



Founded 1957

The Plymouth Bulletin

Eighteen-time Old Cars Weekly Golden Quill Award winner

July - August 2009

297

Volume 50, Number 5

ROBERT HINDS PHOTO



The 1959 Sport Fury
of 1959 Tech Advisor
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No. 297

July-Augusts, 2009

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Ron Keij's Sport Fury in the Netherlands

MATTHEW KEIJ PHOTO

The 50th anniversary of Plymouth 1959



'59 reasons...

No, don't try to count 59 of anything (see the apostrophe?). There may be 59 reasons to explain the devoted following enjoyed by the '59 Plymouth. There are likely many more. These owners do have their '59 reasons for being enthusiastic about this end-of-an era Plymouth now celebrating its 50th anniversary.

Special thanks go to Dan Morton -- who has to have the title "Mr. '59" -- for searching out, obtaining, compiling and forwarding material from far-flung '59 owners; thus making this issue possible.

These '59 owners not only know Dan and his website 59Plymouth.com, but they know each other and will even cross oceans to enjoy one another's company.

Here's to Dan and to '59 Tech Advisor Bob Hinds and to all the crew who wrote of and photographed their cars to make this yet another special edition of the PLYMOUTH BULLETIN.

STAPLED WITHIN THIS ISSUE is the ballot for our 2009 biennial election for positions on the 2010-2011 board of officers. On the next page you will find information provided by the three candidates for president.

The incumbents for the remaining positions are running unopposed.

The deadline for posting your ballot is November 15, but you are encouraged to vote now, while it's on your mind. Our current president, Bob Kerico, has set a goal of a 30% voter response amongst our members. Help him meet his goal, hopefully exceed it. You have excellent candidates from whom to make your choice.

The Plymouth Bulletin

No. 297, Jul/Aug 2009

LANNY D. KNUTSON, editor
LEEANN LUCAS, asst. editor

The Plymouth Marketplace goes online

THE CURRENT Plymouth Marketplace will now be posted on the plymouthbulletin.com website. As soon as this issue is mailed, its Marketplace section will appear online.

Concern has been expressed, especially by Canadian members, that by the time they get their BULLETINS -- usually two weeks or more after most American members have gotten theirs -- the ads have been "picked over," leaving them with less of a chance to buy what is advertised.

We can't control postal delivery dates which can vary significantly not only between countries but within countries, but we can endeavor to make things as equal as possible by posting the Marketplace where it is available for all to see at the same time.

You can access the Marketplace site directly by going to:

<http://market.plymouthbulletin.com/>

If you have any trouble doing so, please contact our webmaster, Mark Olson.

Unfortunately, we currently do not have a way to notify all members when a new Marketplace has been posted. You are encouraged to check the website periodically to see if a new ad section has been posted.

We hope this will work to the advantage of all.

NEW DUES RATES were set by our board of officers and directors while meeting this June during the National Summer Meet in Wisconsin. Ever-increasing postal rates have necessitated increasing dues to \$30 per year for renewals and \$32 for first-time members. (First-time members get the current BULLETIN plus the remaining six.)

While this may seem to be the highest rate of dues ever, it's actually not, when



PHOTO BY LEEANN LUCAS

Junior Assistant Editor Nikolai

Another, better looking than his grandpa inflation is taken into account. In checking the chart below, you can see that in 2008 dollars, Plymouth Owners Club dues have actually been higher at times.

A NEW "ASSISTANT EDITOR" has arrived. Nikolai Valdemar Knutson Fehr was born on August 1 -- the birthday of my father and Uncle Kenneth (BULLETIN 284) -- to our daughter Signe; LeeAnn's and my seventh grandchild. Not only was his first ride in my '49 Plymouth, but his mother was taken to the hospital in it as well (but with none of the heroics of which I fictionally wrote in BULLETIN 161 when the Nikolai's mother was twelve years old).

-- Lanny Knutson

Plymouth Owners Club dues

year	dues set	2008 \$ equivalent
1959	\$ 3.00	\$ 21.92
1969	\$ 6.00	\$ 34.86
1973	\$ 8.00	\$ 38.60
1981	\$ 12.00	\$ 28.07
1988	\$ 18.00	\$ 32.35
2001	\$ 20.00	\$ 24.38
2002	\$ 24.00 / 22.00	\$ 28.57 / 26.19
2005	\$ 26.00 / 24.00	\$ 28.44 / 26.25
2006	\$ 28.00 / 26.00	\$ 29.88 / 27.74

PLYMOUTH BULLETIN non-member ads

1985	\$ 5.00 / 7.50	\$ 9.88 / 14.82
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Inflation Calculator: www.westegg.com/inflation

The Plymouth Press

CLUB NEWS

Plymouth Owners Club

No. 297

Election time -- ballot in this issue

Three regional presidents have been nominated for the position of president of the Plymouth Owners Club 2010-2011 term.



Nick DeSimone

My name is Nick DeSimone and I'm a founding member of the Golden State Region POC which received its charter in July, 2002. Since that date, I have striven to be a positive force not only for the region but for the national club as well. Towards that goal, I served two previous terms as Golden State Region president, am the current president and, most rewardingly, served as the chairman of the 2007 National Spring Meet in Santa Maria, California. In my spare time I also did the Golden State Region newsletter. I've worked with our regional directors to insure that we plan activities within different areas of the Golden State (northern, central and southern) to maximize member participation.

I own a 1940 P10 business coupe and enjoy watch-

ing the smiles on the faces of people who recognize it and then state that they had a Plymouth when they were young. Why do I tell you this? It's because I believe that Plymouth owners are "a special breed" and take exceptional pride in owning Plymouths. Since joining the Plymouth Owners Club, I have tried to encourage more active participation, reminding everyone that this is a family-oriented club and that we should entice younger Plymouth owners to join. We need to focus on ways to promote more participation amongst the regions themselves and of the national club with the regions, keeping the lines of communication open. We can do this by involving regional members in various related national projects, making them feel like they are an important/integral part of the national organization. We must remember that the Plymouth Owners Club is a national organization and to continue being successful requires the involvement of all regions: east, midwest and west.

Under my leadership, I envision the national organization will be better equipped to "look to the future" and be able to continue and to enhance the fine legacy which has been the trademark of the

national Plymouth Owners Club. The road ahead is very challenging, and I believe I am up to that challenge. I am looking forward to a greater future for the national; I humbly ask that you vote for me as your next president by returning your ballot as promptly as possible. Thanks for listening.



Richard Silhol

Dick is the current president of the Dairyland Region and recently completed a very successful stint as chair of the 2009 National Summer Meet. He also served as Dairyland Region secretary for four years.

A graduate of the Valley Forge Military Academy & College, he was given the school's Outstanding Alumnus Award in 1992.

Mary, his wife of 53 years and active in POC activities, passed away in 2008.

A member of the POC since 1998, Dick is the owner of a 1947 two-door sedan and a 1950 convertible, both national trophy winners, the '47 as Best of Show.



Carl V. VanBibber

Iam retired from the US Army. While on active duty, I served as Commander of units from company to battalion size. I served two tours in Vietnam and received the Purple Heart for wounds while on the second tour. I also served a tour as a unit Commander in Korea. During various assignments I was an instructor at the US Army Infantry School, US Army Finance School and training centers. Retiring in 1987 from military service, I re-entered the workforce as a Department of Defense employee attaining the Grade of GS 14 and the position of Command Executive Officer of a 28,000-person General Officer Command with supervision of 1800 DOD civilians. I have been president of various service, auto and youth athletic clubs as well as chairman of our church deacons. I am currently serving a second year as president of the Mid-Atlantic Region POC. I would like very much to serve as president of the Plymouth Owners Club. Thank you very much.

Members Remembered

GENE HILL, member of the Detroit Region, died in May, 2009. (See page 8)

DICK GALLAGHER, member of the Detroit Region, died in June, 2009. (See page 8)

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Awards abound

It is very gratifying to see that the BULLETIN which your editor Lanny edits for us has won another annual Golden Quill award from *Old Cars Weekly* -- I think I have lost count on the total number to date. Why count?! I can safely predict there will be more in the future, because the BULLETIN's production values just keep getting better with the passage of time to the latest issue you enjoy. I get calls from many of you when you feel that your latest issue has been lost, so I know the anticipation is there when the BULLETIN is due.

Along with that honor, the Cascade Pacific Region has won notable praise from *Old Cars Weekly* for its signature monthly publication composed by Cari Catlow, who is the newsletter editor for Cascade. There is a very strong technical component to the Cascade letter that is sent to members and national officers, and I look forward to what the technical committee (one of our strongest) of their club does each month in the Body Shop and Repairs section for its members. Congratulations CPCC for a job well done!

Not to be outdone, David Young of the Mid-Atlantic Region produces the *Mid-Atlantic Mayflower* with 30-plus pages of color layouts in side-by-side landscape orientation. It has also received a Golden Quill award in the Regional category. Dave has published special full-color editions in the run-up



to the national meet in Maryland this year in addition to the normal periodical he produces. It has not gone unnoticed by those of us who get to look forward to seeing the bimonthly issue. The professionalism shows through readily as Dave uses templates and PC-based systems to showcase what is happening in the Mid-Atlantic Plymouth arena. An outstanding effort in every area!

I want to also mention the efforts put in by Richard Butler, the editor of the *Plymouth Press* of the Golden State Region. The members in California can access and enjoy their newsletter electronically, but I also enjoy receiving the color issues that are printed, published and mailed to us officers and directors.

Every issue or volume produced by each region is read by all those of us who are on the distribution list for these newsletter publications. Some come by snail mail, others by email or

internet website. All are readily devoured so that we can keep up with what is happening in the far-flung Plymouth owner world out there and we appreciate these efforts put in to keep us informed. I salute every one of the editors of our various regions for going the extra step to put in time to do this for the membership of the POC.

By the time you get this issue, the fall meet in Westminster will be over,

but I can state in advance that we were treated wonderfully by our hosts in the Mid-Atlantic. I attended this meet in Maryland for the first time and it was the last I've attended as president. I've had a most enjoyable time at both this year's meets, one in the midwest and the other, back east.

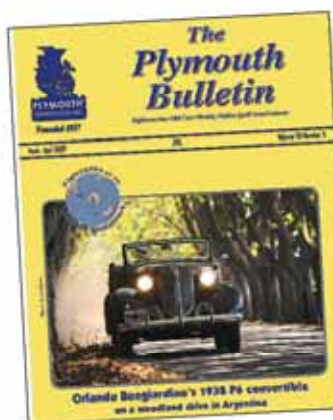
This issue should have an election ballot enclosed listing the candidates who are running for offices in this election cycle. I know that over 3,200 ballots will be disbursed, and it

would be the best thing for the club if at least one-third of the ballots were returned to the ballot teller by the mid-November deadline. I don't know whether there have been 1,000 votes cast in a national POC election in the past but it would be a wonderful thing if we could reach that mark. Don't put the ballot aside and forget about it. Please mark it and mail it and make sure your voice and vote count in this election. Make your wishes known.

If you were in Cleveland, Ohio, with your Valiant in mid-August for the Nifty Thrifty, I hope that you will let Lanny know about it, so that in a future BULLETIN he can report on the events there by the Lake.

Now sit back and read all about the fiftieth anniversary of the 1959 Plymouth.

-- Bob Kerico, president



Mentioned everywhere

I PRESENTED our *La Luneta* and your PLYMOUTH BULLETIN last night at our club's Friday Dinner Club. My clubmates were very proud of everything: our cars, our magazine and the PLYMOUTH BULLETIN itself.

They saw again and again the PB articles, the cover, Lanny's editorial... The pic of the *La Luneta* cover inside!!

We are mentioned everywhere there!!! JAJAJA. Robbie's chest was different that night, I guess wider... And I was a star for a moment, also...

Friends, seriously: Thank for your kind, warm and friendly treatment. Big hug.

*Orly Bongiardino
Buenos Aires, Argentina*

'59 comments



NOTE THE CATALOG PICTURE of the '59 Plymouth with Foxcraft's "spare wheel carrier" (not "continental kit" --ed.). Imagine having a '59 Plymouth with both a Foxcraft kit and a Sportdeck on the trunk. It might give some comic relief to "serious" car conversation.



