



# PARTS-LINE

## CLUB NEWSLETTER

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

June 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>**

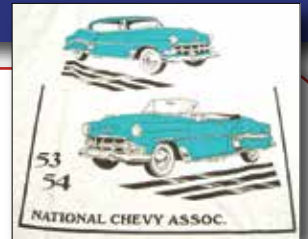


**SPECIFY SIZE**  
If no size is specified - we'll send you an XL



## 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**



*Only \$12 Each*

*Specify Size*



# "junior flip"

catch-all custom trunk



By Carl Kohler





# '53 Chev from "75 Years of Chevrolet"

## 1953

209

To say the least, 1953 was an active year for Chevrolet. Bodies were redesigned, a third series was added, a new engine and improved Powerglide transmission were installed, power steering became available for the first time, and three new station wagons were introduced, giving Chevrolet the most models ever offered in one year.

In retrospect, however, the big news of the year would be the introduction of a totally new vehicle — the new world famous Corvette. First shown at the New York Auto show on Jan. 16, 1953, the car started out as strictly a show vehicle. But, intense interest both within the company and on the buyers side set the wheels in motion, and on July 1, the first "production" Corvette rolled from its Flint, Mich. home.

Even in the truck field, things were changed around. The entire truck line was treated to a more powerful Loadmaster engine, and in a paper change, the entire truck line had new chassis model designations, consisting of a single letter, followed by the year, for example K-53 for the ¾-ton forward control delivery chassis.

By today's standards, of course, the main item of the year was the new Corvette, which was born almost accidentally following its initial showing as a "one-off dream car" at the General Motorama. The car, very similar to the eventual production models, made its debut as the EX-122 show car at New York, then went on to other shows at Chicago, Miami, Los Angeles, San Francisco, Dallas, and Kansas City. By the time the circuit was over, people across the country had stated their desire to own such a vehicle.

In a revolutionary move, based primarily on the desire to get the car into production as quickly as possible, a fiberglass body was decided upon. Management did not want the time consuming and very expensive milling of dies necessary for a metal body, and thus accepted the idea of continuing to build the cars with fiberglass

shells, similar to the show car. At this point, remember, fiberglass was still considered a novelty, with little more than a few boat and a handful of custom "drop-on" auto body manufacturers using the material for vehicles of any type. For a major car builder — let alone the major car builder — to announce that it was going to produce its new model with a total fiberglass body was startling news indeed.

All told, 300 Corvettes rolled out of Flint before production was moved to St. Louis, and officially started on Jan. 1 of 1954, with 1954 models. However, some other lists show 314 or 315 Corvettes being produced in 1953. It is possible that these extra units might have been initial production for St. Louis which crept into the 1953 lists. Today, the accepted figure for 1953 is 300, all from Flint.

Most of these Corvettes were powered by the new 234.5 cubic inch Blue Flame Six, with a compression ratio raised to 8.0:1. This provided 150 horsepower at 4200 RPM. Many had triple side-draft carburetors, some were equipped with modified valve timing and ports to reach RPM's in excess of 5000, and some were even sent out with small GMC truck engines under the hood, so standardization was obviously not in Corvette's realm this first year.

All Corvettes were built on a shortened standard chassis, with a wheelbase of 102 inches and an overall length of 167 inches. All were finished in Polo White, with red and white interiors and black tops. Probably the worst mistake Chevrolet made with the car was equipping all of these first year models with Powerglide transmissions, thus detracting from the car's true sports car appeal, and giving the lovers of foreign sports cars another target at which to aim their almost constant derisive comments.

In the regular line, which in 1953 gained far more interest than did the Corvette, Chevrolet introduced its second series of fully redesigned bodies since World War



From any angle, the sensational new Corvette exhibited a type of styling never before seen in an American production vehicle, in what could still be considered the "low price" range for this type of car. Among its many distinctive features were the extended taillight pods, caged headlights,



protruding exhaust tips, sunken and glassed license plate, and lack of full bumpers. It was also the first production car to use a body of reinforced fiberglass. Entering production in June, 1953, the car was designated the Model 2934 and given a base price of \$3,513.



