

Parts-Line

CLUB NEWSLETTER



Published in the Interest of Preserving
1949-54 Chevrolets

Vol. 34 No. 6 • August 2019



Lyle Rosburg's 1951 Chev Styleline Deluxe

Inside this Issue...

- Cover Car
- New Members
- Now Showing
- Car Craft Reprint
- Power Steering Info
- Horn Assembly Diagram
- Find the Hidden Hubcap
- Classifieds
- Adventures of Barney

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.

CRAIG CARTER-POINT ROBERTS, WA
MARK BUSHMAN-MANITOWOC, WI
DAN SKINNER-QUIPMAN, TX
JASON HARRIS-TONGANOXIE, KS
LUTHER JONES-WILSON, NC
GEORGE SANDOVAL-LEMON GROVE, CA
COLLIN PIPKIN-ASHLAND CITY, TN
MITCH LINDBORG-MARYSVILLE, WA
LUIS QUINTERO-MIAMI, FL
ARMANDO BOSCH-DUMONT, NJ
PAUL SCOTT-ROSELLE, IL
LEE HARRINGTON-AMHERST, NH
SCOT NEWPORT-LAKE OSWEGO, OR
ROBERT BROSHEARS-BREMERTON, WA
FABIO RIBEIRO- MT VERNON, NY
GAYLORD SNYDER-MALONE, KY
ROBERT WOLFF-MOUNT LAUREL, NJ
GARY EARNEST-SIMPSONVILLE, SC
MARIO SUAREZ-MIAMI, FL
GIL GRESHAM-LAKE ST. LOUIS, MO
PATRICK TROISI-WOODHAVEN, MI
JOHN ARCHER-OTTUMWA, IA
JESSE BRITT-NEWSOMS, VA
LLOYD MINOR-BECKER, MS
RICHARD STICHTER-BLYTHEWOOD, SC
MICHAEL SMITH-WATERLOO, IA
JOHN HANNIGAN-BURLINGTON, NJ
AMOE SHEPPARD-HOT SPRINGS VILLAGE, AR
DON GEORGE-ELK RIVER, MN
JAMES CARR-SOUTH BEND, IN
ANTHONY GAZZOLA, CARAL GABLES, FL
JASON PIERSON-FT WAYNE, IN
JAMES CHASE-BALTIMORE, MD
JAVIER ROMERO-VENTURA, CA
DAVID TOPE-BROOKSHIRE, TX
RANDY ARMES-MAIDEN, NC
MANUEL PEREZ-MADERA, CA
JIM VANDERWERF-BURLINGTON, KY
JAY APPELHANZ-COMMERCE CITY, CO
LARRY TREVINO-SAN ANTONIO, TX
DALE MYERS-MONTEVISTA, CO
MATT NOBLE-VENUTRA, CA
RONNIE HENDERSON-HARRISONVILLE, MO
BRIAN FRAWLEY-PORT ST LUCIE, FL
VAN METTLER-MANKATO, MN
ROBERT FRUTY-NILES, IL
CHARLES CLARK-WADLEY, AL
MAURICE COOK, CEDAR CREEK, TX
MICHAEL MILLICAN-PORT GAMBLE, WA
RAY LACKO-HAMMOND, IN
BOB WOODCOCK-MOUNTAIN GREEN, UT
ART STIEGLEITER-PAIRS, TN
MATT HANSON-STURGEON BAY, WI
RONNIE BROWN-LOUISVILLE, KY
DEREK HYDE-ERNUL, NC

GEORGE DAVIS-TROY, MI
RONALD THOMPSON-MILLSTON, WI
EDWIN RUBIO-NEW CASTLE, CA
FERNANDO GUTIERREZ-SACHSE, TX
GEORGE FISHER-SEBASTIAN, FL
MARK KASTNER-KEMPNER, TX
RICH HUTCHINS-PAW PAW, MI
RICHARD GAIDELIS-BOLINGBROOK, IL
JAMES BURKHART-LEXINGTON, NC
JOEL VAZQUEZ-NEWARK, CA
REX GROSS-MADRID, IA
ARTHUR MILLER-DUNCANVILLE, TX
CHUCK DEWSON-DELANCO, NJ
FLOYD BARNHART-FENELTON, PA
GLEN SHREWSBURY-LEXINGTON, NC
GARY RILEY-SHELTON, WA
HOWARD CREESE-PALM COAST, FL
JAY HOOSER-RIVERTON, UT
DONALD SCHEITEL-LARIMORE, ND
ALFRED CORREA-TRACY, CA
JAMES STANDARD-PIPE CREEK, TX
BARRY RICHARDSON-ROANAKE, VA
DEL HENRY-CUBA, MO
RYAN MORE-MILTON, IL
BOB HAMPTON-SAN BRUNO, CA
BRIAN PARDEE-LEWISTON, NY
JAY RODGERS-BELLA VISTA, AR
DARRELL NEHK-HOFFMAN, MN
ROBERT ZALETEL-CHARGIN FALLS, OH
BRUCE FRASER-LINCOLN, CA
ROBERT BROSHEARS-BREMERTON, WA
KERMIT ALLENDER-CANTON, OH
LUKE LAPOINTE-OROFINO, ID
HANNEEN, ALI-BOARDMAN, OH
LEON SMITH-BEACH CITY, OH
JOHN VAHEY-ERIE, PA
JULIAN AGUILAR-HIGHLAND, CA
IAN MOXEY-ALBANY, NY
LESTER SANCHEZ-HOUSTON, TX
GLENN BOWLING-MONTGOMERY CITY, MO
MICHEAL ACEBAL-LAS VEGAS, NV
LOUIS WALTHERS-LOS ANGELES, CA
BUD FRENZEL-PENNSAUKEN, NJ
DONALD FUSS-THURMONT, MA
HARRY STEVEN-LEOMA, TN
CHIEF ELKINS-PRESTONSBURG, KY
DOUG CONSTABLE-LAKE FOREST, CA
PAUL HINMAN-PLAINVILLE, CT
RONALD KERR-LANGHORNE, PA
CARA PERDUE-ROANOKE, VA
JOHNNY MARTIN-UPPERSTRAUSBURG, PA
JOE KRAWCZYK-ALPINE, CA
KEITH JOHNSTON-NIXA, MO
DIANE MCKELVEY-OECAN CITY, NJ
MARCUS ZAPATA-LEVELAND, TX

