

HOW I MADE RUNNING BOARD CHROME SIDE STRIPS FOR MY 1937 C-17

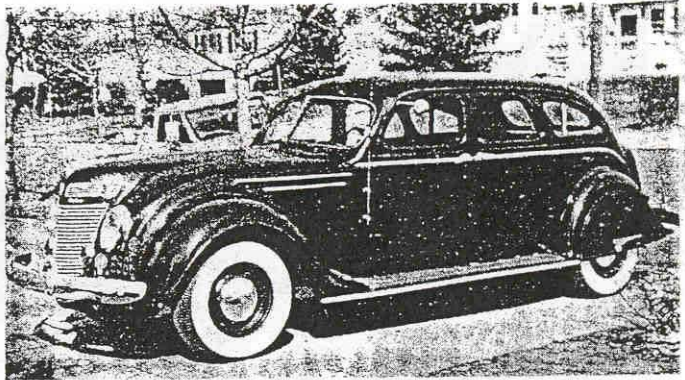
The chrome strips that I am referring to are those on the side of the running board, extending from fender to fender. These are not the chrome strips on the top of the running board.

I went down to my "Chevy" dealer and purchased three each P/N 3862227 @ \$5.20 each, rocker panel chrome strips for a 1966 Chevy Super Sport 2-Door Impala. Then I went to a local car body shop and purchased 36 general purpose mounting bolts, 10-24 X 3/4 @20¢ each (Au-ven-co #2619). Next, I went to the hardware store and purchased the necessary 10-24 cad plated hex nuts, plain washers, and star lock washers. I also purchased 4 ea. 8-32 X 3/4 oval head screws and nuts to replace the Phillips head sheet metal screws that came with the chrome strips. 2 each #8 X 5/8 round head slotted wood screws were also purchased.

I took two of the Chevy strips and cut 5-3/4 inches off one end of each. Next I took the third chrome strip and cut two equal pieces 17-1/2" long from each end. Before cutting any strip, make sure that the pre-punched mounting holes will be on the bottom after mounting.

Next, I cut two blocks of hard Oak wood 2" X 3/4" X 1/2", and contoured them so that they would slide tightly inside the cut ends of the chrome strips. The blocks were then well varnished to seal them from moisture.

I then butted one each of the long and short strips together with the wooden block inserted equally in the middle of the butted strips. The chrome strips were cut so that butt joint would be located at one of the bolt holes in the running board, and to the rear, not forward. A wood screw was driven into the block of wood from the back of the running board through a #41 pilot hole which had been drilled in the block to prevent splitting the



NATE COPE'S 1937 C-17

the wood. Bee's wax aided in the ease of driving the screw into the wood. I opened the mounting holes in the front fenders with a #8 drill to allow installation of the new mounting bolts.

Mounting bolts were placed on each side of the wooden block and the balance spaced equally throughout the length of the strip securing it to the running board and fender. New #11 holes were drilled in the front and rear fenders to match the securing sheet metal screw holes in the GM chrome strip.

Although this chrome strip is not authentic it is better than none, or a damaged one. It looks effective, adding to the appearance of the car. Only an "eagle-eyed" inspector will detect it.

If you plan to do something similar to this, check your mounting holes and double check all dimensions as your car could be somewhat different from mine.

Good luck in your efforts!

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(ed. note) Thanks, Nate! lets have some more restoration tips. a lot of fellows have got problems like this one.