John Wilson's '59, as a Sport Fury, should have a Sportdeck, but, apparently to avoid the redundancy Rudy suggests, replaced it with a plain deck.

Missing Tom Mitchell

HE WAS THAT RARE MAN who held high standards, but could make any person feel his equal... as when we cruised side-by-side in the Faribault, Minnesota, parade during the 1994 POC meet. We were equals in the "tail-finned brotherhood"-- me in my "driver" '57 Belvedere and he in his award-winning '58 Fury! Tom made you feel good about yourself. The world needs more folks like him! -- Rudy Kraut

Every edition

IT GOES WITHOUT SAYING the job Lanny has been doing with the PLYMOUTH BULLETIN over these many years has been nothing but exceptional and it only gets better with the next edition. The PLYMOUTH BULLETIN justifiably deserves to be recognized as a National 2008 Golden Quill Award winner. I have every edition since I joined the club and they are part of my "treasures" that along with my car will be passed along to the next generation of DeSimones.

*Nick DeSimone
Diamond Bar, California*

I COULDN'T HAVE SAID IT better myself, Nick. Stan also has saved all the issues throughout the years and I am keeping that going.

Congratulations also to both the Mid-Atlantic Region and the Cascade Pacific

Region on receiving their own Golden Quill awards. Both beautifully done.

*Jan Peel
Hoosier Region
Indianapolis, Indiana*



Brass plaque

HOW MANY OF YOU have been members long enough to have purchased the Plymouth 4 & 6 Cylinder Owners Club brass plate for \$5.00?

*Bob Romano
Collingswood, New Jersey*

PICTURED

HERE, on the trunk of my '57 Belvedere, Dori, is a 1/43rd-scale Dinky (or maybe Corgi) 1959 Plymouth wagon. Thank goodness the '59 Deluxe Suburban, with Sportone trim, showed up in Oconomowoc, honoring the feature '59 wagon in the 2009 Summer Meet's logo.

*Rudy Kraut
Oshkosh, Wisconsin*



*Thomas Ozog
Downers Grove, Ill.*

Regional Report

NATIONAL VICE PRESIDENT

(responsible for regions)

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Carolina Region

WE HAD OUR JUNE MEETING at Joe Brown's house in Jamestown, North Carolina, with ten members and one guest in attendance. We had a very informative meeting, planning our upcoming annual car show on September 5th. We also discussed future meetings and activities.



Jim Ruckdashel's '58 Belvedere

tiful car it is!

Sick members were brought to the attention of our club. John Whitley is doing fine after triple by-pass surgery. Dean Mitchem is still having some issues following his cancer surgery and Joe Brown had back surgery in July and eye surgery in August. -- *Dean & Tanya Yates*

WE MET ON THE 25TH of July at Old

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After the meeting Joe fixed up some of his world-famous hotdogs and hamburgers with all the fixings which were served along with some really good desserts.

A guest at the June meeting (and future member, I hope) was Jim Ruckdashel. Jim lives in Winston- Salem and has two Plymouths; a 1934 and a 1958 Belvedere. Jim drove his 1958 Belvedere to the meeting and what a beau-



*Greg Errett '36 P2 coupe
Barnes Daniels' PT Cruiser*

Salem in Winston-Salem, North Carolina. This was a very fun day and the weather was great.

The Moravians, a Protestant faith that began in what is now the Czech Republic, founded Salem in 1766. The restored town of Salem is a vision of life in a congregational community in the early American South. Tradesmen and women recreate life by producing essential goods



*The Pilot Collection's
Dodge-Plymouth connection*

like tools, ceramics, furniture, and metals using traditional practices of long ago. Old Salem is made up of three unique museums: the Historic Town of Salem, the Museum of Early Southern Decorative Arts, and the Salem Toy Museum, along with heirloom gardens. Meticulous records and accounts of their lives, building, and landscapes were kept, allowing Old Salem Museums & Gardens to accurately restore the remaining original buildings and reconstruct structures that are no longer standing.



Dean Yates' '75 Fury Sport

After touring Old Salem, we traveled about 25 miles to the town of Pilot Mountain, situated on the eastern slope of Pilot Mountain.

We visited The Pilot Collection of Thornton Beroth, which is a very large collection of petroleum memorabilia, along with lots of automotive memorabilia. He has globes, pumps, signs, maps, oil cans, bottles, clocks, advertising displays, trucks and much more. If the word oil is on it or in it, then he collects it.

-- Dean Yates

Cascade Pacific Region

FORTY-NINE MEMBERS were in attendance at our June meeting. After reports were given, Tom Nachand introduced our guest speaker, Tom Fox, president of the Pacific Wonderland Region WPC Club. He presented a show of slides from a recent cross-country trip to several WPC meets.

Discussion followed on a number of items, particularly upcoming tours and events and, especially, plans for hosting the 2010 national meet.

President Gary Rusher promoted the PLYMOUTH BULLETIN DVDs of all issues through 247. He pointed out that the CPPC's charter announcement was in issue 245 (Nov-Dec/2000), which he read to the crowd and then sent home to Bill Call, founder of CPPC, for his enjoyment.

-- Robin Will

IN JUNE, Don Hufschmid and Lorraine Griffey led a happy group of CPPC members on a beautiful winding river road to the Chehalis area and onto the estate of Fletcher Anderson, member of our region and the Pacific Northwest Model A Club.

We were guided across a covered bridge to a parking area that looked like a sea of Model A Fords, many in showroom condition. Many Model A members were dressed in period costume: guys in knickers, long argyle socks, white caps; ladies in '20s-style dresses with feathers and bows and wearing helmet-like straw hats.

A radial-engined 1937 biplane was sitting on the end of a grass landing strip. Before lunch, a fellow hand-propped the engine and the pilot took off down the runway beside our cars. He climbed, banked, dove and made a low full-throttle pass along the runway before climbing back up to put on a full aerobatic display of rolls and loops.

While we ate, we were entertained by an orchestra playing music of the '20s and '30s. Its name, Ridge Runners Society Orchestra, led some of us to possibly expect bluegrass music. But this was a real orchestra, with members dressed in tuxes and providing us outstanding music.

It was a really good old car day.

-- Don and Bonnie Turner

Colonial Region

WE KICKED OFF our Father's Day Weekend tour, with members driving five vintage Chrysler product cars down to Cape Cod. After time at a flea market, we headed to the Doghouse for their specialty of super hotdogs. After fill-up time for the cars, we cruised to the Sundae School Ice Cream shop to consume top notch sundaes.

A Hyannis harbor narrated cruise was next. We got a history lesson that included facts on the Kennedy compound as we cruised past. Our boat circled the Ted Kennedy racing sail boat before we headed back to the picturesque harbor. There we observed fresh fish being processed on shore.

Time to eat again! We headed to Vince and Carol Ruops' place for our first

barbeque of the weekend. After this fill-up, we headed to a local baseball game where we could sit close enough to home plate to see the pitches whiz in. One home run went past the 379-foot marker.

Sunday we met on Main Street for the Hyannis Father's Day Car Show. We later wandered down to the train station and went on a cruise from Hyannis to Sandwich and back. After the cruise we sampled the goods at a chowder fest before returning to the Ruops for another barbeque. Later, we left for the Four Seasons Ice Cream Shop.

On Monday, we left for Provincetown and stopped at Salt Pond Museum where we viewed the exhibits and several movies on Cape Cod's ever-changing geology and sailing challenges. We made a quick stop at Coast Guard Beach to watch the large breakers, caused by an off-shore storm, roll in. After a stop at Provincetown's quaint shops and a restaurant, we headed back up scenic Route 6A, stopping at Don and Jane's favorite Chapin Beach before heading home.

-- Don Palmer

WE DID IT AGAIN! We enjoyed fabulous summer weather for our road trip to Quabbin Reservoir. We feasted on our picnic food and enjoyed cruising through the grounds as a lot of people stopped to check out our antique autos. Quabbin, a Native American name meaning "land of many waters," was begun in 1927 and completed in 1939. The reservoir covers 39 square miles. Counting its more than 60 islands, it has a total of 181 miles of wild shoreline, unequaled in the entire Northeast, which are enjoyed by over 500,000 visitors annually.

Halfway home, I noticed something starting to cross the road. I slowed down; and low and behold, it was a pheasant trying to get to the other side of the road! No joke here; I will leave it at that!

-- Betty Kibbe

Dairyland Region

WELL, IT'S ALL OVER but the memories. If I may be so pretentious, I think we had a great National Summer Meet! It was a real pleasure to be able to host so many wonderful POC members.

The official tally of the meet is that it was attended by 163 POC members and 19 guests; 90 cars were registered and 51 were judged. Of the 51 that were judged, Dairyland members received eight of the 31 awards given.

We also received two new membership applications at the meet: John Arps,

from Oconomowoc, Best of Show III winner with his '70 'Cuda, and Sergio DeHaro, from Milwaukee, owner of a 1935 PJ touring sedan.

A VERY INTERESTING MEETING, from the standpoint of business and entertainment, was conducted in July at Jessica's Restaurant in Roscoe, Illinois. Fifteen members and one dog named Harley (with a last name of Davidson) were in attendance with four vintage Plymouths.

The good news from our Membership committee is that we have two new member families: Ron and Donna Krauss of Germantown, Wisconsin, own a '57 Belvedere convertible; Mike and Charity Pook of Wauwatosa, Wisconsin, own a 1949 P17 business coupe. This brings our membership rolls to 47 families, the highest it has ever been.

Financially, treasurer Teri Tarwood reported that we were able to pay all the meet bills even though expenses were larger than anticipated.

We have received many complements from POC national officers plus members of various regions. Once again, I thank all who chaired and worked on meet committee for their efforts in making the 2009 National Summer Meet a success.

Upon conclusion of the business meeting, we caravanned to Wayne Lensing's Historic Auto Attractions in Roscoe. The museum, housed in a 36,000 square foot building, contains over 103 exhibits with seventy historic vehicles and hundreds of pieces of history.

-- Dick Silhol

Detroit Region

PRESIDENT RUSS NARDI called the June meeting to order at Paul Curtis' home with 11 members present. Proposed Detroit Region business cards were discussed as were upcoming activities. Paul Curtis distributed a wallet-size member phone list which he will reprint as changes occur.

Paul Curtis proposed that the Detroit Region donate an item for the silent auction at the national meet in Wisconsin. It was moved, seconded and carried, that the Detroit Region donate one of the club jackets.

Tech Time: Ed Ungerman brought his P4 carburetor to troubleshoot a stumbling problem. It was thought that the accelerator pump was not operating. Upon tear-down, the problem was found to be a plugged jet. Ed also asked for ideas on how to remove a stubborn nut from the steering wheel post. Members agreed he

needed an impact gun. When tried, the nut released immediately. -- Paul Curtis

WITH DEEPEST SYMPATHY, we announce the passing of former Detroit Region and National Plymouth Owners Club Member, Dick Gallagher, who lost his battle with cancer the last week in June. Dick owned two beautifully restored 1940 Plymouths; a P10 four-door sedan and a P10 convertible coupe. Both cars were painted in the 1940 color of Boatswain Blue. I remember when Dick asked me to drive his 1940 sedan for him to a local meet sponsored by the Ohio Region. It was truly a fun experience to drive a Plymouth which had everything that worked just as it had coming off of the line in 1940 at the Plymouth Assembly Plant. Dick won several awards at National meets over the years. Our deepest sympathy goes out to his wife, Gladys, and his daughter and her family.

We also lost another longtime Detroit Region member as explained in a note received from fellow member Ron Irvin:

It is with deep sadness that I report that a former member, Gene Hill, passed away from an apparent heart attack in May. He was just a few weeks away from his 90th birthday which would have been June 11th. I enjoyed our conversations and friendship. I will miss him greatly.

Gene was the first treasurer of the Detroit Region, an office he held for over fifteen years. -- Joe Lewis

THE DETROIT REGION had a very enjoyable meeting at Rose's Family Restaurant, and then we caravanned to the Stahl's Automotive Foundation Collection in St. Clair Shores, Michigan. It turned out to be a very pleasant sunny summer day. The five members drove their vintage Plymouths.