DENNIS AMUNDSON-FILMORE, CA
KURT DAY-LANCASTER, CA
DENNIS AHUGEN-HAYWARD, MN
GEORGE MCELVAIN-AUSTIN, TX
RALPH MUTERSPAW-JAMESTOWN, OH
JAMES BURRIS-BLYTHEWOOD, SC
PATTI & DAN CROWDER-STOCKTON, CA
MANUEL PEREZ-SANTA ANA, CA
SIDNEY CAMPBELL-CENTERVILLE, IA
STEVE WOODS-CARROLLTON, GA
RON BRAUN-AURORA, CO
DANIEL PAREDES-LA PUENTE, CA
BRADLEY RAPH-PEORIA, AZ
BOB AULTMAN-BEMIDJI, MN
JOE QUINTANA, OKLAHOMA CITY, OK
MICHELLE HENDEY-MARION, IN
DOUGLAS GABHART-WILLISBURG, KY
FRANK HERNANDEZ-PLEASANTON, TX
RANDY WILLARD-EAST BEND, NC
TERRY LISTENBERGER-CULVER, IN
BEN GARCIA-MANTECA, CA
KEVIN MAHONEY-HUNTERSVILLE, NC
JOHN SINNOTT-COUNCIL BLUFFS, IA
CHUCK LANES-WHITEHALL, MT
JOHN CAMPBELL-DELTONA, FL
RIC VENNER-BARRE, VT
RONNIE BROWN-LOUISVILLE, KY
ED RAUSCHUBER-HICKORY CREEK, TX
ERIK LARSON-CONGRESS, AZ
LARRY BEARD-SHERIDAN, IN
FRED SHEPARD-MANCHESTER, NH
JIM LAYTON-CHILLICOTHE, MO
RAYMOND OZMUN-NOTHFELD, MN
LYNN DAVIS-NEWTON, TX
DONALD BAILEY-OZARK, MO
PATRICK MCMAHON-FORKED RIVER, NJ
RICHARD SLATER-MEDINA, OH
DAVE BEESLEY-LAKEWOOD RANCH, FL
LESLIE WOODROW-HUBER HEIGHTS, OH
EUGENE F KEMMANN-WHEATLAND, IA
KARL KOWALSKI-PROSPECT PARK, PA
ROBERT J. SCHAEFER-BUSHKILL, PA
CHARLES TINGLEY-MARSHALL, IL
GARY SMITS-SANDMICA, IL
JOHN LUDWIG-AURORA, MO
CHARLES HARTFIELD-WOODINVILLE, WA
DENNIS JEURISSEN-SHAKOPEE, MN
JERRY MORR-BOSSIER CITY, LA
RONALD ALSOBROOK-FLAT ROCK, NC
JOHN SALIMBENE-ISLAND HEIGHTS, NJ
RUSS CLEM-WASH, WV
DAVID FINLEY-RUSSELLVILLE, AR
CHARLES MINER-BOWLING GREEN, OH



Hi from Nat'l. Chevy,

We're keeping busy around here - it seems like that's usually the case. The weather hasn't been too bad - lots of rain still but right now it's lower 80s with low humidity, so it is bearable.

I haven't seen the results of the "Back to the 50's" show yet. Paul and I didn't make it to the show this year as he wasn't quite up to par. Also, the weather was a little iffy so for the first time in about 37 years we weren't there.

I have a couple new parts that will be in the next issue for you to check out.

Shift kits are back in stock and most inventory is

good. We've been waiting quite a while for some parts to get here and it seems like more parts are being discontinued as there is not enough demand for them to be kept in production. As always we try to stock all parts in the catalog, but we just don't receive them for months, if at all.

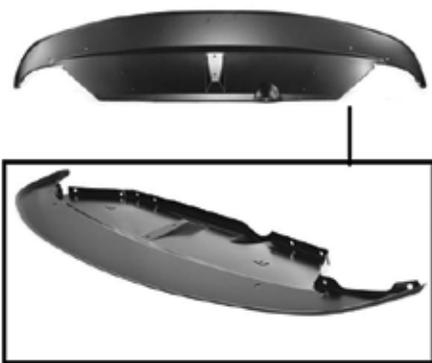
I hope you can help me out with some car pictures and stories soon as I am out. It would be good to see some new cars that are being worked on or newly finished. So - help me out please - just some pictures and a short story will do nicely. I am thanking you in advance.

'Til next time....

NEW PARTS



1951-52 FRONT SPLASH PAN

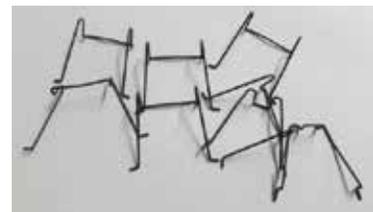


Order #4652

\$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.*

Power Steering

My recently-restored 1954 BelAir Convertible looked great but steered like a tank in spite of having all new steering components, tires and two computer alignments. As I wanted to both drive and show the car, I had to do the best I could with original equipment, so I decided the answer to my steering woes just might be installing a power steering unit. Easier thought of than accomplished. I had no idea of all of the different parts needed to make the switch.

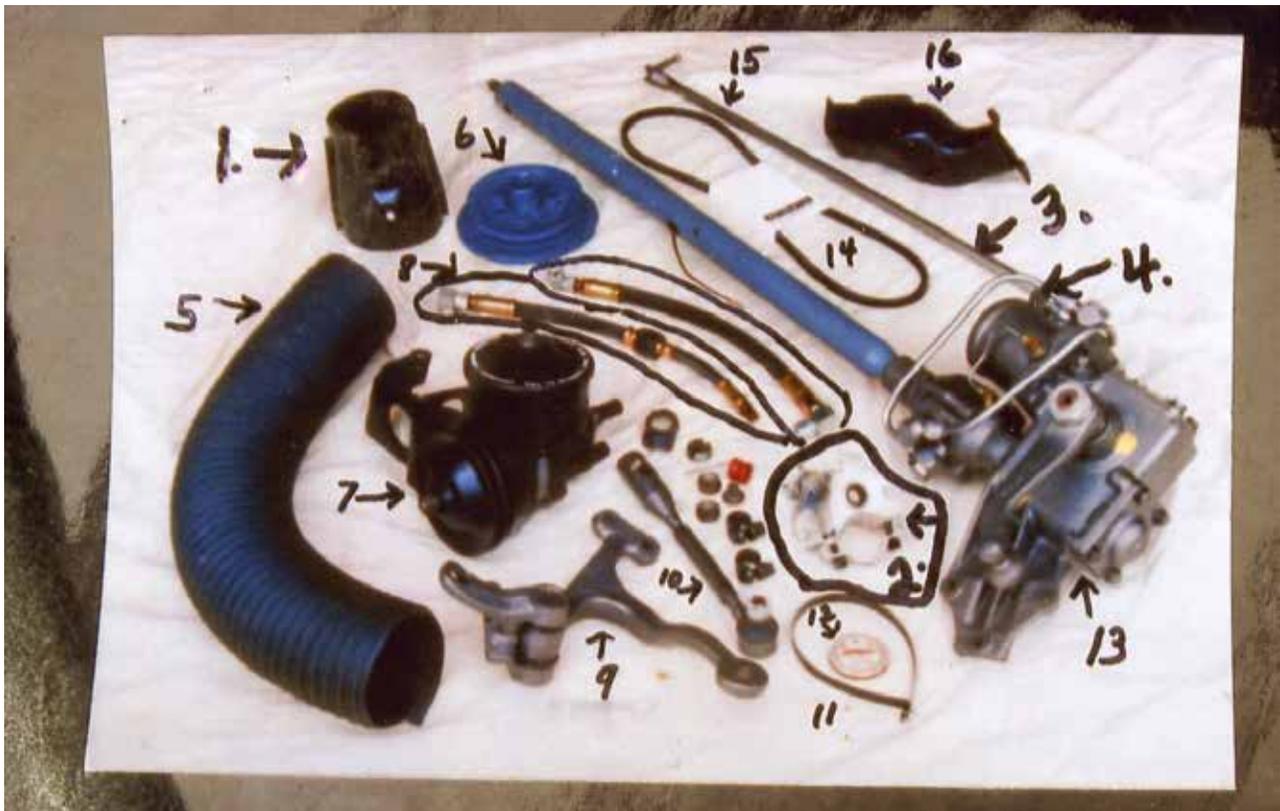
Obviously I had to obtain the power steering box and pump, which I found in "Parts-Line." The seller knew more than I did and sent me what parts he had along with a printout from [Authentic Automotive](#) that lists most everything needed for such a swap. It also contains interesting engine stamping and plant information. That list and a numbered parts picture pertaining to my particular application, a 1954 Powerglide, follows:



1953-54 CHEVY POWER STEERING PARTS

Parts that are unique to power steering, or are different than standard steering counterparts:

- 13 Steering box (with built-in control valve and cylinder)
Steering box mounting bracket (early 1953 only)
- 6 Double crank pulley
- 7 Pump, Pump Pulley, Pump Bracket
- 14 Pump Pulley Belt
- 8 PS Hoses (2)
- 15 PG shift shaft on steering column (1 piece)
3 speed shift shaft on steering column (lower shaft only)
- 2 Neutral safety switch (PG only), neutral safety switch bracket (PG only),
back-up light switch (3 speed only), back-up light switch bracket (3 speed only)
- 15 Shift rod(s) from column to transmission
- 16 Driver side motor mount tower
- 9 Third arm (idler arm)
- 10 End unit of relay assembly from idler to pitman arm
- 5 Driver side fresh air inlet duct (rubber duct)
- 11 Driver side fresh air inlet duct attaching strap & hardware
- 1 Driver side fresh air inlet duct adaptor at radiator baffle
- 12 "Power steering" horn button



Power Steering

FOR 1953 ONLY

Engine stamping prefix designates power steering option. For example, "LAE" prefix denotes a 235 six with 3 speed and power steering built at the Flint engine plant, while the prefix "LAR" denotes a 235 six with 3 speed and power steering built at the Tonawanda engine plant. The prefix "LAS" denotes a 235 six with Powerglide and power steering built at the Tonawanda. There were no 235 sixes with Powerglide and power steering built at the Flint plant.

In 1954, the engine stamping system was changed completely, and did not reflect the power steering option.

My first step was to send the steering box and pump unit to a professional rebuilder. I restored the idler arm and made that switch along with exchanging the driver's side motor mount. With all components on hand and the box and pump returned, I removed the standard steering column, levers, brackets, wiring and replaced all with their power steering counterparts. Adjustments to levers affecting proper operation of the neutral

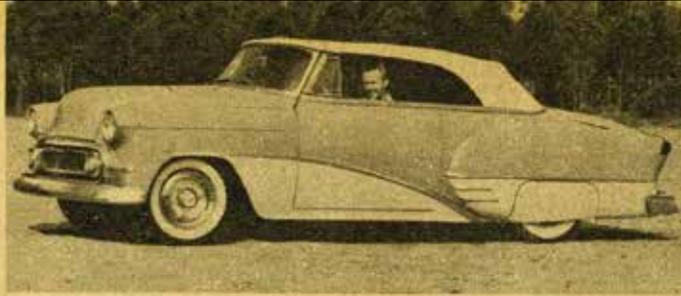
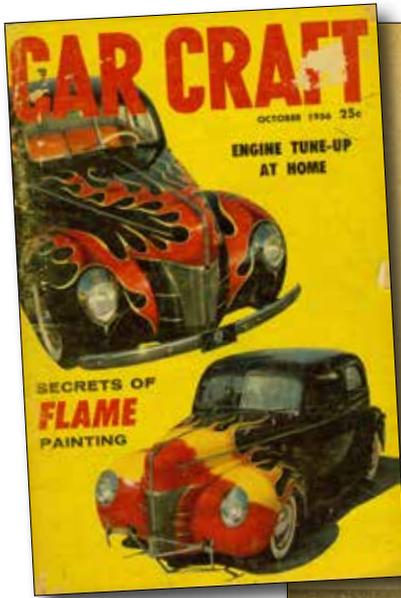
safety switch, back-up lights, shift indicator and transmission were completed and with a little fine tuning the car was back on the road.

The results were beyond my fondest expectations and well worth the effort and expense.

Thanks to National Chevy and "Parts-Line" for providing me with all parts and contacts for this most rewarding project.