# '53 Chev from "75 Years of Chevrolet"

210

## 1953

II, and came out with its largest selection ever of available models. All body styles featured a new curved glass windshield of a minor "wrap-around" design, and a new rear window of complimentary design. These windshields were of one-piece design, and thus the split windshield of former years was gone for good. The wheelbase remained 115 inches, but the new design followed the shortening trend of the era, and the car's overall length was reduced to 195.5 inches. The new bodies were called Fisher "A" models, and were also used by Pontiac this year. Overall, these bodies were lower, but had increased leg and head room. A total of 13 solid colors and 10 two-tone combinations were available.

Under the hood lived a new 6-cylinder engine, called the Blue Flame models. For the first time in Chevrolet's history, cast iron pistons were not used. The new pistons were aluminum, running in a bore of 3-9/16 inches, with a stroke of 3-5/16 inches. The new engine also had full pressure lubrication for the first time. The displacement remained at 235.5 cubic inches, but with a new compression ratio of 7.0:1, the engine developed 108 horsepower at 3600 RPM. Cars equipped with Powerglide had an even hotter version of this engine, one with a compression of 7.5:1, which developed 115 horsepower at 3600 RPM. The old 216.5 cubic inch engine was discontinued. Carburetors on all engines were single barrel Rochesters or Carters.

The Powerglide option was available for \$178 extra in all Bel Air and 210 Series cars only, and was not available in the 150 Series. The unit was given a thorough and well deserved overhaul, and provided

much better and faster performance than did previous models. In addition, power steering was available for the first time. This was a \$178 option also — the same price for Powerglide and power steering is strictly a coincidence — and was available on all models.

In nomenclature, Chevrolet once again offered three series, for the first time since 1940. These were the 150 Special Series, which replaced the former Special line; the 210 DeLuxe Series which replaced the former DeLuxe range, and a new luxury series known as the Bel Air, which obviously took its name from the former Bel Air hardtop of former years. Gone for good were the Styleline and Fleetline body designations, and also gone were the sloping-back Fleetline styles.

After a rather poor showing in the wagon field in 1952, Chevrolet made a definite effort to regain this market, and offered station wagons in three different price ranges. The move was both significant and profitable, in that Chevrolet produced 48,654 wagons, which was almost four times the number produced in 1952.

Model year production was 1,356,413, of which 192,102 were in the 150 Special Series; 649,551 were in the 210 DeLuxe Series, and 514,760 were in the new Bel Air Series. Of the total, 463,262 had Powerglide transmissions. Calendar year production reached 1,477,287.

Racing fans were a bit startled to see Chevrolet in full colors at the Pan American Road Race, a grueling 2,000 mile run through Mexico. A 210 DeLuxe Sedan with Powerglide was driven to victory in the Light Stock Class by C.D. Evans.



Coming off the Flint assembly line is the first of the 300 Corvettes produced in Michigan this year. In January, 1954, production would officially be switched to the St. Louis plant. Directly behind the car can be seen stacks of rear underbody units of the unique reinforced fiberglass bodies. Although called production models, these first-year Corvettes were essentially hand-crafted semi-production automobiles, and differed from each other in many small ways — as can be witnessed by the Bel Air wheel covers on the first car.



Powering the majority of the first-year Corvettes was the new Blue Flame Six, most fitted with three Carter side-draft carburetors. However, a few of these cars were reportedly built using small GMC truck engines. Because of the low hood profile, the radiator expansion tank was located on the block, adjacent to the rocker arm cover. The spark plugs and distributor are enclosed by a special shroud. When installed in the Corvettes, the Blue Flame engine had its compression raised to 8.0:1, which resulted in 150 horsepower at 4200 RPM.