There are many beautiful cars in the collection and all were restored to award-winning detail. Many of the cars are on loan from other museums in the area such as the Henry Ford Museum. Museum Director Bill Sherwood said the goal of the foundation, which is owned by local businessman Ted Stahl, is preservation and education. There are many cars and much auto memorabilia in the collection. Sitting between the two buildings is a vintage travel trailer also fully restored to the era in which it was used. There's also a vintage military vehicle, a 1940s

American Army M16 White halftrack vehicle awaiting restoration. You never know what treasures are right in your neighborhood unless you are involved in the antique auto hobby. -- Joe Lewis

PRESIDENT RUSS NARDI called the July meeting to order at Rose's Family Restaurant with 12 members present.

Don Wood reported on the Orphan Car Show held in Ypsilanti. Three members were in attendance at this show while six Detroit Region members attended the Motor Muster car show.

Paul Curtis reported on the National Summer Meet held in Oconomowoc, Wisconsin. Russ Nardi reported that the Dairyland Region had sent a letter thanking the Detroit Region for the club jacket and other gifts for the goodie bags.

Paul Curtis reported on the Fall 4-Cylinder Meet. The Plymouth Owners Club 4-cylinder owners have two meets each year, and Paul was recruited to develop a tour in Michigan. Paul related that the Ohio Region donated money to the meet and asked the Detroit Region to consider sponsoring a portion of the tour. A motion to cover the bill for artwork was seconded and passed by the membership present.

Tech Time: Dennis Oleksiak asked for information on replacement windshield glass. Russ Nardi said he has a source and will forward the information to Dennis and, for all members, will place companies on the region's website with their contact information. Joe Lewis also stated that he had several sources. Following the meeting, the members attended the open tour of the Ken Stahl Auto Foundation Collection in St. Clair Shores.

-- Paul Curtis

Florida Sunshine Region

THIS PAST MONTH I had the pleasure of attending the National Summer Meet in Wisconsin. The first outing was to Jack's Auto Ranch, a salvage yard with cars from the '40s to '60s. We spent about two hours treasure hunting through the grass that was as tall as the cars. I found a few parts for both my '65 Plymouth wagon (which I drove to the meet) and my '59 Chrysler. Their prices were very fair.

On Thursday we took a trip to the Wisconsin Auto Museum. There we saw many Hudsons, Nashs, and an assortment of other makes. Of particular interest was a Tucker, a fine example of the innovative thinking of the 1940s. The car I found interesting was a mid-40s Vagabond. This was a hatchback that looked like a sedan

with the lower half of the "trunk" opening down and the upper half of the rear opening up. The inside was like the cargo area of a station wagon of the era.

I did not attend the fire equipment museum or Friday's Old World Tour, opting instead to spend some time at the hotel looking at the cars as they came in and spending some time getting my car ready for Saturday's show.

About 90 cars were registered. Many fine examples of the '50s and '60s were represented but few pre-war cars. The meet paid tribute to the station wagon; however, there were only some seven wagons, three being judged. I did not place, but I did get the long distance award, having traveled about 1,250 miles. It was close. I only won by 40 miles. Someone drove 1,210 miles from Denver, Colorado.

SATURDAY, JULY 25TH, we sponsored a cruise to Old Town in Kissimmee, Florida. I met one of our members at a KFC right past Old Town. We then drove in and met up with Tom Sammon, another member who had brought his '38 Plymouth two-door humpback. I had my 65 Sport Fury, and Doug Bolt and his wife, Terry, were there in a modern car, an '08 Challenger. As far as Old Town goes, it was a good night with about 185 cars in the cruise. I have truly enjoyed meeting different members from time to time.

We welcome new members Howard Cole, Doug Bolt, and Norman Coe.

-- Mike Bonadonna

Golden State Region

THE GLOOM STILL HUNG in the air when Bob and I arrived at our shop, Premier Auto, in Riverside, on the 20th of June. We turned on the lights, rolled up the metal doors, laid out the promised donuts and waited for our friends and guests to arrive. Soon ten members and guests were milling about chit-chatting, drinking their coffee and looking at some of the vintage cars at the shop.

Our caravan then proceeded to our appointed destination of the day, the Riverside International Automotive Museum. We took a slow cruise down Victoria, a charming and historic street with a wide median on which several different colorful flowering trees and shrubs are growing. Some very old and tall eucalyptus and palm trees and an occasional orange grove line the sides.

The museum is in an industrial park. Our docent met us at the door and wel-

comed us in. RIAM is dedicated to preserving and presenting the history of motor sports, the Riverside International Raceway and the Ontario Motor Speedway.

The museum has only been there about a year and is somewhat small but already has collected quite a bit of memorabilia. A video plays for the observer to learn about the history of the raceway, the cars and the drivers. The exciting part for the group was through the glass double doors to the back section. Maserati, Ferrari, Jaguar and Porsche are all represented as well as some Penske and Gurney Indy racers.

You can see the evolution of the race-car through the years. A shop there takes on the restoration of some of these old racers. We spent over two hours admiring the vehicles and questioning our docent about them.

As we left, we headed on over to Delia's Grinders for lunch. With our hunger satiated, Nick DeSimone brought a short meeting to order on the patio.

With the meeting adjourned we found our ways home with memories of a pleasant day spent with our friends.

-- Margie Amos

Grand Canyon Region

OUR JULY MEETING was held at Famous Dave's Legendary Pit Bar-B-Que, in Peoria, Arizona, attended by 18 members and one guest.

Our meeting was called to order by Tony Tricoci. Al and Bonnie Sund, our newest members, were introduced.



Al and Bonnie Sund's '35 PJ sedan

After approving reports, we discussed upcoming meetings and events, the POC constitution, brochures for the Phoenix and Tucson tourist bureaus and a club website.

TECH TIME: Al Sund spoke about his 1935 Plymouth. He is its third owner and has owned it since 1970. It has 47,000 miles and most of the equipment is original. His car has no heater which is not a concern since he lives in Arizona.

-- Barbara Tricoci

Heart of America Region

NINETEEN MEMBERS plus one guest--Ken and Joyce Reed's future son-in-law, John Hobbs--attended our June meeting. We discussed upcoming swap meets. Ken Reed reported on the car show at Old Bill's Museum in Liberty that was attended by several members.

Bill Krenzer gave tips on servicing distributors, stressing the importance of doing so regularly. Then, Glen Means showed films of cars from the fifties with accompaniment of music from that era.

Joyce Reed is doing well after knee replacement surgery, as is Leroy Penrod after his extended surgery.

June's Café Cruise was hosted by Jerry and Doris Elwood at Cinzetti's Italian Buffet. In spite of a heat wave with a temperature in the high 90s, ten members and one guest--the Elwood's daughter, Rita Richards--enjoyed a good selection of Italian dishes and their yummy desserts. Only the Holloways ventured out in an old car, their '50 Dodge.

More foul weather, this time in the form of drenching rain and wind, preceded our July meeting/picnic at Macken Park. We had 32 members and 13 guests attending. One guest, Rex Cantlin, later joined. He is the owner of a 1936 P2 two-door touring sedan. We had lots of good food, as usual, which was followed by a short business meeting.

Another Café Cruise, this one in July, to Bandana's BBQ in Independence, Missouri, was hosted by the Schaefer's. The one thing this club likes to do, besides riding in our old Plymouths, is eat!

-- Winona Krenzer

Hoosier Region

KEVIN AND I attended the Oconomowoc Plymouth meet in June. It was an enjoyable and relaxing time. Everyone we met was extremely friendly, and Wisconsin is beautiful. I want to thank the Dairyland Region for a wonderful meet. You did a great job, and I was so impressed that I want to go back to Wisconsin.

ATTENDING our July meeting at Arni's were 14 members. It was announced that our August meeting will be held with the Cool Creek Jukebox Saturday Night. Our September meeting/tour will be to Battleground, Indiana, to visit Prophetstown for the 1920s fair. Prophetstown includes the Sears farmhouse, Model T shop, Indian Village, and various other sites.

We were also informed that Motorbooks will be publishing a complete book of Dodge and Plymouth. If we let them know how many members we have, our club will receive one free book for review.

Bob Van Buskirk was in Methodist Hospital for a triple by-pass in July and is now doing well at home. Even while in hospital, he was "very bored" but had access to a computer and wrote an item for the PLYMOUTH BULLETIN [next issue -ed.].

-- Kristin Reeves

Long Island Region

THE CAR SHOW SEASON is in full swing. Nine of us have been regulars at the Saturday cruise in at Islip Town Hall. Mike Bridgewood recently acquired a 1970 Fury Grand Coupe. Hopefully he and his son will have it on the road and at cruise-ins soon. Keep them rolling.

-- Pete Marks

THE JULY 1 MEETING was called to order



Mike Bridgewood's '70 Fury Grand Coupe

with 12 members in attendance. Following the secretary and treasurer reports, correspondence, including regional newsletters, was noted or read. President Pete Marks showed the various certificates of merit and appreciation which the club has received as a result of the money we raised for the Sunrise Fund at the June Wheels and Wings For Hope Car Show. A number of suggestions for the improvement of next year's show were discussed. This year's show had 1000 more walk-ins than last year, in spite of the fact that a number of other shows were being held on that date.

New business consisted of accepting two new members: Paul Chalupa ('69 Barracuda convertible) and Roy Guluzzi ('41 DeSoto two-door sedan).

-- Dave Wegenaar

Mid-Atlantic Region

ACROSS THE RIVER AND FARMS to Natalie and Bob's house, we drove to another great Mid-Atlantic event in the quiet and beautiful neighborhood of Exton, Pennsylvania. Of course, beautiful antique Plymouths and a DeSoto added to the ambience and brought a little balance

to the neighborhood--Bob and Natalie Gomez like to go on telling us that Exton is Ford country.

On a clear day--which this was as we made our way to Exton--one can get a good view of the Holtwood Dam after crossing the Susquehanna River. The hydroelectric dam is one of three and dates back to 1905. Then comes farm country with mostly Mennonite and Amish-owned farms. Even though one's travel may be slowed by a buggy or wagon, it is a very pleasant drive through the pastoral countryside. There are frequent sightings of the farming and life of the Amish and Mennonites as they pursue their belief in a simpler way that is certainly an exemplar of a greener life style.

Anticipating the caravan group's arrival, our hosts set up food in the kitchen, and tables were arranged on the large screened-in porch overlooking the pool. After some hugging and a bit of catching up, we got down to the business of eating. That done, we got down to our July business meeting with 17 in attendance.

David Geise, a technical supervisor for the POC and appointed chief judge, was invited to discuss judging at our national meet. An extensive discussion took place on the judging procedure and the awards to be given. We then focused on arranging other details for the meet.

The caravan group chose another dam route home, crossing the Conowingo Dam.

In June, we held our meeting at Park's Landing in Westminster, Maryland, with 34 attending.

We welcome new member Thomas K. Cox, Jr., of Woodstock, Maryland, owner of a '55 Belvedere four-door sedan.

-- Karen Fowler

FOURTEEN MID-ATLANTIC MEMBERS attended the Summer National Meet in Oconomowoc, Wisconsin, driving five vintage Plymouths and trailering one. That one, the '63 Sport Fury of Debbie Seitz, received a second-in-class trophy. The trip was not without incident, as we, the VanBibbers, were forced to stop in Plymouth, Indiana, (of all places), because of a wheel bearing failure on our newly restored 1960 Valiant. We stayed behind while the rest of the group headed for Wisconsin. When it became apparent that necessary parts would not be available until Monday, we rented a car and left for Wisconsin. We picked up our Valiant on Tuesday and enjoyed a successful trip home. Even with all the anxiety that

comes with being stranded on the road, the trip was still very enjoyable and we are ready to go again. -- Peggy VanBibber

Mid-Iowa Region

IN APRIL, we met at Bob Coburn's shop in Des Moines for an educational/repair seminar on replacing rear end axle seals and brake cylinders. The rear seals on my 1934 Dodge were replaced and new axle seals and brake cylinders were installed on John DeMoss's 1965 Fury. Many region members attended as well as some guests. We thank Bob for providing the garage space and technical advice. Thanks also go to John DeMoss for roasting a turkey. Other members brought side dishes. It was a very good meeting despite the cool, rainy weather.