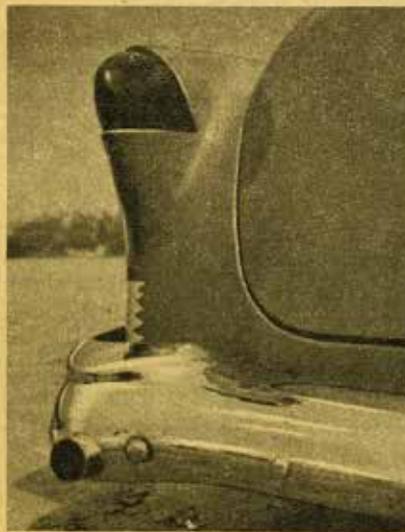
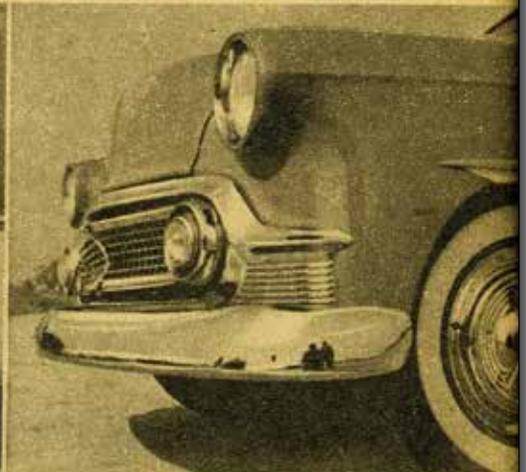
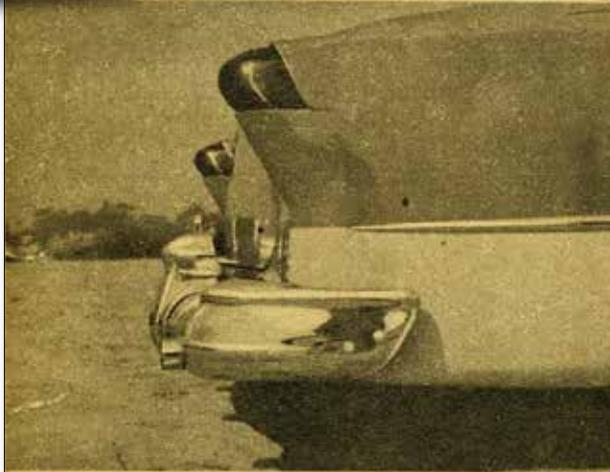
George King
Banger, PA





An inexpensive method of joining the custom car fraternity is to start out with a car that has been in a collision and sold—"As Is." This is the story behind the '53 Chevy convert pictured here.

STYLISH STOVEBOLT

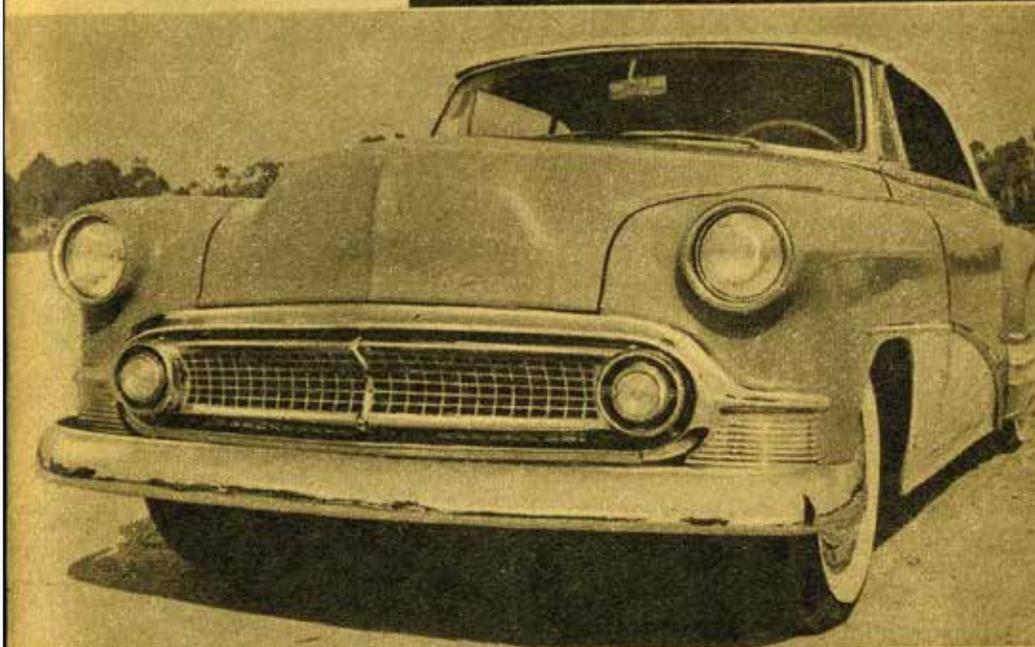
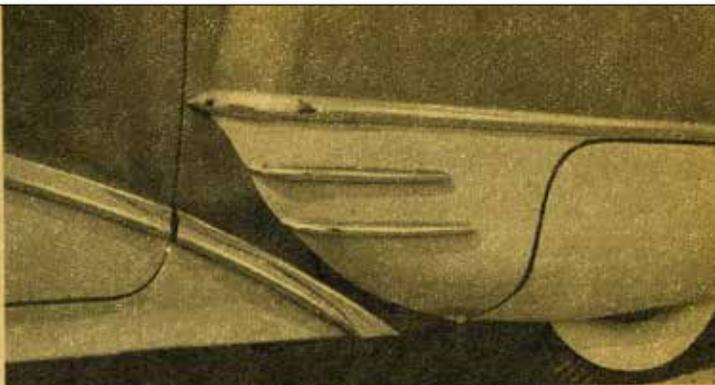


Headlights have been frenched to fenders, utilizing '53 Ford deeply tunneled headlight rims. Large '54 Packard taillights have replaced the stock blinkers. Small diameter welding rod was used to create edge of taillight's openings. Sheet metal was employed to fill in extended areas. Exhaust tips have been routed out through '51 Oldsmobile rear bumper. Deck lid and doors are absent handles and now operated by an electrical push button system.

Car Craft Reprint - Oct. 1956

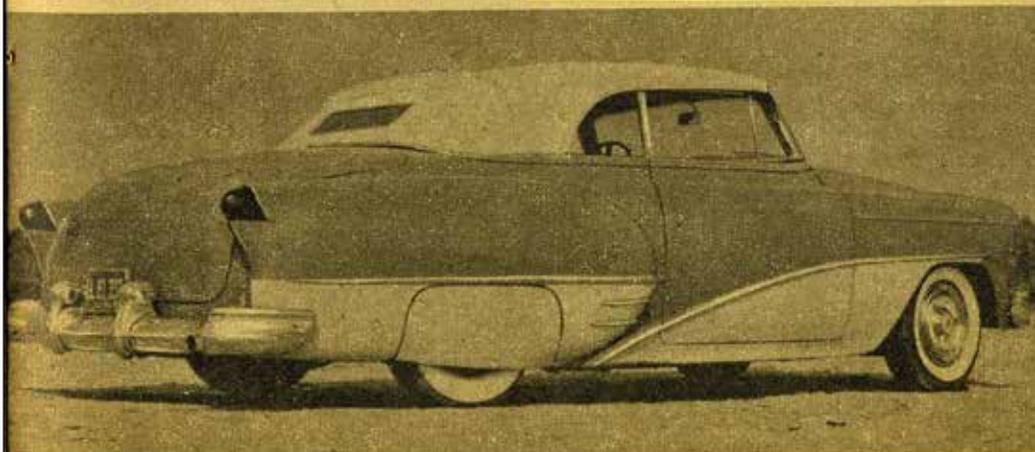
Side trim design of Chev was achieved by adapting '55 Buick spear and '54 Merc rear fender trim bars. Top strip on rear fender is stock '53 Chevrolet. Note that lower rocker panel moldings have been discarded and that rear fender skirts have been filled to match with the lower stock body line.

