-time in the body shop. He had a 1950 Chevy Coupe. It was customized and painted candy apple red. The same weekend that I got stopped in West Bend, he blew a rod in his motor drag racing. Everything else was in great shape. He didn't want to fix his motor because he had a newer car that he was working on. So I bought his 1950 Chevy from him for \$26.00 which was junk price then. I had another friend who's Dad had a front end loader. We disconnected and lifted the two motors out of the cars. We installed my motor in the red '50 Chevy which ran great. Then we set the blown motor in my car and I pulled it to the junk dealer and I got \$26 for it. Through the years I did a lot of my own mechanical work, changed a few more motors, transmissions, rear ends, etc. Times change. Nowadays you need more special tools. Today at 76 years of age, I don't even change oil in my truck or the wife's car.

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DANE REEVES 5-18-64

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