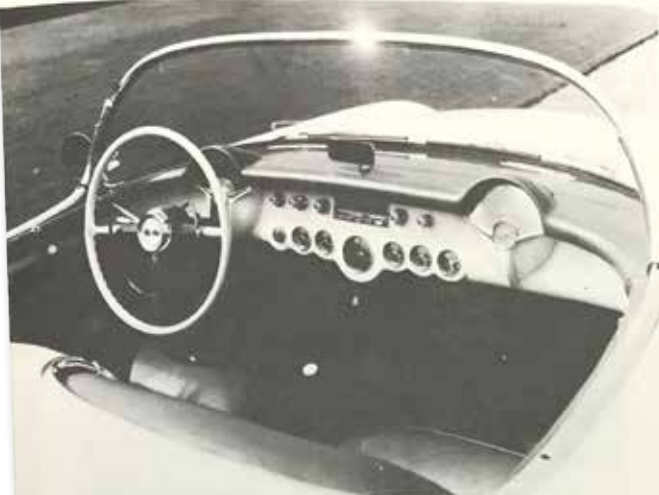
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# '53 Chev from "75 Years of Chevrolet"

1953

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The interior of the new Corvette was as pleasing to the eye as the exterior. Done in Sportsman Red trimmed in white, it featured bucket seats and a floor-mounted shifter. Gauges included a tachometer located in the center, just below the radio, but the gauges to the right of this were a bit difficult for the driver to see. The signal-seeking radio was a \$145 option, while a heater added another \$90 to the price. The radio speaker lived in the right-hand tunnel, which balanced the left-hand unit housing the speedometer. All models were equipped with Powerglide as standard, a fact which drew cries of dismay from the sport car set, who wanted floor-fours or at least a 3-speed manual transmission.

The car that gave the Bel Air Series its name, the former Bel Air Hardtop, was now known as the Sport Coupe, Model 2454. Production soared, reaching a record 99,028 for this model. It weighed 3,310 pounds and had a base price of \$2,051. As in the convertible, a dashboard mounted rearview mirror was standard in the Sport Coupe. The headliner was supported by stainless steel exposed roof bows, and the interior continued to be exclusive to this model. This model is owned by James Moloney of Santa Barbara, Cal., author of Crestline's *Encyclopedia of American Cars* series.



Looking perfectly at home in Southern California was the Bel Air Convertible, Model 2434, of which 24,047 were built. Wheeltrim and bumper guards were standard on all Bel Air models, as was the distinctive rear fender trim, with the inset painted in matching color. The convertible weighed 3,470 pounds and cost \$2,175. The interior of this model included a dashboard mounted rearview mirror. All Bel Air models wore fender skirts as part of the package.



Everyone must have a first car, but its not too many that can go out and buy a top-line new Chevrolet for his first wheels. Yet, that's what James Moloney of Santa Barbara, Cal., did in July, 1953, when he accepted delivery of this cream and green Bel Air 2-Door Sedan, Model 2402. It was one of 144,401 produced. It weighed 3,230 and had a base price of \$1,820, which did not include the white walls or front fender stone guards shown here.



The most popular car in the new Bel Air Series was the 4-door sedan, Model 2403, which had a production run of 247,284. The 3,275-pound car cost \$1,874. The "Bel Air" signature was located in the contrasting color area on the rear fender pod. The large stainless gravel shields were standard on both Bel Air and 210 DeLuxe models, but looked better on the Bel Air fenders as they blended in with the dual fender moldings.



# '53 Chev from "75 Years of Chevrolet"

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## 1953



Appearing only briefly in the 210 DeLuxe Series was the Convertible, Model 2134. It was discontinued at mid-year after only 5,617 were built. Priced at \$2,093, it was only \$82 lower in price than the Bel Air model, certainly buyers of a sporty convertible were willing to pay an extra \$80 to get the top of the line trim package rather than a comparatively stripped model.



The former Sport Coupe was now called the 210 DeLuxe Club Coupe, Model 2124. The 3,190-pound car had a run of only 23,961. It cost \$1,726. All 210 DeLuxe models used a full-length stainless steel lower belt molding which ended just short of the taillights, and stainless gravel shields on the rear fenders. Stainless rocker moldings, window reveals, and windshield moldings were also an identifying mark.