Photos by Bob Hardee



'55 Ford grille center section was neatly spliced into stock Chev parking lights. Trimless hood has been slightly peaked. Front bumper bolt holes have been eliminated (see page 40) for trim appearance.

Body of car has been lowered some 3 1/4 ins. both front and rear. Augmenting low appearance is chopped center bow of top. Top still operates hydraulically.



AUGUST

Purchase carpet at regular price

CUSTOM STYLE REPLACEMENT CARPET

This carpet has a sewn hump and plastic heel pad. Edges are bound like original carpet. Available in red, dark blue, brown, dark green, turquoise, tan, chestnut, maroon, light gray and black. Please send for color samples. Carpet and pad should be glued down for a nicer look. Also includes front and rear pad.

- 1949-52 COUPE** - ORDER # 4707-5
- 1949-52 2-DR. SEDAN** - ORDER # 4707-2
- 1949-52 4-DR. SEDAN** - ORDER # 4707-4
- 1949-52 CONVERTIBLE** - ORDER # 4707-6
- 1949-52 HARDTOP** - ORDER # 4707-7
- 1953-54 2-DR. SEDAN** - ORDER # 707-2
- 1953-54 4-DR. SEDAN** - ORDER # 707-4
- 1953-54 CONVERTIBLE** - ORDER # 707-C
- 1953-54 HARDTOP** - ORDER # 707-H

Samples Available



Cut Pile
\$189⁰⁰ Set

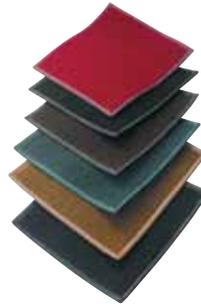
CUSTOM STYLE REPLACEMENT CARPET

This carpet has a sewn hump, plastic heel pad, bound edges. Available in red, blue, black, brown, saddle, maroon and teal. Color samples are available. Also includes front and rear pad. Should be glued down for a better fit and look.

- 1949-52 2-DR. SEDAN** - ORDER # 4706-2
- 1949-52 4-DR. SEDAN** - ORDER # 4706-4
- 1949-52 CONVERTIBLE** - ORDER # 4706-6
- 1949-52 HARDTOP** - ORDER # 4706-7
- 1949-52 COUPE** - ORDER # 4706-5

Call for Color Samples

- 1953-54 2-DR. SEDAN** - ORDER # 706-2
- 1953-54 4-DR. SEDAN** - ORDER # 706-4
- 1953-54 CONVERTIBLE** - ORDER # 706-C
- 1953-54 HARDTOP** - ORDER # 706-H



Loop
\$189⁰⁰ Set

1949-52 REPLACEMENT DOOR SILL PLATES

"Replacement" sill plates are now made of heavy gauge aluminum and are available in two finishes. The polished model has a bright shiny chrome look finish and the brushed have a more subdued satiny finish. Also includes tags. They are not stamped like original. *Polished sill plates have a "P" behind the order number.*

- 1949-52 2-DR. SEDAN** ORDER #4706
- ORDER #4706-P
- 4-DR. SEDAN** ORDER #4708
- ORDER #4708-P
- SEDAN DELIVERY** ORDER #4709
- ORDER #4709-P
- HARDTOP/CONV.** ORDER #4710
- ORDER #4710-P

- \$75⁰⁰**
- \$95⁰⁰**
- \$150⁰⁰**
- \$190⁰⁰**
- \$75⁰⁰**
- \$95⁰⁰**
- \$75⁰⁰**
- \$95⁰⁰**

Save 50%

SPECIAL

Save and save 50% on sill plates!

ORIGINAL STYLE REPLACEMENT CARPET

Sewn just like original carpet with original vinyl heel pad. Includes front and rear carpet pad. Available in red, dark blue, brown, dark green, turquoise, tan, chestnut, maroon, light gray and black. **Please call for color samples.** Carpet and pad should be glued down for a nicer look.

1949-52 CARS

- 1949-52 COUPE** - ORDER # 4707-24
- 1949-52 2-DR. SEDAN** - ORDER # 4707-20
- 1949-52 4-DR. SEDAN** - ORDER # 4707-21
- 1949-52 CONVERTIBLE** - ORDER # 4707-22
- 1949-52 HARDTOP** - ORDER # 4707-23

1953-54 CARS

- 1953-54 2-DR. SEDAN** - ORDER # 707-20
- 1953-54 4-DR. SEDAN** - ORDER # 707-21
- 1953-54 CONVERTIBLE** - ORDER # 707-22
- 1953-54 HARDTOP** - ORDER # 707-23

Samples Available

Cut Pile **\$229⁰⁰** Set



ORIGINAL STYLE REPLACEMENT CARPET

Sewn just like original carpet with original vinyl heel pad. Includes front and rear carpet pad. Available in red, blue, black, brown, teal, maroon and saddle. **Please call for color samples.** Carpet and pad should be glued down for a nicer look.

1949-52 CARS

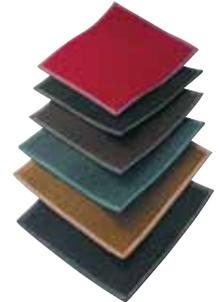
- 1949-52 COUPE** - ORDER # 4707-26
- 1949-52 2-DR. SEDAN** - ORDER # 4707-27
- 1949-52 4-DR. SEDAN** - ORDER # 4707-28
- 1949-52 CONVERTIBLE** - ORDER # 4707-29
- 1949-52 HARDTOP** - ORDER # 4707-30

1953-54 CARS

- 1953-54 2-DR. SEDAN** - ORDER # 707-25
- 1953-54 4-DR. SEDAN** - ORDER # 707-26
- 1953-54 CONVERTIBLE** - ORDER # 707-27
- 1953-54 HARDTOP** - ORDER # 707-28

Samples Available

Loop **\$229⁰⁰** Set



- 1953-54 2-DR. SEDAN OR 2-DR. HARDTOP** ORDER #703
- ORDER #703-P
- CONVERTIBLE** ORDER #780R
- ORDER #780R-P
- 4-DR. SEDAN** ORDER #704-4
- ORDER #704-4P
- SEDAN DELIVERY** ORDER #704D
- ORDER #704D-P

\$75⁰⁰ pr.
\$95⁰⁰ pr.
\$75⁰⁰ pr.
\$95⁰⁰ pr.
\$150⁰⁰ set
\$190⁰⁰ set
\$75⁰⁰ pr.
\$95⁰⁰ pr.



