

Collectors carefully coddle '50s Chevys

By TERESA BANAS

Throughout the winter they're tucked away for safekeeping in home garages, waiting for warmer days when they can hit the city streets without fear of damaging salt and hazardous ice. The Chevys of 1955, 1956 and 1957 are seen now on rare occasions—a glimpse of one on a highway or on exhibit at the local autorama.

There are several residents who proudly own Chevys from that era. Some are the original owners who have maintained and pampered them over the years. Others have recently purchased the cars to reconstruct to their own specifications.

JIM FOWLER, 40, an attorney who practices in Dearborn, has owned his '56 Chevy Belair convertible since he was 19 years old. It's painted tropical turquoise and has a white top.

"It has a terrific ride and goes like a hot rod out of hell," he croons. "It literally steams and gets super gas mileage and with all that, what else could you ask for?"

The car has maintained its durability over all these years and rides

without rattling, Fowler says. It still has its original pump, starter, interior and paint job.

Fowler only uses his car in the summer, for pleasure driving with the top down.

"They were terrific cars. People that owned one always remember them as good cars and fast."

Its gas mileage was and still is a special feature. Fowler says he gets more than 20 miles to the gallon at 55 mph. When the legal speed limit was 70, he averaged about 19½ m.p.g.

He says he'd never sell it, especially because it's worth more than twice the original purchase price.

Jerry Patlow, owner of a '57 Chevy, says that era was a fine time for the Chevy and has owned three convertibles prior to this one. He has only owned his car for a few years but his family loves it.

"I'VE ALWAYS BEEN in love with them and thought they were the greatest," he says. "There's been a tremendous love for that particular car. When it went to the V8 engine—it was the greatest thing as far as hot rodders

Patlow, a talent booking agent,

recalls the year his friend Fowler bought his car:

"When I knew him at that time, he was a little different than the average person," he says. "Right from day one he protected his car as if it was his own child."

To the average car owner, Fowler's form of protection may have seemed extreme. When he would pull into a gas station, he refused to allow anyone but himself pump gas into it (and these were the days before self-service). He would not allow any attendant to wipe down the windshield with an ordinary rag and would cover the car up every night.

Tom Gunther, 17, a junior at Redford Union high School, was only 14

years old when he fell in love with his car. But it was more than just puppy love at the time.

One day, in the summer before he entered eighth grade, he came across a '55 orange Chevy sedan for sale near his home. He bought it for \$300 and had it towed home. It wasn't in the best running condition at the time, and he didn't have a driver's license.

SINCE THEN he's worked at restoring it and has plans to paint it candyapple red and refinish the interior with crushed velvet. He hopes to show the car in the next Autorama show at Cobo Hall.

Joe McAuliffe, 19, has plans to rebuild his '56 Chevy convertible to reflect his own image. The car

"I want to do it my way," Joe says. "I want it to be something that's identified with me. Nobody wants to be associated with someone else's car."

"It's the old ego trip. You make it a part of you—something that reflects your tastes just like someone who works in art."

Joe has added a new motor, different wheels, a different transmission and plans to paint a red flame across the car.

Jim, Jerry, Tom and Joe are members of the Metro Chevy Club, a

nation-wide club with some 200 members in the area and Canada. The club sponsors family-orientated activities including dances, picnics, swap meets, pleasure trips and a monthly newsletter with information about maintaining the cars and parts buying.

Patlow says the club also offers reduced insurance rates for club members.

THE SECRETARY of the club, **Pete Bauerle**, finds parts for club members who want to restore their cars and arranges group rates for their pur-

Club members have displayed their cars in parades and auto shows such as Autorama Truckin' America and Pontiac Silverdome.



Jerry Patlow and his son, Sean, 10, are pictured with the family's '57 Chevy. The car is only out in the summer when roads are clear of ice and snow. (Staff photo by Bob Woodring)

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REPORT OF CONDITION

Consolidating domestic subsidiaries of the

Metropolitan National Bank of Farmington Farmington Hills
Name of Bank City
In the state of Michigan at the close of business on March 31, 1970
published in response to call made by Comptroller of the Currency, under title 12, United States Code, Section 161.
Charter number 15049 National Bank Region Number 7

Statement of Resources and Liabilities


Cash and due from banks		2,354
U.S. Treasury securities		5,008
Obligations of other U.S. Gov't. agencies and corps		400
Obligations of States and political subdivisions		3,048
Other bonds, notes, and debentures		None
Federal Reserve stock and corporate stock		22
Trading account securities		None
Federal funds sold and securities purchased under agreements to resell		1,600
Loans, Total (excluding unearned income)	16,011	
Less: Reserve for possible loan losses	166	
Loans, Net		15,845
Direct lease financing		None
Bank premises, furniture and fixtures, and other assets representing bank premises		785
Real estate owned other than bank premises		None
Investments in unconsolidated subsidiaries and associated companies		None
Customers' liability to this bank on acceptances outstanding		None
Other assets		320
TOTAL ASSETS		29,382
Demand deposits of individuals, prinshps., and corps		6,905
Time and savings deposits of individuals, prinshps., and corps.		14,622
Deposits of United States Government		193
Deposits of States and political subdivisions		4,916
Deposits of foreign govts. and official institutions		None
Deposits of commercial banks		None
Certified and officers' checks		385
TOTAL DOMESTIC DEPOSITS		27,921
Total demand deposits	8,706	
Total time and savings deposits	18,315	
Total deposits in foreign offices		None
TOTAL DEPOSITS IN DOMESTIC AND FOREIGN OFFICES		None
Federal funds purchased and securities sold under agreements to repurchase		None
Liabilities for borrowed money		None
Mortgage indebtedness and liability for capitalized leases		None
Acceptances executed by or for account of this bank and outstanding		None
Other liabilities		327
TOTAL LIABILITIES (excluding subordinated notes and debentures)		27,348
Subordinated notes and debentures		500
Preferred stock - No. shares outstanding		None
Common stock a. No. shares authorized	52,168	
b. No. shares outstanding	None	
Surplus		522
Undivided profits		225
Reserve for contingencies and other capital reserves		787
TOTAL EQUITY CAPITAL		1,534
TOTAL LIABILITIES AND EQUITY CAPITAL		29,382

Average for 30 calendar days ending with report date:




Cash and due from banks	2,347
Fed. funds sold and securities purchased under agreements to resell	2,087
Total loans	16,747
Time deposits of \$100,000 or more in domestic offices	4,069
Total deposits	26,301
Fed. funds purchased and securities sold under agreements to repurchase	None
Liabilities for borrowed money	None
TOTAL ASSETS	29,941
Standby letters of credit (outstanding as of report date)	
Time certificates of deposit in denominations of \$100,000 or more (outstanding as of report date)	4,069
Other time deposits in amounts of \$100,000 or more (outstanding as of report date)	None

I, Edmond O. Dodson
Name
Sr Vice President & Cashier
Title

of the above-named bank do hereby declare that this Report of Condition is true and correct to the best of my knowledge and belief.


Edmond O. Dodson Signature
April 10, 1978

We, the undersigned directors attest the correctness of this statement of resources and liabilities. We declare that it has been examined by us, and to the best of our knowledge and belief is true and correct.


 Thomas A. Duke

 William J. Conroy

 Olaf H. Henry

Directors