Appearing only this year in the 210 DeLuxe Series was the "new" Sport Coupe, Model 2154, which shared its basic body with the Bel Air Hardtop Coupe. In 210 version, it cost \$1,967, weighed 3,295 pounds, and drew 14,045 sales. Although not faring as poorly as the 210 Series convertible, sales of this model did not come close to the similar Bel Air version. Because of low sales, this model was not carried into the 1954 line.



The 210 DeLuxe 2-Door Sedan differed from the 150 Special not only in trim and appointments, but also in roof treatment, having the new wrap-around rear window. Designated the Model 2102, it had a run of 247,455. It cost \$1,707 and weighed 3,215 pounds.



Winning the Light Stock Class of this year's 2,000 mile Pan American Road Race in Mexico was a 210 DeLuxe 4-Door Sedan, similar to this Model 2103. This was Chevrolet's most popular car, with 332,497 being built. It weighed 3,250 pounds and cost \$1,761.



Appearing only this year in the 210 DeLuxe Series was Chevrolet's most expensive wagon, the Townsman, Model 2119. Its features included wood-type paint trim and sliding rear quarter windows, as opposed to the fixed windows in the two Handyman models. It was available only in 9-passenger form, and the rear seats had to be removed to convert it for cargo hauling. It cost \$2,273 and weighed 3,495 pounds. Only 7,988 were built. In 1954 this model would move up to the Bel Air Series, and in 1955 it would disappear.



# '53 Chev from "75 Years of Chevrolet"

1953

213



Chevrolet's mid-range wagon was the 210 DeLuxe Handyman, Model 2109. This was a 6-passenger, decorated version of the 150 Special Handyman, priced at \$2,123 and weighing 3,450 pounds. As did the seat in the 150, the 210's rear seat also folded for hauling cargo. Production was 18,258. Unlike the Townsman, the Handyman did not have the wood trim beltline or tailgate. The station wagons were the only Chevrolet models to use exposed gas filler.



Appearing for the last time in the low price range was the Club Coupe, Model 1524, which replaced the former Sport Coupe. In the 150 Series, this model had a production run of only 6,993. It was priced at \$1,620 and weighed 3,140 pounds. The 150 Series cars had only a single sun visor for the driver and used a plain steering wheel with central horn button.



The most popular car in the 150 Special Series was the 2-Door Sedan, of which 79,416 were built. Designated the Model 1502, it cost \$1,613 and weighed 3,180 pounds. Unlike other models, the cars in the 150 Series did not use the new wrap-around rear windows.



Destined to be phased out at the end of this year, was the 150 Special Business Coupe, Model 1504. The model would be replaced by a redesigned 3-passenger model in 1954. This year the car cost \$1,524 and weighed 3,140 pounds. Production was 13,555. The large black rubber gravel shields on the 150 rear fenders seemed exceptionally pronounced on light colored cars, though they blended in almost unnoticed on the darker models. The rear quarter windows on this model would not open.



Lowest priced of Chevrolet's three new wagon models was the 150 Special Handyman, Model 1509, of which 22,408 were built. The 3,140-pound 6-passenger wagon featured Chevrolet's first folding rear seat — up until now, seats had to be removed to convert the wagon to a cargo carrier. It cost \$2,010. Not only would the rear quarter windows not open, they were not even glass. Instead, this model used a Plexiglass sheet for the rear quarters.



Devoid of any side trim whatever was the 150 Special Series, of which this was the 4-Door Sedan, Model 1503. Still, the 3,215-pound car attracted 54,207 buyers with its \$1,670 price tag. Neither the 210 DeLuxe or the 150 Special Series carried any series signatures on the exterior, but the total lack of trim on the 150 models quickly identified its origin. Upholstery in the 150 cars was very plain, and virtually identical to that used in previous models.



Here is my Story...