Lyle Rosburg's 1951 Chevrolet Styleline Deluxe

The story of this particular 1951 Chevrolet Styleline Deluxe starts in about 1978. I was 10 years old and my mother's relatives, Frank and Hugo Foeller and their sister, Selma, would drive up from Marthasville, Missouri to our farm in Wentzville, Missouri for periodic Sunday dinners.

I had always loved cars, amassing quite a collection of Matchbox, Hot Wheels, and Pocket Cars, that I "drove" daily. I always liked "old cars".

Frank and Hugo, bachelor brothers, farmed the family farm in Marthasville and, in June 1951, bought a brand new car from Modern Auto across the Missouri River in Washington, Missouri. This was their daily driver, in addition to their 1954 Chevrolet stake-bed farm truck.

I always admired the 1951 with its swooping lines when the day's 1970's cars were square and boxy. Selma would sit in the back seat during the ride and use the rope handle attached to the rear of the front seat.

Many Sunday dinners had been eaten, many spring turkey seasons had passed, and 1987 rolled around. I was a Senior in high school when Frank and Hugo decided to have an auction, sell the farm, and move to a retirement home in Washington. Frank was 84 and Hugo was 82.

My dad (Fritz Rosburg) and I hunted turkey the first Saturday of the 1987 Spring Turkey Season at the Foeller Farm as the Foellers prepared the sale of the farm and started organizing for the auction.



We chatted with the Foellers about our morning hunt and I said that I would really like to buy our their car, but I probably could not afford it if it went to auction. Frank said they would think about and we went on our way.

We returned the next day for the Sunday morning turkey hunt and stopped by the farmhouse to tell them about what we saw. As we were chatting, Frank said that Hugo and he had talked about it and that they remembered I had always admired their car and they would sell it to me for \$1000. I was very happy.

As the week progressed, I got pretty excited about my impending purchase. Dad and I had already talked about that I was going to spend my money on this old car when I had no intention of driving the 1951 as a daily driver. This was going to be the start of my collection, and was it wise to tie up \$1000 of potential college money for this collection?

Mom and dad understood my passion for cars and, with only 39,000 original miles on the car, dad knew this was an uncommon situation and, hopefully, since it was still being driven regularly, it would not require major repairs, so mom and dad agreed to pay \$500 of the \$1000 price tag as my high school graduation present.

As I drove my "new" car home from Marthasville, grinning ear to ear, not only had Frank and Hugo sold me a great old car, but they gave me the original bill of sale, owners manual, and instruction card that had been attached to the heater controls with little wires.

The bill of sale showed the negotiated price settled at \$1750 and included various options, including the \$31 dealer installed seat covers that worn, but are still on the car to this day. Frank said they stuck with the manual transmission as, "they did not trust that PowerGlide." Frank also imparted some maintenance wisdom about them changing the oil every 300 miles or so (yes, three hundred). Frank said, "it's easier to change the oil than it is to change an engine." Words to live by.

CAR INVOICE		MODERN AUTO COMPANY.				CHEVROLET		N ^o 211	
		1 West Main				Phones - Parts 246 - Service 249		WASHINGTON, MO.	
		SOLD TO: Foeller Bros.				DATE 6-15-51			
		ADDRESS Marthasville, Mo.							
SALESMAN: Briggs									
MAKE	MODEL	YEAR OF USE	SERIAL NO.	MOTOR NO.	KEY NO.				
	Styleline Del.								
Chev. 2103 Sedan 4 dr. new 3JK-F 79423						JAN 312136		8305	
<input type="checkbox"/> FIRE AND THEFT <input type="checkbox"/> COLLISION — AMOUNT DEDUCTIBLE <input type="checkbox"/> PUBLIC LIABILITY — AMOUNT <input type="checkbox"/> PROPERTY DAMAGE — AMOUNT						PRICE OF CAR TRANSPORTATION CHARGE SALES TAX DELIVERED PRICE 1635.01 EXTRAS: OPTIONAL EQUIP. & ACCES. 226.66			
INSURANCE COVERAGE INCLUDES OPTIONAL EQUIPMENT AND ACCESSORIES						SALES TAX ON EXTRAS TOTAL CASH PRICE 1681.67 COST OF FINANCING (INCL. INSURANCE) TOTAL TIME PRICE 1861.67			
GROUP	DESCRIPTION		PRICE						
Factory Options									
Dealer Options									
	Feater & Def.		68.15						
	Radio		68.75						
	Seat covers		31.00						
	Tire & tube		28.21						
	Oil filter		13.90						
	E ck-up lamps		11.90						
	Junction block		2.00						
	Tool Kit		2.75						
			226.66						
SETTLEMENT: DEPOSIT CASH ON DELIVERY USED CAR: 1750.00 TYPE SER. NO. MOT. NO. PAYMENTS:									
TOTAL									
ALWAYS SHOW SERIAL, MOTOR AND KEY NUMBER									
DSA 501 THE REYNOLDS & REYNOLDS CO. DAYTON, OHIO						(842) LITHO IN U.S.A.			

Cover Car

This was a time that only two door classics were cool and every cool car had 1980's Cragger wheels. Can you imagine, an 18 year old kid that wanted a classic, four door, 1951 Chevrolet to preserve and not soup up? Well, imagine it, as that was me.

I went to college and the 1951 held a prime spot covered up in the family barn. I washed and waxed it frequently and cruised a few miles.

After college, I moved to Jefferson City, Missouri and the car followed. It was part of my collection.

After a few years, I got married and the basement garage soon became a bedroom and the 1951 went to storage across town. Out of sight, out of mind, except for the monthly storage payment. I did a few things to the car and kept the tires inflated, but a car that sits tends to decline rapidly.

The Spring of 2016 brought a job change and some time off before the new job started, so a fellow Mid Missouri Old Car Club member, Billy Bonnot, suggested we get the 1951 started. Billy's first car, at age 15, was a 1953 Chevrolet, so he had old Chevy experience and his years of being a US Army mechanic in Vietnam and working for the Missouri Department of Transportation until his retirement, came in handy for this CPA with some, but not enough, mechanical experience.

I had removed the carburetor a few years prior, but I was not confident enough to complete all of the carburetor rebuild. That was the first phase

of the project and it started on Billy's basement workbench.

After that, we reinstalled the carburetor at the storage shed and got the car started, but not running well. If it ran, it needed to stop, so we started with the brakes. New lines, master cylinder, and wheel cylinder kits from National Chevy Association was the next project. After fighting with the frozen brake adjuster on the only wheel drum that was missing that little rubber plug, the brakes were completed. That frozen adjuster later became part of an appreciation award that I presented to Billy at one of our Mid Missouri Old Car Club meetings.

