

CLASSIC DRIVER

1952 Chevrolet Sedan - Deluxe Sedan

Deluxe Sedan

- Lot sold
USD 7 616
- **Baujahr** 1952
- **Zahl der Sitze** mehr
- **Anzahl der Türen** 4
- **Antrieb** Zweirad
- **Losnummer** 019
-
- **Lenkung** Links
- **Innenfarbe** Rot
- **Zustand** Restaurierungsobjekt
- **Standort** 
-
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- **Automobiltyp** Limousine
-

Beschreibung

Discovered after many years in a garage in Warsaw

Comes with an original order placed by the government of the Polish People's Republic

Historic relic of the early Communist Poland

Estimated value: 40 000 - 55 000 PLN

Model history

Chevrolet Deluxe was made between 1949 and 1952. It used a 3,5-liter straight six engine producing 90 BHP, sent to the back wheels via a 3-speed manual or a 2-speed automatic gearbox. In 1949 Chevrolet began a complete overhaul of its entire model range. Pre-war styling was gone and replaced by a more modern design. Its characteristic cues were a rounded body shape, together with a sleek line running over the car, from front bumpers all the way to creases behind the rear door, tracing the car's silhouette. Another important change was introducing of a two-piece windscreen.

Vehicle history

This 1952 Chevrolet Deluxe saloon was assembled in GM's plant in Antwerp, Belgium.

Right at the heart of Poland's capital at Mokotowska Street was found a very well preserved Chevrolet from the 50's. The owner of this particular car also had its detailed history at his disposal, which is of extreme importance in this case. As it turned out, the car was used by the top brass of the Polish communist government - at first by the Government Protection Bureau, later on by the Central Committee of the Polish United Workers' Party. The clock says the car has done 33 000 kilometers, but the real mileage is probably closer to 233 000 kilometers. Many consumables, battery chargers and tools were found in the garage together with the car. Other than that, there were many alternators, starter motors and cylinder heads for the six-cylinder engine. As of today, the car is well preserved, but it didn't remain fully original. It was repainted beige (originally it was painted grey). New paint was also put on the bumpers. Original carburettor was swapped for one lifted off a FSO Warszawa, but the original part comes together with the car. New owner will therefore be able to freely choose whether to fully restore the car to its original state, or leave it as it is now, thus preserving the history that goes with it.

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