About a year and a half ago, my mom passed away from lung cancer, and we are all missing her very much. But, when we were growing up, she had told us some funny stories of her first car, which was a 1950 Chevy convertible.

Back then, she had just gotten her license and was telling us when you wanted to make a turn, you had to open the window, make a hand signal, turn the wheel, push in the clutch, shift the car into second gear, then straighten the wheel and hit the gas, all while being new to driving the car.

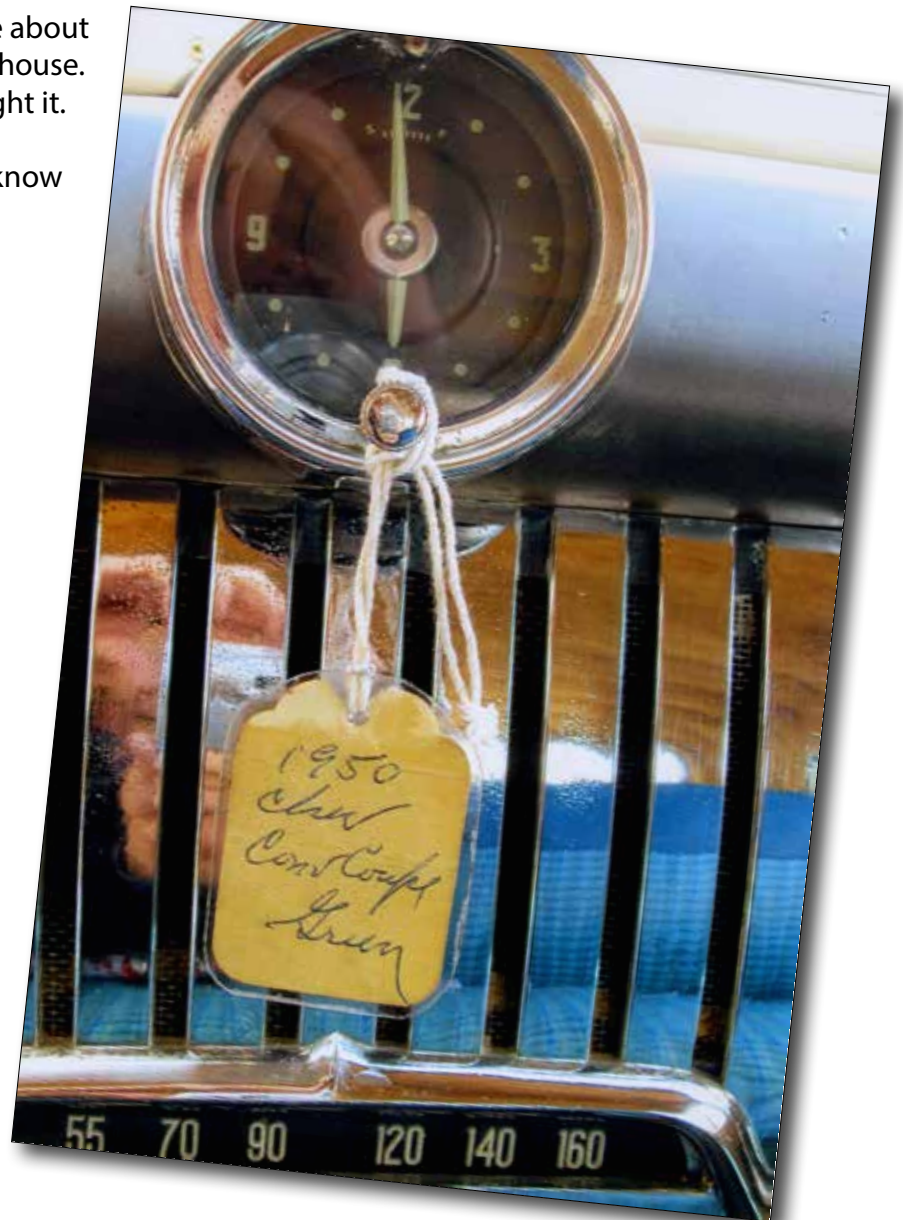
A year ago my girlfriend Susan told me about a gray Chevy she saw for sale near her house. I went to see it. It was a 1951. So I bought it.