New points, condenser, rotor, and rotor cap were next. New water pump, with a slight delay to return the pump for one with the correct pulley, new antifreeze, and things kept improving.

A few months had passed since we did the carburetor rebuild and it was running, with a lot of manual help, but never great. As the sediment bulb filled with rust, we could see the old gas tank was showing its age. I drained, flushed, and added some clean fuel.

We decided to drive it to my house as our confidence in our mechanical abilities increased.

After about two miles, our confidence was shaken as I coasted to the shoulder with Billy pulling in behind. Billy's trailer came to the rescue and we did

get the car to my house that night, just not under its own power.

The sediment bulb was not getting any clearer and a new National Chevy Association gas tank was ordered.

Billy decided a small fuel cell he had, would temporarily provide some clean petrol while we continued our fine tuning. After the fuel cell installation, we had clean gas, but not a great running engine.

I installed new plugs and did a crappy job of checking the gap. Billy proved my incompetence by checking the gaps himself, along with the compression. Who knows when I dropped plug number three and made the gap 0", but the spark plug gap evidence was clear, and that problem was corrected. Figuring I had further lost my mind, I double checked the firing order and lo and behold, two of the plug wires were switched. I will blame it on my installation of new plugs about five years ago, but it could have been earlier in the week. Anyway, oddly enough, running on six cylinders works much better than four.

After some timing adjustments, success!

While the fuel tank was back ordered (which National Chevy Association graciously upgraded to a stainless steel tank), I kept the little fuel cell topped off.

Our Mid Missouri Old Car Club's annual show is the last weekend on September, held in conjunction with the Jefferson City Oktoberfest. As part of the promotion of that event, the Club gets the local newspaper to run a feature about a club member and car and promote the car show.

Billy and I had talked to each other a lot about cars and such during our evening and weekend work on the 1951 and Billy liked story about the acquisition of the car. Billy suggested the 1951 be the featured car and the Club agreed. On September 22, 2016, the 1951 Chevrolet, now with 43,000 original miles, took a prominent place within the *Jefferson City News Tribune*.

Since then, the 1951 made its appearance at that car show, has been to many cruise nights at the local mall, and driven to several Club events. Times have changed and now the old four door finally gets the respect it has earned with lots of thumbs up and many positive comments.

It has been even more fun today than it was in 1987 and some day, I might be driving a 100 year old car.

Lyle Rosburg

Find the Hidden Hubcap



& Win a

\$75.00

Gift Certificate

In this issue you will find five hubcaps hidden in articles or ads. To enter the contest, find the hubcaps, fill in the form below and mail or fax your entry to us by September 15, 2019. On September 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 hubcaps on?

Page _____ Page _____ Page _____ Page _____ Page _____

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

Congrats to Ronald Raub of Ohio, the Hidden May Flower 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@nationalchevyassoc.com ads before the first of the previous month.

PARTS FOR SALE

FOR SALE — 1953-54 power steering unit with steering column but missing double pulley, \$450; '53-54 outside sunvisor with bracket, \$450; '53-54 used windshield for hardtop, \$50; stainless steel w/ 3/4" holes (grill material) 4' x 1', \$55; or other sizes up to 7'. Ed Gifford (724) 538-4492. PA

Oct

FOR SALE — 1949 to '52 miscellaneous parts: All for only \$75. Excellent back window with stainless. Complete heater assembly. Stainless trim pieces for 2 dr side trim. Excellent dome light bezel. Door latches and head light rings. Call Dennis at (715) 558-3062 or e-mail den.gwest@gmail.com. I can e-mail photos.

Oct

FOR SALE — 1951 Chevy Fleetline, 2-dr. Deluxe; 1951 Chevy 4-dr. Deluxe, parts car; 1950 Chevy 2 dr. Fleetline, parts car, just body & frame; 1953 Chevy Trudemotor & auto transmission - motor is stuck; rebuilt 350 transmission; 4 new Rally wheels with all hardware still in box, 15"; 2 sunvisors for '51 Fleetline; all new metal for '51 Fleetline - floor pans, toe boards, splash guard pans, etc. Must sell all. \$2500 Reduced to \$1500. (205) 601-7170.

Oct

FOR SALE — 6 piece side glass, clear '50-52 Belair Hardtop/Convertible, \$100.00. Plus shipping or will deliver as far as 85 miles for additional \$25.00. (515) 233-2076, Ames, IA.

Oct

FOR SALE — 1951 Chevrolet Grill, restored by a perfectionist, all rechroming and rear of chrome panels powder coated, parking light assemblies installed. Comes complete with bolts to install. All original metal. Absolute perfection, ready to install, \$1500 plus shipping. Zane (920) 756-2043 leave message. WI

Oct

FOR SALE — 1952 Owners Manual, \$17, mint condition; new AC 4th radiator cap, '50-53 Chev, \$25; 1 pair tail lens, GM, new in package for '51-52, \$30 pr. Rich, NY (585) 468-2264. Add for postage.

Sept

FOR SALE — 1953-54 power steering unit complete except for double pulley on engine, \$450; sunvisor for '53-54 Chevy off 2-dr. hardtop, \$450; used windshield from '54 2-dr. hardtop, \$50. Edward Gifford, 102 Browns Mill Rd., Evans City, PA 16033.

Sept

FOR SALE — Vent windows & frame, \$20; 4 grill teeth, painted, \$10 ea.; fender skirts fit outside w/flare, 34x10, \$75; Rochester Carb, \$60; speedometer \$60; '51 L. fender chrome & small parts. Ron Roub, Mansfield, Ohio (419) 631-2819.

Sept

FOR SALE — Vanity mirror, snaps on visor, very nice, \$30; rare find, original 1953 accessories book, mint cond., \$20; 1952 truck paint chart with chips, \$11; 1950 color chart with chips and combs, nice, \$16. Rich, NY (585) 468-2264.

Aug

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.

PARTS WANTED

WANTED — Looking for '53-54 steering column powerglide. George Watson-MO. (816) 935-3415

Oct

WANTED — For 1953 Chev: push button radio, 15" wheel, full hubcaps, radio antenna, outside mirror. Also want to buy a nice 1951 Chev convertible. Steve (303) 589-4803.

Aug

CARS FOR SALE

FOR SALE — 1953 Chevy 2dr. Hardtop Belair, 350 engine and trans. Many new parts installed. Can send pics. if interested. Call Rick at (301) 609-2889.

Oct



FOR SALE — 1951 Styleline 3-speed, 216, 6 volt, with less than 36,000 original miles. All original except lots of added stainless, new carpet, refurbished interior, added turn signals, etc. Email me at throopp@yahoo.com to request additional photos. \$12,000. Available to view in McKinney, Texas. (214) 507-4171.

