



A '59 in India

Recently I became "e-acquainted" with Subbiah Kuppanda from Bangalore, India. Avid readers of the *PLYMOUTH BULLETIN* will recognize his name from Issue 344, where Subbiah provided an article on his extraordinary find of 1932 PB a seven-passenger sedan, and its restoration.

I commended Subbiah for his article and inquired about a 1959 Belvedere I have long known about in Uttar Pradesh, India, on an ashram of all places! You can read what I know about it here:

[<http://bit.ly/India59B>](http://bit.ly/India59B)

It has been over ten years since I have heard any news about this '59, and I still hope to get an update. Subbiah could not provide news on this car, but did tell me of another exciting '59 Belvedere find.

This one, in Jaipur, India, is being meticulously restored. Subbiah introduced me to Kartik Lunia, who is chronicling its progress for the owner on the "Team-BHP" website hosted in India. With both Kartik's and the owner's per-



mission, I excerpt here Kartik's comments and photos for the *BULLETIN*.

Kartik writes: "This 1959 Belvedere has made Jaipur its new home. The car, imported by the Government of India, was supposedly used as a governor's car in Madhya Pradesh. It was bought in 1971 from its second owner, who hardly used the car after buying it. The odometer reads 3,000 miles, which might be genuine. The only missing thing is the rear glass; an old Am-

bassador glass and frame was fixed there earlier and now has been removed."

At the time of publication, the owner is negotiating with none other than John Fowlie from "Big M" Auto for replacement glass and trim. (John's '59 restoration was the subject of the previous article in this column.) The cost of shipment to India from anywhere in the

United States, of course, is a sticking point in such negotiations.

The right-hand-drive dashboard of this car seems quite spartan compared to the dash in domestic 1959 Plymouths. The *BULLETIN* editor informs me that the 1957 DeSoto dash and instrumentation

was used on all right-hand-drive 1957-59 Chrysler products, Plymouth through Chrysler brands, to reduce the cost of producing low-volume RHD vehicles.

Kartik continues: "The engine was removed for checking and cleaning, but





The underside of the body received a coat of anti-rust, and then coated with 3M rubber coating.



Reunited with the frame, the car's body received its final coat of primer. Then, it was taken for a test drive.



The chassis was cleaned and cleared of all rust and painted.

and transmission mounts. All parts were imported from the USA."

The first attempt at painting a shade of blue yielded an unpleasant result, but a bottle of vintage Dupli-Color Plymouth Powder Blue from eBay yielded the correct shade. Above is a picture after the white on the roof and sides was recently sprayed.

You can watch the restoration of this remarkable find continue to unfold here:

<<http://bit.ly/India59A>>

I hope you will enjoy the recovery of this classic Indian automobile as much as I am. And hey, should you find yourself near a particular ashram in Uttar Pradesh, take some pictures of another Indian '59 Belvedere for me!

—Dan Morton

<dan@59plymouth.net>

*"For '59... If It's New,
Plymouth's Got It!"*

doesn't need much work. The body was taken off the chassis for work on the underside. The chassis was fully restored with all new suspension, shocks, arm bushings, steering rod ends and engine

In the previous Issue 344 '59 column, I noted:

"The invitation (to the 1959 Plymouth musical) also indicates that access to the performance is 'through the lower ramp in front' of the Temple. I'd be interested to know if anyone can distinguish the location (of the auditorium) based on that limited information."

Astute subscriber Kris Tadey writes, "I saw your article in the PLYMOUTH BULLETIN. The Detroit Masonic Temple has a ramp in front that leads to the 'Fountain Ballroom' in the basement."

So my invitation card is indeed for the event in the Motor City!
Ah, for a time machine...



—Dan Morton