Our next meeting was the annual swap meet at the Iowa state fairgrounds. The weather was very good and a lot of people attended. Thanks go to Jerry McMillan for cooking hamburgers and brats. We enjoyed the day socializing and browsing around the swap meet.

On June 16, some of us attended the annual Mopars Unlimited show in Johnston, where I displayed my '34 Dodge coupe. Although it rained early in the day, there was still a pretty good turnout of nice cars.

The really big event for June was the National Summer Meet in Wisconsin. Eleven members from our region attended. John DeMoss drove his '65 Fury and placed third in his highly competitive class. Bill Eye's beautiful '56 Belvedere convertible got second in his equally competitive class. Alan Heckman showed his '59 Fury which is equipped with a big block 361 engine and a factory three-speed transmission with overdrive. This was the final year for overdrives in Plymouths. I displayed my '72 Satellite hardtop coupe which I bought new. Many thanks go the Dairyland Region for hosting a very enjoyable show. We know it is very hard work to host a show of this caliber.

-- Ed Lynam

Prairie Region

THANK YOU to Jim and Diana Meyer for hosting our June meeting. They did a great job locating interesting things for us to do in their home area. It was a perfect day for a walking tour of historic downtown Hastings, then we toured Alton Jackson's car collection at Jackson's Car Corner and Roger Peters' buildings filled

with a large variety of beautifully restored collector cars. -- *Pat Stanton*

OUR JUNE MEETING was held at Valentinos in Hastings with 12 members attending. Lee Lape announced that our club has a new member: Paul McEvoy from Glenwood, Iowa, who owns a '48 club coupe. Following discussion on several items of business, the meeting was adjourned. -- *Larry Stanton*

CONGRATULATIONS! Wayne and Marion Page are new great-grand parents of Heyliegh Pond, born June 7. Heyliegh was born on the birthday of her grandmother Cindy who was born in the same hospital about a half hour difference in time, 46 years earlier. Bill and Melissa Bartlett are looking forward to a new addition to their family in January 2010. This hopefully may be a fourth generation POC member. Preston and Megan Berkheimer are looking forward to a new member to their family in February--another fourth generation POC member!

Merrill Berkheimer retired on July 31st from Sargent Pipe in Broken Bow, Nebraska. He worked as a machinist/tool die maker over 50 years. Needless to say Merrill, who turned 70 in April, will keep busy with his hobby of restoring his Plymouths, volunteering with the railroad club and spending time with his family.

OUR JULY MEETING was held in Columbus in conjunction with the All-Mopar Car Show at Phil Spady Chrysler dealership. It was a beautiful day with over 70 cars on display including lots of muscle cars. Everyone enjoyed free lunch and ice cream sandwiches courtesy of Spady's.

After the show most of Plymouth Club went to Terry and Andree Hoeman's country home to roam around their collection of cars and memorabilia and enjoy brownies, ice cream and lots of talk. Before the show was over some of the ladies had gone home with Andree to see a demonstration of weaving on her loom. Currently weaving tea towels, she also showed several examples of clothing she had woven in the past.

Another successful Kearney Cruise was held in mid-July with about 600 cars participating in the Saturday show in downtown Kearney, and some 25,000 persons attended the show. Six Prairie Region members showed their Plymouths ranging from 1963 to 1970.

Prairie Region members attending the 2009 Summer Meet were Merrill and Bobbie Berkheimer (and Mickey), V. B.

and Lucinda Johnson, Art & Carolyn Reddish, Lee Lape and Frank Shemek. -- *Bobbi Berkheimer*

Rocky Mountain Region

OUR JULY 18TH MEETING was held in Greeley, Colorado, with lunch held at the Western Sizzler followed by a brief meeting. After adjournment, our meeting was followed by a tour of Centennial Village which is set on eight acres with 45 structures showing High Plains history from 1860-1930s.

Member Les Leather had hernia surgery the day before the July meet and is now doing okay. -- *Betty Putnam*

Tall Pines Region

SEVERAL MEMBERS of the Tall Pines Region (enough to win the highest-regional-attendance banner) attended the National Spring Meet in Oconomowoc. *[Details of the meet will appear in the next BULLETIN issue. --ed.]*

Harvey and Jan Weaver received third place with their 1959 Sport Fury which they had just finished and drove for the first time to a show. Richard Tetzlaff received a third also with his 1936 P2 four-door sedan. Jeff Juneau received a beautiful "just because trophy" from the Golden State Region! They announced that this is to be an annual presentation at national meets.

On Sunday, Roger and Marion McLean, Carl and Jill Wegner and the Juneaus left for Door County for a couple more days of sight seeing. The Weavers and Tetzlaffs made their way back to Minnesota. It was a great get-together once again!

JULY'S MEETING took place at the home of Erwin and Ann Fredrichs, a few miles northeast of Chatfield, Minnesota. They have a beautiful farm and the weather was perfect for our meeting and luncheon. Erwin had seven collectible tractors of various makes on display as well as his 1941 Plymouth coupe. He also has an older GMC flatbed truck and a mid-70s Ford Camper Special pickup. His adult son, Ben, was there also, driving his nice blue 1971 Fury II four-door. We had a large turnout with twelve vintage Plymouths bringing 24 members to the meeting. With such nice weather and a nice location, no wonder we had such a good turnout. You normally would have to go to a national meet to see three '55 Plymouths. Also, five convertibles at a regional meeting is quite a few, especially

for a smaller region like ours.

We caravanned into the town of Chatfield and visited the Oakenwald Terrace (AKA Lovell/Lund House), listed on the National Register of Historic Places. It is a beautiful, wood frame mansion, built by a wealthy local family in 1896-1897, over a period of only 10 months, much of it in the winter and with no power tools. Electricity had not yet come to the town. The architect planned for that eventuality, though, as, when it was built, the house was both piped for gas lights and wired for future electric lights. The home consists of 10,000 square feet of finished living space and is furnished with an astounding amount of antique and replica period furniture. It has four fireplaces to supplement its central heating plant. Since it is currently a working bed & breakfast, we were allowed to sit on the furniture and touch the various things of interest. The owners split us into two groups and gave us a very thorough and humorous tour of the home. Everyone, I think, went away awestruck... a very interesting and enjoyable way to spend the afternoon!

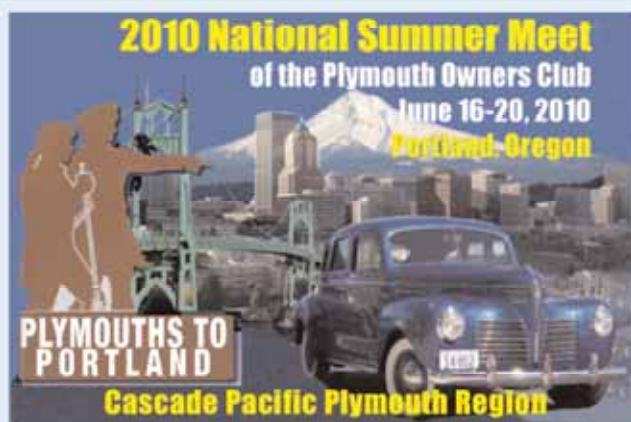
After the tour, we caravanned back to the Fredrichs' farm for our business meeting, called to order by Vice-president Jack Schultz.

Carl Wegner showed us the banner our region got in Oconomowoc for having the best regional attendance. Carl also has some interesting statistics from the recent Back-to-the-Fifties car show at the Minnesota State Fairgrounds: Ford, 29%; Chevy, 35%; Plymouth, 2.8%. You can see we're still a rarity, especially with the street rod crowd.

We talked about our Fall Foliage Tour to take place September 25-27 in the Duluth and North Shore area, planned by Roger and Marion McLean. Possible tours in Duluth include the Aquarium, the Railroad Museum, a train ride in conjunction with the RR Museum, an ore boat tour, a stop at Canal Park, etc. We also talked about our two-day tour to western Wisconsin in August.

We all enjoyed our normal pot luck dinner in the late afternoon. This time, Erwin and Ann treated us to a dessert of ice cream, covered with fresh home-grown raspberries. What a treat! All good things must come to an end though, and it was time for everyone to head home. Thanks to the Fredrichs for hosting us!

-- *Happy Plymouthing,*
Rog & Jean Ramberg



Why Plymouths to Portland?

The Pacific Northwest has too many opportunities, between the Beautiful Scenery and Landscapes of our rivers and streams to the many Historical and Cultural opportunities to share it is hard to know where to start. As the Organizing Committee have been going over all the options for tours and activities, it is really too bad that we only have a few days to share it all with those of you who will come to the 2010 POC meet.

At this point in the planning we would like to give you our Tentative Plans for Tours and Events and in next issue of the POC Bulletin we will have finalized the specifics for you to choose from.

The activities begin on Wednesday, June 16, 2010. Registration begins and so do the many activities we have planned. There will be organized bus tours, caravan driving tours and optional pre-mapped on-your-own driving tours to many of the Portland and Southwest Washington areas prominent scenic and historical sites.

Host Hotel: Monarch Hotel and Convention Center, 12566 SE 93rd Avenue - Clackamas, Oregon 97015. www.monarchhotel.cc

Reservations: can be made by phone (800) 492-8700. Room rate is \$119.00 per night Double occupancy.

Registration: We urge early registration as some tours and events are limited, registration will be \$40.00 for early registration. **Official Registration form will appear in the July-August POC Bulletin:** Select from the tours and events listed and check as appropriate on the registration form.

Wednesday:

Registration and Check-in starting 10:00am in the Hospitality Room. - details to be announced in later publications and the Cascade Pacific Plymouth Web site -

www.cascadepacificplymouth.org

Wednesday AFTERNOON:

Guided Tours with your Plymouth.

Wednesday LUNCH:

Most likely you will be on one of our Guided Tours and be eating at a quaint cafe or restaurant in the local area or eating on your own. Lists of recommended nearby food establishments will be available for you.

Wednesday PM: POC Official Welcome at the Cascade Pacific Region Dinner. Meet fellow attendees of the 2010 Plymouths to Portland Meet. Welcome from National POC officers and the CPPC organizing Committee.

We are working on a Hamburger or Chicken Dinner and Dessert; Courtesy of a Sponsor of 2010 POC Meet.

Entertainment: Enjoy Historic Plymouth Video and Social Time, plan your strategy for Tours and Activities for the rest of the week.

Thursday Tours: Several Charter Bus Tours are scheduled as well as many Driving Tours guided by members of the Cascade Pacific Region.

Prices are still being negotiated for the Charter Bus Tours. Update information will be in the next POC Bulletin and the CPPC web site (first of September).

Thursday PM:

Dinner on your own with about 40 local restaurants to dine at within walking distance or a short drive.

Technical Seminar and Informational Meet Updates - Social - Dessert.

Friday Tours: Again Charter Bus Tours are scheduled as well as many Driving Tours guided by members of the Cascade Pacific Region or self guided activities.

Friday PM Social Time:

Dinner on your own and rest up for the Big Day.

General Meeting/Social Time in the Hospitality Room.

Judges Tech Session: get ready for the next day.

Saturday AM: Show Day at the Monarch Hotel

6:00am Line-up for washing cars - CPPC Members will be available to help with your needs.

Official Photography: of cars for the Plymouth Owners Club Bulletin - Official POC Photographer, location to be published in the Official POC Program.

Judging Begins: 7:30 am until completed.

Line-up or place cars for Judging in designated area, details the week of the show.

Non-Plymouth Car Show - Member cars who do not qualify for POC Judging as well as Plymouths from the Region will be on display. Take time to see these cars, they will be located near to where the Official POC Car Judging will take place.

Lunch on your own - fast food, delicatessen, restaurants, short walk from Monarch or Clackamas Town Center area.

Women's Tour and Tea: This is for the ladies, while the men check out each others cars. Details will be forthcoming. Transportation will be arranged.

Saturday PM: - Awards Banquet - This will be a catered dinner in the Monarch Hotel Banquet Hall. There are three menu choices - priced accordingly - select one from the list on the registration form.