Oct



FOR SALE — 1953 Chevy conv., Nova sub-frame, power disc brakes, front & rear, 350 SBC w/700R4. Runs and drives, needs to be finished. \$18,000 (651) 395-1442. MN. Feel free to call for more details and pictures. Casey

Sept

Classifieds

CARS FOR SALE

FOR SALE — 1951 Styleline 3 speed, 216, 6 volt, with less than 36,000 original miles. All original except lots of added stainless, new carpet, refurbished interior, added turn signals, etc. email me at throopp@yahoo.com to request additional photos. \$12,000. Available to view in McKinney, Texas. (214) 507-4171.

Sept

FOR SALE — 1953 Chev 210 - 2 dr. Very good condition. 3 speed trans., 57,700 miles. Call Gene (563) 374-1639. Eastern Iowa. \$7500.

Sept

FOR SALE — I restored my mother's 1951 Chevy with lots of parts ordered from you. I replaced the 6 cyl. engine with a new 350 and new tranny. I have it for sale the 1951 6 cyl. engine which has been converted to 12 volt. Three speed tranny. Ran GREAT when last used in 2016. Steve Wenger, Coldwater, MI, email: stevelwenger@gmail.com, Cell 419-236-0590

Sept

CARS WANTED

WANTED — I want to buy a nice running and driving 1951 Chev convertible. I sold a nice original metallic green '51 Chev conv. in Aurora, CO. in 1970. Does anyone know where this car is today? Your help in finding this car will be appreciated and rewarded. Steve (303) 589-4803.

Aug



www.

nationalchevyassoc.com

The screenshot shows the website for The National Chevy Association. At the top, there's a navigation bar with 'My Account | View Cart' and a 'Keyword Search:' field. Below that is a banner with a red 1951 Chevy convertible and a map of the USA. The main content area has a 'Welcome to the National Chevy Association' message, celebrating their 25th year. It includes a 'NECA Membership' logo and a 'Part's Catalog' image. A 'FIND OUT MORE' button is at the bottom. Contact information is provided at the very bottom: Phone: (651) 778-9522, Fax: (800) 785-5354, International Fax: 1-651-778-9686, Email: info@nationalchevyassoc.com.

Moving??? **WE WANT TO KNOW.**
CHANGE OF ADDRESS FORM

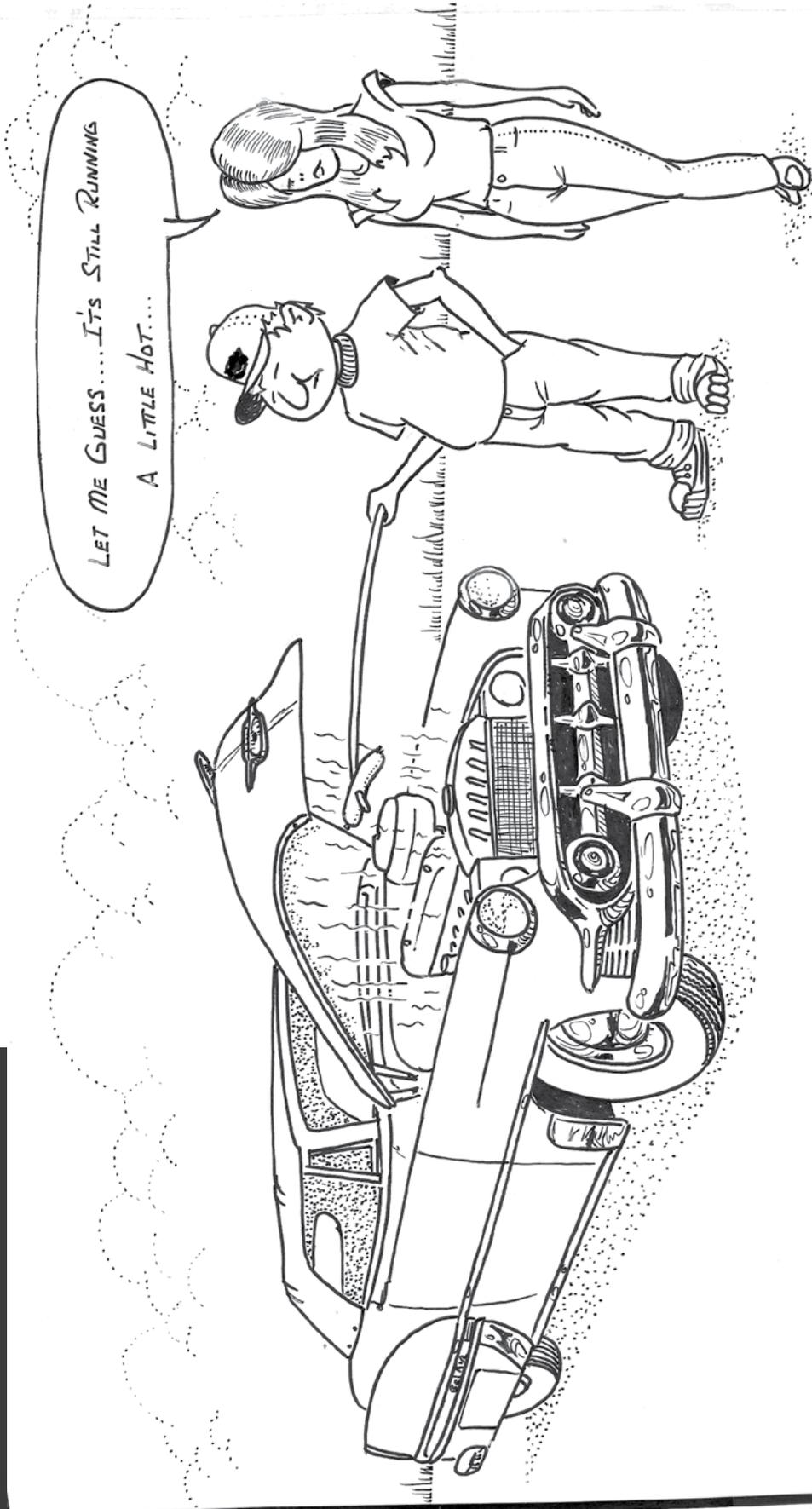
Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Return to: National Chevy Assoc., 947 Arcade, St. Paul, MN 55106 • Fax 1-800-785-5354 or 651-778-9686.

The ADVENTURES of **BARNIE**



DAVE REEVES 4.19.94



947 Arcade, St. Paul, MN 55106
Ph. (651) 778-9522 • Fax (651) 778-9686
www.49-54nca.com
'49 - '54 Chev Specialists

PRSRT STD
U.S. POSTAGE
PAID
Permit No. 34
Brillion, WI

Parts-Line