It's so much fun to drive, and now we know what Mom was talking about as far as turning and shifting.

When Mom bought her car, it came with a key tag that said **1950 Chev Conv Coupe Green**. She had kept it all these years.

Well, now it hangs from the chrome clock knob in the '51 with all the good memories.

Bob Hallacker  
New Jersey





# Fender Skirt

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## What the Heck is a Fender Skirt???

1. I came across this phrase in a book yesterday "FENDER SKIRTS." A term I haven't heard in a long time and thinking about "fender skirts" started me thinking about other words that quietly disappear from our language with hardly a notice.
2. Like "curb feelers" and "steering knobs." Since I'd been thinking of cars, my mind naturally went that direction first. Any kids will probably have to find some elderly person over 50 to explain some of these terms to you.
3. Remember "Continental kits?" They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental.
4. When did we quit calling them "emergency brakes?" At some point "parking brake" became the proper term. But I miss the hint of drama that went with "emergency brake."
5. I'm sad, too, that almost all the old folks are gone who would call the accelerator the "foot feed."
6. Didn't you ever wait at the street for your daddy to come home, so you could ride the "running board" up to the house?
7. Here's a phrase I heard all the time in my youth but never anymore - "store-bought." Of course, just about everything is store-bought these days. But once it was bragging material to have a store-bought dress or a store-bought bag of candy.
8. "Coast to coast" is a phrase that once held all sorts of excitement and now means almost nothing. Now we take the term "world wide" for granted. This floors me.
9. On a smaller scale, "wall-to-wall" was once a magical term in our homes. In the '50s, everyone covered his or her hardwood floors with, wow, wall-to-wall carpeting! Today, everyone replaces their wall-to-wall carpeting with hardwood floors. Go figure.
10. When's the last time you heard the quaint phrase "in a family way?" It's hard to imagine that the word "pregnant" was once considered a little too graphic, a little too clinical for use in polite company. So we had all that talk about stork visits and "being in a family way" or simply "expecting."
11. Apparently "brassiere" is a word no longer in usage. I said it the other day and my daughter cracked up. I guess it's just "bra" now. "Unmentionables" probably wouldn't be understood at all.
12. I always loved going to the "picture show," but I considered "movie" an affectation.
13. Most of these words go back to the '50s, but here's a pure '60s word I came across the other day - "rat fink." Ooh, what a nasty put-down!
14. Here's a word I miss - "percolator." That was just a fun word to say. And what was it replaced with? "Coffee maker." How dull. Mr. Coffee, I blame you for this.
15. I miss those made-up marketing words that were meant to sound so modern and now sound so retro. Words like "DynaFlow" and "Electrolux." Introducing the 1963 Admiral TV, now with "Spectra Vision!"
16. Food for thought - Was there a telethon that wiped out lumbago? Nobody complains of that anymore. Maybe that's what castor oil cured, because I never hear mothers threatening kids with castor oil anymore.
17. Some words aren't gone, but are definitely on the endangered list. The one that grieves me most is "supper." Now everybody says "dinner." Save a great word. Invite someone to supper. Discuss fender skirts.



**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 strip 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.



# Headliner Installation Instructions

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## HEADLINER INSTALLATION INSTRUCTIONS

A headliner is not hard to install, it just takes a while and it takes some patience.

You want to start by taking the old headliner out. Take a razor blade and slice the edges. Make sure to keep the headliners bow in order, mark them with tape 1, 2, 3 ect. As once they are out of order it's very difficult to figure it out. Lay the new headliner out on a clean surface. Put the bows in the sleeves, put into car.

Next start stapling the headliner, start at the windshield. Find the center line on the back of the headliner, center it with the windshield. Staple about three times. Then do the same to the back.