Entertainment by local actors and or musicians (less long boring speeches) possible Meet Slide Show or Video of events.

Sunday AM: Breakfast - Monarch Hotel farewell to all those who attended and wish for a safe trip home.

T-shirts: We have a front and back design for the 2010 Meet. See web site for the upcoming design. Even if you are not coming to the Meet you are likely to want to buy one.

Planned Tours:

These tours are options for our organized tours during the meet. Details are still being determined before they are officially announced.

Charter Bus Tour Option: *Mt. Hoods Timberline Lodge, Western Antique Aeroplane Museum & Automobile Museum in Hood River & Multnomah Falls on the beautiful Columbia River.* Cost: TBA

Tour of historic **Timberline Lodge.**

Explore the rich history of the Lodge. Topics discussed include: The Great Depression, The Works Progress Administration (WPA), Artwork of Timberline, Interior Design of Timberline, Lodge Architecture, Lodge History, Mount Hood History, Oregon Trail and the Barlow Road History, Building of the Lodge, and more! Tours Daily at 11:00, 1:00, 2:00, and 3:00.



Western Antique Aeroplane & Automobile Museum



collection dates back to the early years of flying and driving. Rare antique aircraft and cars are operated in view of visitors. A vast selection of exhibits will educate and inspire visitors to learn more as well as continue the American spirit of reaching further in the realms of flight and travel. Adults: \$12.00 Seniors 65+ Vets: \$10.00

Continue Tour: Multnomah Falls,

Tour the western portion of the Columbia River Gorge. Multnomah Falls is the second highest year-round waterfall in the nation, plummeting 620 feet from its origins on Larch Mountain.



At the base of the falls lays historic Multnomah Falls Lodge. Built in 1925 the lodge provides fine northwest cuisine with a panoramic view from your table.

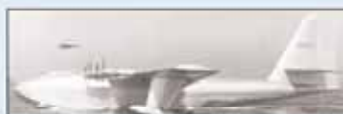
Charter Bus Tour Option:

Mount St. Helens National Volcanic Monument. At 8:32 Sunday morning, May 18, 1980, Mount St. Helens erupted. Shaken by an earthquake measuring 5.1 on the Richter scale, the north face of this tall symmetrical mountain collapsed in a massive rock debris avalanche. Nearly 230 square miles of forest was blown down or buried beneath volcanic deposits. The eruption lasted 9 hours, but Mount St. Helens and the surrounding landscape were dramatically changed within moments.



Visit the **Johnston Ridge Observatory** - Elevation 4,255 Feet, located at the end of State Highway 504 and 52 miles east of Castle Rock, in the heart of the blast zone, the Center's state-of-the-art interpretive displays magically portray the sequence of geologic events that transformed the landscape. Visitors can expect to see views of the lava dome, crater, pumice plain, and the landslide deposit. Watch a wide-screen theater presentation, interpretive exhibits. There are no food services at Johnston Ridge. Cost: TBA.

Charter Bus or Driving Tour Option: Evergreen Air and Space Museum (Spruce Goose) - McMinnville, Oregon. The airplane and helicopter exhibits and the artifact, research library and archive collections form the core of the Museum. Highlights include the Spruce Goose, Jet Fighters, Space Craft, a Replica of Orville and Wilbur Wrights 1903 Glider, early passenger planes, trainers, bombers, general aviation, observation and reconnaissance air craft. IMAX movies, with 2 museums of things to see.



Farm Store and Wine Tasting Rooms sample Spruce Goose Oregon wine and juice, hazelnut products. Wine tasting is free and does not require admission to the Museum.

Lunch: On your own at the Spruce Goose Café and Cosmo Café. Cost: TBA

Driving Tour: Pearson Air Museum at Fort Vancouver National Site is an opportunity to experience the "Golden Age of Aviation." When you enter the museum you enter a world of wild barnstormers, experimental aircraft, and aces of World War I and II. Open 10 a.m. to 5 p.m.

Admission: Adults \$7.00 Seniors: (55 and up)\$5.00

Lunch: at the restaurant at Fort Vancouver National Site, located in the stately Grant House.



Tour continues: *Officers Row/Fort Vancouver* is a beautiful setting filled with twenty-two fully restored nineteenth century homes situated on twenty-one acres just north of the Vancouver Barracks Parade Grounds. All listed on the National Historic Register, today these homes are offices and residences with several open to the public, including the Marshall House and Ulysses S. Grant House, the oldest house on the Row (built in 1850).

Guided Driving Tour Option:

Pittock Mansion & Portland Classical Chinese Gardens. The Pittock Mansion was home to Portland pioneers Henry and Georgiana Pittock from 1914 to 1919.



During the late 1800's and the early 1900's, their lives and work paralleled the growth of Portland from a small Northwest town site to a thriving city with a quarter million population. With its eclectic architectural design and richly decorated interior, including family artifacts, the Pittock Mansion stands today as a living memorial of this family's contributions to the blossoming of Portland and its people. Open 10-4pm - Admission: Adults \$7 Seniors (65+) \$6 pay at the door.

Lunch: Will be on your own in the Knob Hill District of Portland, we may reserve tables at several places.

Tour continue: *Portland Classical Chinese Gardens.* These gardens attempted to duplicate nature found in traditional Chinese landscape paintings, and the nature of the Yellow Mountains near the city of Suzhou located approximately 50 miles west of Shanghai on the eastern coast of China.



The gardens would be used to entertain guests and undertake intellectual pursuits such as painting, poetry, and conversation. This Garden is based on a garden built in Suzhou during the Ming Dynasty (1368-1644 AD). Open 10 a.m.- 6 p.m. \$8.50 Adults - \$7.50 Seniors (age 62 & over)

Guided Driving Tour Option:

Pacific Northwest Truck Museum, 40 miles south of Portland, you will see some of the great working vehicles that developed the Pacific Northwest. These wonderfully restored antique trucks, parts and memorabilia also show the significant and unique innovations in the development of trucks brought about by the longer distances and rough terrain of this part of the country.



There are over 75 trucks by GMC, Freightliner, International, Kenworth, Mack, and Peterbilt, long-gone Autocar, Moreland, Samson, White, and Yellow-Knight, and many other makes. Weekday viewing by appointment only.

Lunch: On your own - Wilsonville/Aurora, Oregon

Tour Continues: Garage tour local Aurora car enthusiast and his numerous and unusual classic cars in.

Additional Optional Pre-Mapped Tours:

These tours can be an option to the organized tours during the meet or for you to plan your pre/post activities. The tours are within driving distance to the Portland and Clackamas area.

Additional Optional Tours:

Japanese Garden,
Portland Test Rose Garden,
Crown Point & Columbia Gorge Loop,
World Forestry Center, Hoyt Arboretum,
Columbia Gorge Interpretive Center,
Willamette Spirit Cruise,
Stem Wheeler Cruise,
Portland Art Museum,
Portland Pearl District Galleries,
Silver Falls State Park,
Aurora Antique Shops,
Signal Tower Gas Station, Portland,
Powells Book Store, Toy Museum,
Many, many other local points of interest.

See our web site:

for additional details on the Tours and Updates as the Meet gets closer.

Contact:

Mike Bade, 2010 POC Meet, Chairman
mdscbade@msn.com - Ph. 503-206-4652

Gary Rusher, CPPC 2009 President
chiefgr@hotmail.com - Ph. 503-638-5521

www.cascadepacificplymouth.org

Come early and stay late to take in all that Portland and the Pacific Northwest has to offer. This may be the only opportunity you will have to visit us for a long time.



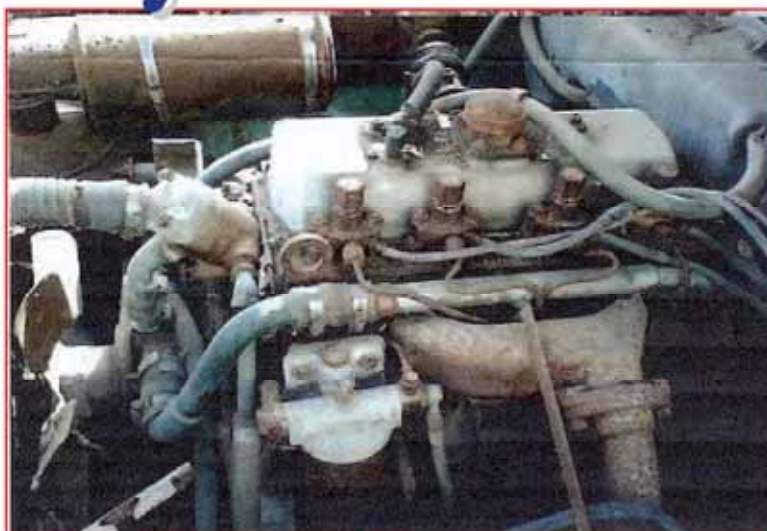


Another Diesel Plymouth

Like so many oddities that have appeared in this column, this issue's feature car came to my attention through a club member. Michael Noe, of Frankfort, Indiana, started his letter with "I'll send this to you as I don't know who else to send it to!" Included in the note were three photos of a junk-yard find: a 1960 Plymouth Belvedere four-door sedan. The car itself isn't so unusual, but what is under the hood certainly is.

Michael continued: "My friend found this '60 Belvedere in a salvage yard and called me to see if it was a 'significant' enough car to save. As you can see, the car is pretty rough and isn't much, as it has been sitting in this yard for 30 or more years. He says the motor is a four-cylinder Perkins diesel. He got on the computer, and it said Chrysler Corporation put diesel motors in 1960 Plymouths -- did they? I don't have a computer but have a library of books and I can find nothing about that. I have never seen or heard of any '60 Plymouths with a diesel, either. The yard owner said he would sell the car but the price would be over \$3,000! What do you think? Is this a rare car? Should it be saved?"

I sent Michael a reply, telling him



that Chrysler Corporation and Perkins Diesel had a long relationship in Europe and that I had reference to '59 Plymouth taxi cabs being fitted with diesel engines for work in the U.S. Nothing more, however, can be found on the project, even in the vast literature collections of Andy Weimann. I did devote a few pages to Plymouth diesels in my book *Plymouth, 1946-1959*, with the last reference being to the 1956 Plymouth. I asked Michael to obtain the serial number of the '60 diesel-powered car, which might shed some light on the mystery.

A few weeks later Michael wrote, saying the serial number is 2201202927.

Breaking down the serial number wasn't difficult. It was built fairly late in the production run at Detroit's Lynch Road plant as a six-cylinder Plymouth Belvedere. Along with the serial number, Michael had put together some other information. He wrote "My friend at the Chrysler Kokomo transmission plant, where I used to work, traced the VIN as far as he could and found that the car originally came with a six-cylinder motor. Neither he or I worked at the plant in 1960 (I started there in 1963),

so finding any one who actually knows anything--or remembers it--is hard to do.

"Anyway, Kevin found that Chrysler had at least one test car that they put a diesel motor in, to test transmissions for overseas. He doesn't know for sure but thinks that is why it has a diesel in it. I, myself, was a test driver for several years and they usually used four-door sedans and the lower priced models, except in 1977 when they added the 440 motor. I remember testing transmissions using a '77 Plymouth Gran Fury or a Dodge Monaco--always sedans. This is what the Indiana State Police drove then, and when I'd come

behind some cars they would pull over--guess they thought I was a cop car.

"Of course I can't prove these thoughts on the '60 Plymouth, but it kinda makes sense, especially since the car is in Kokomo."

As of this writing, the fate of the car is unknown. Is it worth saving? No doubt you'd be the only one at a Plymouth meet with a "big-tailed beast" powered by diesel fuel!

-- Jim Benjaminson

PHOTOS BY MICHAEL NOE

The Inflation Factor: *What would your favorite Plymouth cost new today?*

The prices of most vintage Plymouths when new can seem incredibly cheap to us, today, even though we are aware that those prices have to be adjusted according to the rate of inflation. Just what would your favorite Plymouth cost if you could go back in time with a wallet full of today's dollars? You couldn't buy a

brand new 1928 Model Q sedan for its \$725 list price. The dealer would insist on you anteing up \$9,033 of your 2008 dollars.

For the sake of comparison, the prices listed are for the top four-door sedan of each year with the exception of the premium sedans of the seventies and eighties.

Based on the Inflation Calculator: www.westegg.com/inflation

Year	Model	Factory price	2008 equivalent	1958	Belvedere	\$ 2,512	\$ 18,503
1928	Q	\$ 725	\$ 9,033	1959	Fury	\$ 2,690	\$ 19,657
1929	U Deluxe	\$ 745	\$ 9,282	1960	Fury	\$ 2,659	\$ 19,124
1930	30U	\$ 625	\$ 7,987	1961	Fury	\$ 2,694	\$ 19,184
1931	PA Deluxe	\$ 690	\$ 9,668	1962	Fury	\$ 2,670	\$ 18,806
1932	PB Deluxe	\$ 635	\$ 9,919	1963	Fury	\$ 2,670	\$ 18,583
1933	PD Deluxe	\$ 575	\$ 9,465	1964	Fury	\$ 2,680	\$ 18,413
1934	PE Deluxe	\$ 660	\$ 10,507	1965	Fury III	\$ 2,754	\$ 18,606
1935	PJ Deluxe	\$ 695	\$ 10,639	1966	Fury III	\$ 2,823	\$ 18,534
1936	P2 Deluxe	\$ 680	\$ 10,457	1967	Fury III	\$ 2,872	\$ 18,325
1937	P4 Deluxe	\$ 680	\$ 10,093	1968	Fury III	\$ 2,969	\$ 18,180
1938	P6 Deluxe	\$ 815	\$ 12,331	1969	Fury III	\$ 3,084	\$ 17,917
1939	P8 Deluxe	\$ 805	\$ 12,353	1970	Fury III	\$ 3,174	\$ 17,412
1940	P10 Deluxe	\$ 805	\$ 12,231	1971	Fury III	\$ 3,547	\$ 18,656
1941	P12 Deluxe	\$ 840	\$ 12,155	1972	Fury III	\$ 3,747	\$ 19,078
1942	P14 Spl Deluxe	\$ 935	\$ 12,222	1973	Fury III	\$ 3,866	\$ 18,535
1946	P15 Spl Deluxe	\$ 1,164	\$ 12,704	1974	Fury III	\$ 4,400	\$ 19,005
1947	P15 Spl Deluxe	\$ 1,289	\$ 12,297	1975	Gran Fury	\$ 4,565	\$ 18,073
1948	P15 Spl Deluxe	\$ 1,441	\$ 12,752	1976	Gran Fury Cust.	\$ 4,730	\$ 17,700
1949	P18 Spl Deluxe	\$ 1,629	\$ 14,562	1977	Gran Fury	\$ 4,697	\$ 16,503
1950	P20 Spl Deluxe	\$ 1,629	\$ 14,418	1978	Fury Salon	\$ 4,703	\$ 15,357
1951	P23 Cranbrook	\$ 1,826	\$ 14,978	1979	Volaré	\$ 4,504	\$ 13,191
1952	P23 Cranbrook	\$ 1,914	\$ 15,362	1980	Volaré	\$ 5,058	\$ 13,051
1953	P24 Cranbrook	\$ 1,853	\$ 14,454	1980	Gran Fury	\$ 6,513	\$ 16,805
1954	P25 Belvedere	\$ 1,933	\$ 15,315	1981	Gran Fury	\$ 7,451	\$ 17,430
1955	P27 Belvedere	\$ 2,057	\$ 16,362	1982	Gran Fury	\$ 7,820	\$ 17,226
1956	P29 Belvedere	\$ 2,154	\$ 16,881	1983	Gran Fury	\$ 8,473	\$ 18,085
1957	P30 Belvedere	\$ 2,385	\$ 18,042	1984	Gran Fury	\$ 9,655	\$ 19,759

Setting the timing on your flathead engine

by Ken Bartz
Blanchardville, Wisconsin

Remove the 1/8" pipe plug over the #6 cylinder, then use a small drill and a 1/8" pipe tap to clean the carbon out of the hole through the head and from its threads.

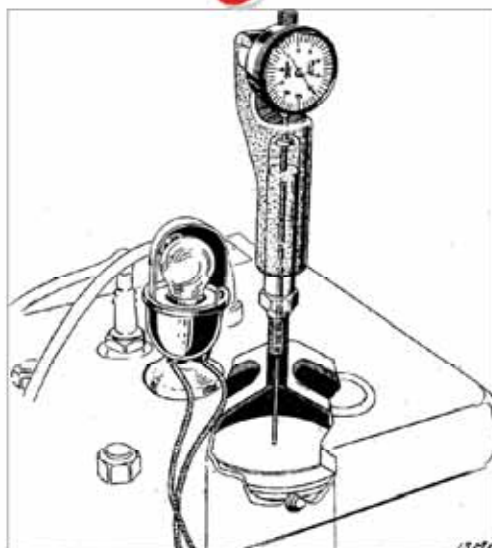
Make an improvised special tool from a brass fitting with a 1/8" pipe thread end and make a pin from an approximate 2" length of round steel. This pin should fit the bore of the fitting just loosely enough to slide freely. (Drill out the bore in the fitting, if need be, to suit the round stock you have available.)

Deform the pin near one end so that it cannot slide down through the fitting. (For example: place the pin on an anvil, place a small drill on the pin and strike the drill with a light hammer to slightly deform the pin.)

Place the improvised tooling in the tapped hole, and set up a dial indicator on a magnetic base, so that the indicator will read the travel of the pin. The pin will be moved up by the top of the #6 piston, when the piston travel is near top centre. Make certain the pin follows the piston down smoothly as the engine turns. A little drop of oil on the pin will help.

With all the spark plugs out, roll the engine over until the pin is as high as it will go. Set the dial gauge to zero. Try this a couple more times to verify the zero reading at the highest point of the pin's travel.

That is your Top Dead Centre mark for the #6 piston. Since the #1 and #6 crankpins are in the same plane, it is also your TDC mark for the #1 piston.



Mopar timing indicator (Tool C-435)

Your engine will start and run well with the spark timed to #1 TDC. (Many older Dodge truck engines are specified to be timed at TDC.)

To set basic distributor timing (assuming the points, etc., are all in good order), have the spark plugs out and have a reliable helper roll the engine over with a hand crank, or by pulling on the fan while snugging the fan belt. Note the direction of the distributor rotation as you turn the engine and chalk a little arrow as a reminder, if you'd like.

Place a fingertip in the #1 spark plug hole, and roll the engine over slowly until you feel compression, then stop when the timing mark aligns with the timing pointer (or, if the pointer is missing, with the dial gauge on #6 reading its highest point.)

The engine will be at its basic timing position, called TDC #1 firing (or two before or whatever advance is correct for your engine).

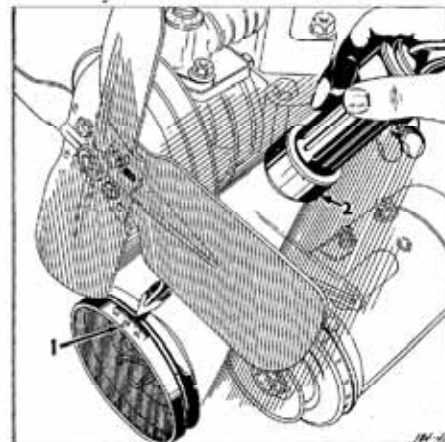
Loosen the clamp bolt for the distributor, so you can turn the distributor body. Turn the distributor body in the direction the rotor rotates until the points are definitely closed.

Now, turn on the ignition and, being slow and careful, turn the distributor body back against the direction of rotation, until you hear a teeny-tiny "tick" and see a little spark jump across the points. Do this two or three times, if need be, until you are certain you have it right.

When you are certain that the distributor body is exactly where the points "broke," snug the clamp bolt. Put the distributor rotor back on its shaft.

The rotor will be aiming at the position where the #1 spark plug wire must be located on the distributor cap. (It should be at 7 o'clock, but some previous owner might have changed the position, so verify this.) With the wire to the #1 plug in its correct location, put in the rest of the wires by the firing order: 1-5-3-6-2-4, going in the direction of the distributor rotation, of course. Put in the spark plugs, connect the wires, put the 1/8" pipe plug back in over #6.

If all else is correct, the engine will start and run normally. Verify your timing with a timing light, and adjust as necessary.



You might get a bit better performance by doing a final timing setting on the road, advancing a bit until you just begin to get the tiniest amount of "pink-ing" on hard acceleration or hill climbing, and then backing down (retarding) a degree or two.

DAIRYLAND DIGEST
JANUARY, 2008



by George and Sylvia Bahro
Jordan Station, Ontario

Overlooking Lake Ontario with a view of the Toronto skyline, the beautiful Best Western Beacon Harbourside Inn and Conference Centre had welcomed most of our registrants by Thursday afternoon.

George and Sylvia Bahro served as hosts of the 21st Annual 4-cylinder Plymouth Tour. Among the vehicles arriving were one '28 touring, three '29 sedans, one '30 coupe, two '31 roadsters, two '32 roadsters and three '32 sedans. We were pleased to see Plymouth owners arrive from the U.S.A. with five

from New York, one from Vermont, three from Ohio and one each from Pennsylvania and New Jersey.

A short welcoming tour was run late that afternoon with everyone driving to a local eatery for dinner.

Since the main purpose of this meet is to drive our Plymouths, we arranged two major tours. The first tour, taking place Friday morning, was billed as the Ridge Road Run. The Ridge Road, overlooking Lake Ontario, offered spectacular views as we made our way for a visit of the Canada Farm Toy Museum. Our next stop was the Erland Lee Museum.



Enjoying a visit: Becky Watson and Barbara Manke at the Mankes' 30U



<www.erlandlee.com>, a restored national historic site with much Canadian history.

After lunch, our next destination was the Sour Cherry Pottery shop. We then motored on to visit Jordan Village, a very popular place with a winery and other



Pre-Jolly Jumper: child's spring chair



shops. Our final stop of the day was at the Upper Canada Cheese Factory, where everyone enjoyed some goodies. Evening was again time to drive to dinner, this time for a dis-



Stopped for chocolates: the Bahros' '29 U sedan

running board flea market offering a nice display of Plymouth parts. The tour covered about 90 miles. After stopping to visit



Paraphernalia shop

an automotive paraphernalia shop and the Chocolate Factory, we drove the entire Niagara Parkway, through Niagara Falls and on to Niagara-on-the-Lake before returning to our base late in the afternoon.



Niagara Falls, from a Plymouth window

tance of some ten miles.

Our Saturday morning tour was billed as a Breakfast Tour. Prior to departure, some attendees held a

We were fortunate to have Earl Buton, Technical Director of the Plymouth Owners Club, in attendance. With Earl and his son Jeff, we had no shortage of breakdown diagnosis. Three of our cars had some carburetion issues.

Our entire group gathered on Saturday evening for our annual banquet. Sheila Nawrocki arranged for each attendee to receive a nice door prize. Steve Stephenson, of Vermont, gave a brief technical talk.

We are grateful to all who helped make this Plymouth meet a success and look forward to seeing you again. **PB**



Earl Buton



Trophies, presented by Sheila Nawrocki (left), went to hosts Sylvia and George Bahro, who received the John Nawrocki Memorial Trophy and to Gary Campaigne, who took home the long-distance award.



Going home: Peter and Esther Warner's PB; Sheila's '29 U sedan





Earl and Jeff Buton's '31 PA roadster



Phil Foster and "friend"



Kem and Bistery



Having a great time was Esther Warner (ABOVE, RIGHT) with hubby Peter and their PB roadster



Sheila Nawrocki and Kem Jones in her '29 U sedan



A roadside discussion is enjoyed by Steve Stephenson, Shirley Sargent and Becky Watson (ABOVE).



Getting an under-the-hood check is Tim Zavitz's '32 PB sedan with Steve Stephenson looking on.



Discussing the finer things of four-cylinder Plymouths, Don Feeney is photographed by a local reporter with the resulting picture (LEFT).