Now you want to start installing the sides. You want to start with the door, depending on what model you have, you may have tack strip above the door or you may have a channel that the headliner tucks into. When doing this method use a headliner tool, do not use too much force, the headliner could rip. Either way you want to start with the front of the door. When pulling the headliner take two fingers put them along side a seam in the center of the headliner, then pull towards the side you're fastening. Do this with each seam and you should get a good fit. Don't do it too much because you'll throw off the centering of the headliner. After you're done with this step, continue going back along the side stapling into the tack strip.

Then finish by stapling the windshield and the rear window. Trim off the excess material and reinstall garnish moldings.





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

*The words below appear forward, backward, up, down, or diagonally.  
Find each word and circle it.*

ANTIFREEZE  
 BRAKES  
 CARBURETOR  
 CLUTCH  
 DOOR  
 GAS TANK  
 GEARS  
 GLOVE BOX

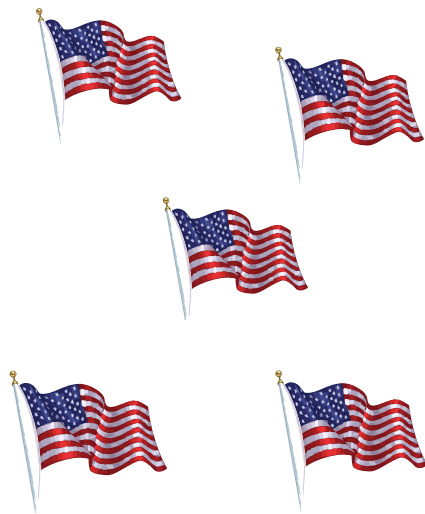
HEADLIGHTS  
 HEATER  
 HOOD  
 HUBCAPS  
 INSPECTION STICKER  
 JACK  
 LICENSE PLATE  
 MILEAGE

OIL  
 PLUG  
 POINTS  
 RADIATOR  
 RADIO  
 REARVIEW MIRROR  
 REGISTRATION  
 SPARE TIRE

SPEEDOMETER  
 STEERING WHEEL  
 TAILLIGHT  
 TIRES  
 TRUNK  
 WINDOWS  
 WIPERS



# Find the Hidden Flags



*& Win  
a \$75.00  
Gift Certificate*

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

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

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

*Congrats to Timothy Britt of PA, the Find the Hidden Cloud contest winner.*

# 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@national-chevyassoc.com](mailto:info@national-chevyassoc.com) ads before the first of the previous month.

## NATIONAL CHEVY'S FAX LINE.

Place orders 24 hours a day.  
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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** — 1950 Hardtop Original car with 20k. Danville, IL \$10.5k. Posted for husband.. Dm for his phone number for questions. Linne Rothery 1-217-474-4803

May



**FOR SALE** — 1951 Chevy ZDR Sedan. Original bely fresh rebuilt 2 yrs ago. Original factory automatic trans. Needs head liner and carpeting rear seat needs to be re-done. Seat covers are on the front seat have matching seat covers for rear seat. Has both driver and passenger door windows cracked. Also, vent windows both sides. A Michigan car has one 6" x 8" hole in belly pan passenger side rear. Asking \$1,200. Call Richard at 989-323-0306. Leave message if it goes to voice mail.