1928 Q touring
Don Feeney, Marengo, Ohio



1929 U sedan
Sheila Nawrocki, King City, Ontario



1929 U sedan
Bill & Rita Wybenga, Picton, Ontario



1931 PA coupe
Roy & Shirley Sargent, Penfield, New York



1931 PA roadster
Don & Opal Crowe, Minden, Ontario



1932 PB convertible
I. M. "Steve" Stephenson & Becky Watson
Williamstown, Vermont



1932 PB 2dr. sedan
Tim & Geraldine Zavitz, Fonihill, Ontario



1932 PB 4dr. sedan
Gary & Rachel Campaigne, Freeton, Ontario



1932 PB 4dr. sedan
Phil & Gwen Foster, Niagara Falls, Ontario



1932 PB roadster
Peter & Esther Warner, Grand Bend, Ontario



To a successful tour: Esther Warner



Over the hill, around the curve and through the tunnel,
the Plymouths on tour do go.



“It was the best of times and worst of times,” to quote Charles Dickens, whose *Tale of Two Cities* is alluded to by Dan Morton’s article entitled “Tale of Two Furys.” In some ways, that was the 1959 Plymouth. The “worst of time” may not be reflective of the quality of the vehicle, which was certainly better than that offered two years earlier.* But for those who value what was considered traditional to Plymouths, it was, to some degree, the end of an era or, for true aficionados of the ‘59, the epitome. As Park Hunter entitled his BULLETIN 199 article: “Practice Makes Perfect,” that’s the 1959 Plymouth.

Nineteen fifty-nine marked the final year a Plymouth was a Plymouth, and not one of two or more differently sized bodies each called Plymouth. It was the final year of body-on-frame construction. And, notably, the final year of the hoary flathead six that had been powering Plymouths since 1933 and was its exclusive powerplant through 1954. The generator was on its way out, too, 1959 being the final year it was installed in all Plymouths. Valiant would get the North American industry’s first alternator in 1960 (except in Canada), with all Plymouths following suit in 1961.

It was also the final year of the Mayflower, this time depicted for the first and only time as sailing forward. Located on the grille-dividing center mesh, it was combined

with a new upward-thrusting arrow that would come to be known as the “rocket ship” and would become Plymouth’s primary emblem through the early 1980s. (The Mayflower would eventually return in Plymouth’s 1996 model year, serving a six-year stint until the marque’s 2001 demise.)

The ‘59 Plymouth, itself, marked the end of the Golden

Fury era. For three years, the Fury was Plymouth’s premium high-performance offering. The limited-production vehicle was available in only in Sand Dune White in 1956-57 and Buckskin Beige in 1958, both with contrasting golden trim. For 1959, the once-special Fury name was “demoted” to identifying the former Belvedere series, including four-door sedans. Replacing the former Fury as Plymouth’s status car was the Sport Fury. Unlike the previous Furys, the Sport Fury was available not only as a hardtop but as a convertible and in any color offered by Plymouth but with no golden trim. Some enthusiasts were left imagining how Plymouth could have produced a 1959 Golden Fury. Tom Fox chose to put his imagination into sheet metal and created the 1959 “Golden” Fury which appears later in this issue.

Plymouth’s strong recovery of sales that year propelled it into its “traditional” third place, a status it wouldn’t again hold until 1970.

As sometimes happens in three-year styling cycles, the third-and-final year receives the greatest number of changes,



creating an unique one-year-stand. It happened to Ford the same year; it happened to Plymouth's B-bodies in 1970, among others. After standing pat for 1958 in which Plymouth carried over all 1957 sheet metal, save the under-front-bumper pan, it pulled out nearly all stops for 1959, revising all sheet metal but the cowl, roof and doors. The result is a well-designed car that looks all-new but is, in fact, a revision of what had gone before.

Many people thus find the 1959 Plymouth to be very appealing and are especially devoted to what they consider to truly be the epitome of Plymouths.

-- Lanny Knutson

* For my Uncle Paul, 1959 was an end-of-an-era Plymouth in a different way. Plymouth had addressed many of the quality-control issues that had arisen in 1957, but obviously not all.

In 1951, Paul replaced his aging Chevy with my Uncle

Kenneth's 1946 P15 (as noted in BULLETIN 284). After serving him well for a few years, it was replaced by a 1950 P20 sedan. When in 1959 it was time to purchase his first new car, he went with what had worked for him before. He selected a flathead six-powered, three-speed manual Savoy sedan, its "stripper" status belied by bright red paint.

What had previously proven to be so reliable, was nothing-but, in this case. The piston rings could not be gotten to seat, and the resulting oil consumption rose to the point of Uncle Paul carrying a five-gallon pail of bulk oil in the trunk to keep the oil-thirsty flathead topped up (to the amusement of my cousins and me as we watched him prepare for the trip home from a family gathering). He managed to nurse the car along for three years but finally traded it for a Pontiac in 1962 and stayed with that brand for some 30 years before again taking a chance on Chrysler in the mid-1990s, buying a new Dodge Intrepid, which he still drives.

Dodge Viscount -- Another one-year-only '59 offering



IN THE CHRYSLER LEXICON OF MODEL NAMES, Viscount has to be most obscure. Chrysler Canada chose it when preparing their 1959 Plymouth-bodied Dodge lineup. When Plymouth decided to give the Fury name to the previous Belvedere line, Dodge Canada had to find an equivalent. Having not had a Fury, let alone a Dodge equivalent the previous three years, they had to find something new. Viscount was their choice, a bit more regal-sounding than Fury. With the Sport Fury not being offered in Canada, there was no need to create an oxymoronic "Sport Viscount" or the like.

The coming of the Plymouth-sized Dodge Dart in 1960 made the Canadian "Plodge" redundant, leaving 1959 as its final year and, thus, the final, and only, year of the Viscount.

The forlorn Viscount, found in a Calgary junkyard in the early '90s, just before its date with the crusher, was once fully loaded with options. By this time, its power swivel seats and power window mechanisms were liberated by local Mopar collectors. Interestingly, the fake spare tire cover bears the Plymouth logo, as does the Viscount sport coupe in the catalog illustration.

--LDK



by Robert Hinds
1959 Tech Advisor
Birmingham, Alabama

The summer of 1959, while home between my sophomore and junior college years, I bought my first car. My parents were fans of Chrysler Corporation cars and I decided on a new Sport Fury hardtop. On July 16th (my mother's birthday) I drove my new Plymouth out of Lenox Motors, Cincinnati, Ohio. This purchase and the cost of insurance had used all of my spare money, so Dad loaned me money to fill the fuel tank. Many men have an emotional attachment to their first car, I surely did! I kept it garaged, clean and waxed and made sure the necessary maintenance was done on time. When I was getting married three years later, it still looked like new and had traveled 15,000 pampered miles.

In 1965 we traded it for a new Barracuda, later realizing what a mistake that was, as there was nothing wrong with the Sport Fury. (Keeping rust at bay in Ohio was a time consuming task, but I was successful, and the car still looked good with 60,000 miles on the odometer.) At that time we did not need two cars, but several years later, we did. A pre-owned 1959 Plymouth Sport Suburban became our second car.

For years, family, career and children took all my attention until one day in 1990 I saw an ad for a 1959 Plymouth Sport Fury. My son and I drove fifty miles to see the car. What I found was an unmolested original that had no rust (sold and driven only in mid-Alabama where no road salt is used). It was driveable and had always been garaged, with 56,000 miles showing, and missing only the dash plaque.

We drove home with my son following in his Dodge, loaded with tools and extra fluids, as the Sport Fury's brake lights did not work. Every time I used the brakes, they



Fun!
... with 1959 Plymouth Sport Fury hardtops

grabbed so, as much as possible, I avoided applying them. The powerful engine and smooth shifting Torqueflite easily handled the mountain roads without overheating (the northern half of Alabama is home to the southern end of the Appalachian mountain chain).

Once home and cleaned up, the Sport Fury's evaluation began. Wishing to make a nice authentically restored driver, I felt I was up to the task of doing most of the mechanical work. Careful inspection proved that a "frame-off" restoration was not necessary as, once the dirt was scraped from the frame and floor, the original paint was found still intact. The only rust-through found were some small pinhead sized holes in the trunk floor and a dime-sized hole in the rear quarter panel, under the rocker molding. The most likely rusty areas such as the front fender headlight hoods, doors, quarter panels and wheel arches had perfect sheet metal!

That winter I joined the Plymouth Owners Club, the WPC club, the Antique Automobile Club of America and the local AACADixie Region. Many inquiries were sent for parts availability, and information was gleaned from my fellow old car friends. By spring the Plymouth was on the road with the running gear repaired, making it safe and reliable to drive. The pulling brakes were the result of two grease seals leaking. Brake parts came from local sources, the shoes were relined



As originally purchased



Just painted



and drums turned by a local machine shop, the radiator and heater core were sent out for repair. The engine, transmission and rear axle did not need to be opened for repairs, but all normal maintenance items such as the water and fuel pumps, plugs, points, condenser, hoses and belts were replaced. Even though the car needed repainting and the upholstery was worn, I took it to many shows including national AACA meets. This turned out to be quite useful, as I found a painter, an upholsterer and got recommendations for chrome plating and other services. Over the next three years the car was painted (Iceberg White over Bronze Metallic, just like the brochure, the original Palomino Beige was too bland for such a flashy car, in my opinion.) SMS Fabric took three years to reproduce the proper fabric. Once completed, the interior looked new once more. The bumpers were replated, the steering wheel recast and a reproduction dash pad and rear window package shelf were installed. New carpet was found and installed.

In this state, tracing an antique car's ownership is not easy, as Alabama did not issue titles until the 1970s. I knew only the person from whom I purchased it and from whom he obtained it. One day while attending a show in the rural town of Blountsville, Alabama, a man approached me with the information that the retired owner of the nearby Chrysler dealership once owned a car like mine. Unfortunately he was deceased, but I was able to talk to his widow and later his grandson. Verifying the serial number proved it was the same car, and they provided the names of the former owners all the way back to the farmer who bought the car new. At a later car show the grandson handed me the missing dash plaque for the glove box door.

In 1995 the car looked so nice, we decided to try our luck at an AACA meet in Georgia. Much to my delight it received a First Junior National Award. That fall, an AACA Senior award was earned in Florida. Several folks at those meets were surprised to find that the car was an amateur partial restoration that had been driven over 300 miles to each meet. This is why

always felt the '59 Sport Fury interior was much more upscale than that offered for the '56-'58 Furies; also, 1959 was the first year for the Sport Fury). The Milestone Club membership voted favorably, and now the '59 Sport Furies are Certified Milestone Cars. www.milestonecarsociety.com

When the former POC 1959 technical advisor decided to retire, I applied for the position and was accepted. It's been fun helping fellow club members with their questions. One time I was asked to check out a recently purchased '59 Sport Fury that was for sale near where I live. Dan Morton from Pennsylvania bought it and named it *Faulkner* and then established the 1959 Sport Fury website. Since that time this site has been expanded to encompass all '59 Plymouth models from around the world; check it out at www.59sportfury.net. Many POC members' cars are featured there.

The car still looks good enough to win AACA preservation awards and is a hit at local shows and cruise-ins. When the Goodyear wide whitewall bias ply tires wore out, they were replaced with Coker wide whitewall radial tires. We have enjoyed driving it on several tours and, since the weather is nice here all year around, it gets used every month. When not being driven, it sits in a climate-controlled garage under a car cover. Its odometer now shows less than 80,000 miles, and it is still going strong with the unrestored drive train performing well. High-speed laps at the Talladega International Super Speedway www.talladegasuperspeedway.com (behind a pace car at 80-90 MPH) and parade laps at the Barber Motorsports Park www.barbermotorsports.com road course at up to 70 MPH on the short straight sections and braking for the 16 turns, prove it still is a great driving car. (I could have gone faster but was concerned about losing a wheel cover or working the drum brakes too hard.)

These were great cars when new and they still turn heads today.

hobjanehinds@bellsouth.net





A Tale of Two Plymouths

by Dan Morton
Philadelphia, Pennsylvania

This is a story about *Faulkner*, my 1959 Sport Fury. It's also a story about the original owners of the car (known to them as *The P*), and how I came to know them in the process of acquiring the vehicle. They are as much a part of the story as the car itself.