May

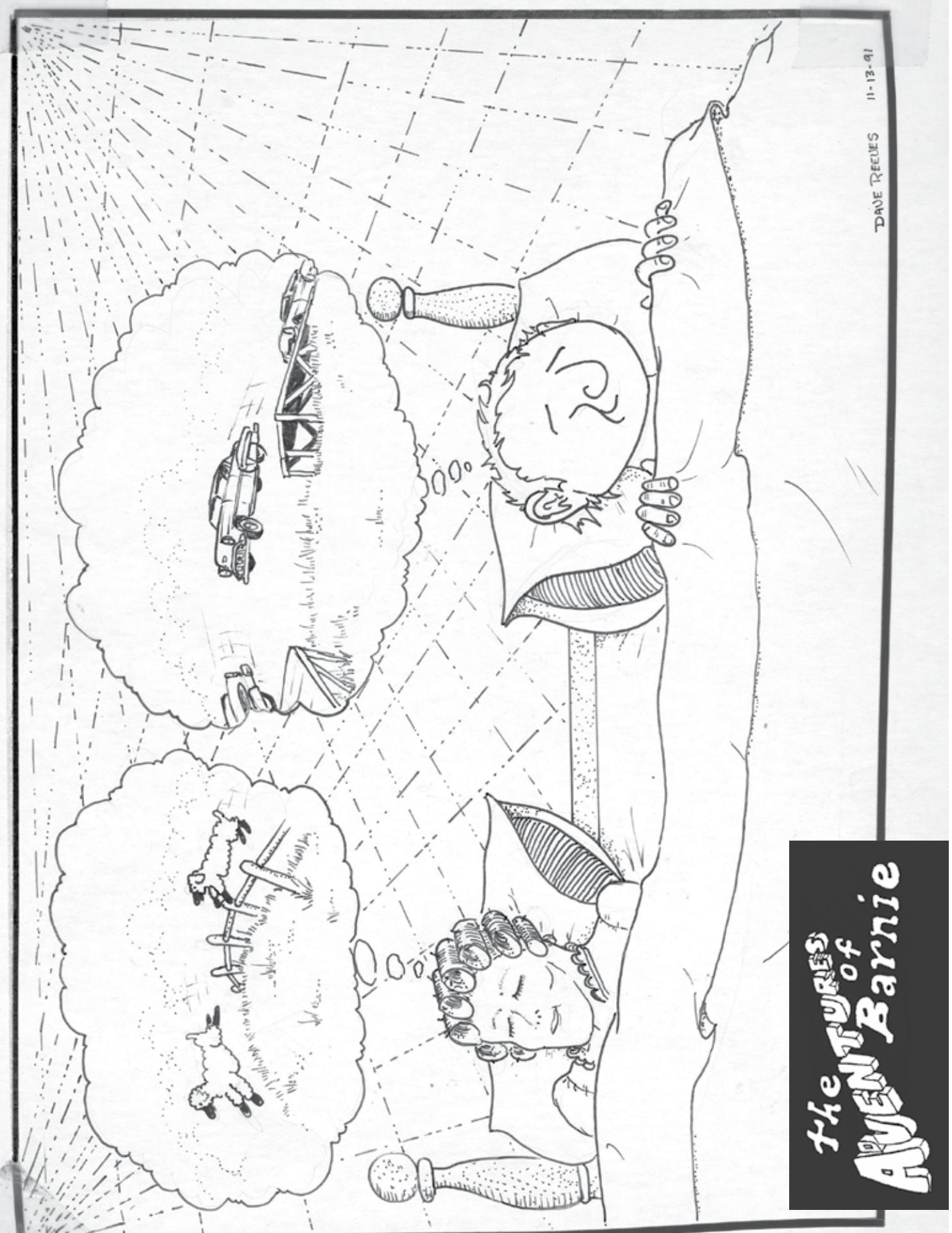


## WANTED

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

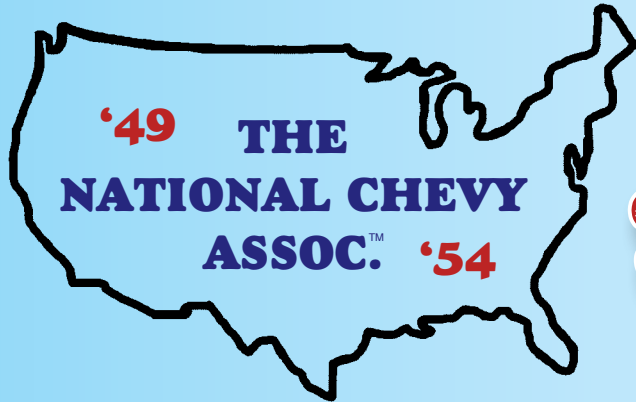
MAR





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