On September 25, 1959 -- already on the eve of the 1960 model year -- David C. Sterling walked into the Hessing-Thurber dealership in downtown Boise, Idaho, and traded in his 1957 Buick to take possession of the Fury. David's son, Nick Sterling, writes "He was so proud of her. She was shiny and glamorous."



In the Cascades

Nick waxes poetic about his father and the car. "You would not believe some of the places your Plymouth has been during its life. She spent time in the high mountains of Idaho on fishing and hunting trips. She even pulled a 1947 Willys

military jeep around the mountains. She has been parked on a bridge in the high mountains of the Sawtooth Range in Idaho and watched the mighty Chinook salmon returning around the 4th of July each year before the huge dams were constructed. She has seen the Pacific Ocean on many occasions, as my father retired with her at Bandon, Oregon."

The Fury also played a significant role in the birth of Shannon, Nick's daughter. On February 11, 1964, David was called to duty to chauffeur the expectant mother to the hospital, but before they could get there Shannon was ushered into this world in the front passenger seat!

After Nick's father died in 1970, his mother decided to either junk or sell the '59 Fury. Nick bought it for \$150 "to keep it from being sent to the scrap yard." Again, the Fury

was pressed into service and Nick's family found plenty of life left in it -- and their own name for it. "When my daughters, Traci Lynn and Shannon Lori drove her to school and around Boise Town, she was called *The P*."

Eventually *The P* grew tired and worn. Nick didn't want to get rid of it, and hoped someday to restore it. With the car still in running condition, Nick stored it in the holding area of his battery business. And there it sat for many years...

But, not unnoticed. "I was so discouraged with the juveniles throwing rocks from the road and canal above us that I was just worn out trying to protect the vehicles." Unable to



"Out to pasture"

keep vandals from causing further destruction to *The P*, not wanting to send it to the crusher, and lacking the time to commit to a restoration effort, Nick considered the only thing he could do: Selling it to keep it from oblivion.

In July of 2000, an acquaintance of Nick's expressed an interest in acquiring *The P*. With much regret, Nick decided to sell. "The day we sold it we removed the emblem from the jockey box. It was on the jockey box all those years and mama wanted it to remember Shannon Lori Sterling's birth in that vehicle."

The buyer did not fare that well in his attempts to rejuvenate *The P*. On a return visit, he said he had, to the tune of \$300, replaced the glass that was broken and invested almost \$800 in trying to get the brakes to work. "He said he couldn't afford the luxury of *The P* any more and unloaded her." The new owner ran an upholstery shop on Fairview Avenue in Boise. He recovered the upholstery and had the car repainted. He drove it a bit, tinkered with it a bit, and eventually decided to put it up for sale on eBay in June of 2002. To Denver it went, where the new owner did some tinkering of his own, and then relisted the car on eBay in September of the same year.

Meanwhile, 1700 miles to the east, I was having serious misgivings about my then-current automotive project.

I have always been something of a gearhead -- witness me at age 16 with a no-name brand -- so it's not surprising that I had to have a '55 Savoy when I spied it at the age of 47. As I sat in the grimy interior, I had visions of reliving my youth. It was christened *Savannah* the day I pushed it home.

Buying an old car was a great idea, but owning this particular one was not. It needed an enormous amount of body work, and I was not up to the task. And in the end, it remained a six-cylinder, stick shift with four doors. I decided I



1956 no-name car at age 16; 1955 Savoy at age 47

needed something requiring much less work, and having much more "glam." Pushbutton automatic, eight cylinders, two doors... with fins. It had to have huge fins. And then, I saw it...

Oh, man, this was the car: huge fins, classic styling. I wanted this car. I needed this car. Except, I had no place to put it. No garage; all my work on *Savannah* took place in the driveway. I couldn't bid on this car, and leave it to the ravages of the weather if I won. I watched the auction in the closing minutes on September 29, 2002: Going, going... gone. The lucky winner was from Birmingham, Alabama.



Snowy arrival

I was galvanized by the loss of such a great car. I contracted to have a garage and driveway built on our property, and then the stage was set to acquire a vehicle as fine as the one I had passed over.

I kept in contact with the winner of the eBay auction. Was his intention to keep the car, or would he offer it for sale? Fortunately for me, he was interested in selling, and, after several weeks of hard negotiations, we came to an agreement. The car would be mine!

On January 29, 2003 -- a snowy, windblown day -- the car arrived on a car carrier. Soon it was safely ensconced in the brand new garage and I was the proud owner of a 1959 Sport Fury, the car of my dreams! But what to name it? My wife suggested *Faulkner*, after William Faulkner, author of *The Sound and the Fury*, and the moniker stuck.

Even before *Faulkner's* arrival, I had received the title that bore the name and address for David "Nick" Sterling. Soon I had a phone number, and on Sunday, January 19th, 2003, I gave him a call. And thus began the first of many communications, not only about this remarkable car and the memories surrounding it, but also about ourselves and our families.

And then -- in a gracious act of kindness and good will -- a package arrived from the Sterlings. They were giving me their prized emblem so that it could be reunited with *The P*, the car that has meant so much to them, and that now means so much to me.



Business took me to Vancouver, Canada, with the opportunity to stop along the way and visit with the Sterlings in Boise. Nick took me on a grand tour of Boise town and environs and also gave me the cook's tour of his plant. Nick also showed me the fenced area out back where *The P* once stood. I thought about how his misfortune with the vandals resulted in a happy ending for *The P* (and for me!), but also in this encounter between strangers, bound by common affection for a piece of classic Americana... and when we parted ways, it was no longer as strangers, but as friends indeed.

YOU CAN READ MORE ABOUT DAN AND FAULKNER IN THE SHOWCASE SECTION OF www.59plymouth.net.

Ever wonder...

what a
*Golden
Fury*
might
look like if
Plymouth
had
continued
it one
more
year for
1959?



Error In *Judgment*

This is the car Plymouth should have built in 1959—but didn't.

BY GREG RAGER / PHOTOS BRAD BOWLING ■ AS THE LAST TO RECEIVE AN OHV V-8 ENGINE, PLYMOUTH WAS A LATE BLOOMER IN THE CHRYSLER CORP. FAMILY. HAD IT NOT BEEN FOR CHEVROLET'S SIMULTANEOUS LAUNCH OF ITS NEW OHV V-8 THAT SAME YEAR, 1955 MIGHT VERY WELL HAVE BEEN A MORE MOMENTOUS OCCASION FOR CHRYCO'S JUNIOR BRAND. AS IT WAS, THE 1955 PLYMOUTH, WITH MUCH MORE MODERN STYLING, ALONG WITH THE NEW 241CI AND 259.2CI V-8S, IMPROVED PLYMOUTH SALES BY MORE THAN 200,000 UNITS COMPARED TO 1954. BUT IT WOULDN'T BE UNTIL THE FOLLOWING YEAR THAT PLYMOUTH UNLEASHED ITS BIG GUN.

2 CARS & PARTS

REPRINTED WITH PERMISSION FROM THE MARCH, 2008, ISSUE OF *CARS & PARTS* MAGAZINE.



*Well,
here
it is!*

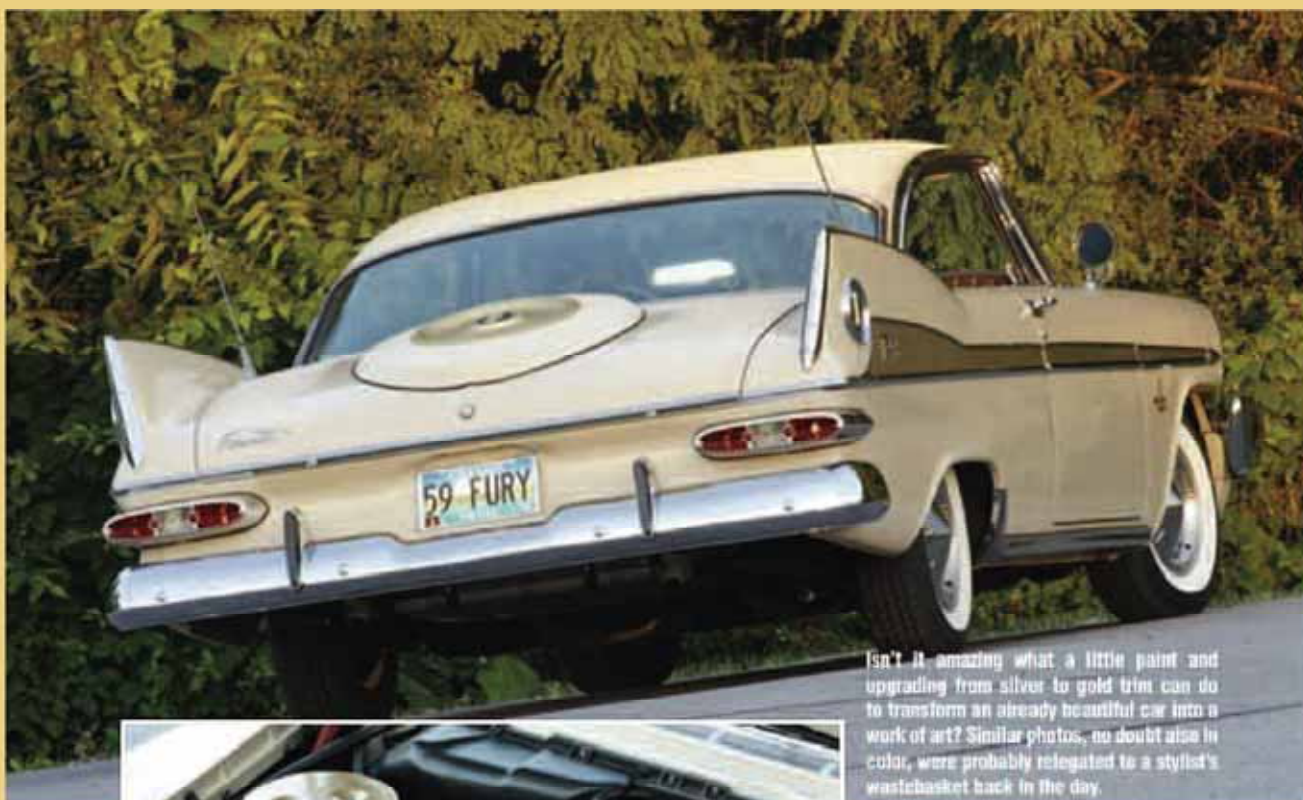
With minor front and extensive rear styling differences, the '56 Plymouth didn't quite equal 1955 in terms of total sales, but a new hot rod, the Fury, got the attention of the entire auto industry—along with 4,485 buyers. Fury was available only in white, with gold-anodized side trim and matching gold wheel covers. Under the hood was a new solid-lifter 303ci Fury V-8 at 240 horsepower. The 3,650-pound Fury came in with a horsepower-to-weight ratio of 15.20:1, putting it in some very fast company. It was a specialized car, to say the least.

1957 would see a radical change at Chrysler Corp. with cutting-edge styling across the board. The tailfin war was in full swing, and ChryCo had no intention of settling for runner-up. Nowhere within



Everything about the late-Fifties/early-Sixties Chrysler products was futuristic. That's what "Forward Look" styling was all about, looking forward to the future. This 48-year-old interior would look contemporary if introduced today.

CARS & PARTS 3



Isn't it amazing what a little paint and upgrading from silver to gold trim can do to transform an already beautiful car into a work of art? Similar photos, no doubt also in color, were probably relegated to a stylist's wastebasket back in the day.



In the three previous years, three different engine introductions took place under the hood of Plymouth's Fury. Presumably, the Sonoramic Induction 413 (introduced in 1960) would have been showcased similarly had there been a true '59 Fury.

the corporation was that more obvious than at Plymouth. Back for an encore performance was Fury, looking better than ever and appearing to be traveling at 150 mph even when parked at the curb. Once again, Fury was available only as a two-door hardtop and in only one color (Sand Dune White). Gold-anodized side trim continued along with a gold-tone grille and other accents. Thanks to its new .290hp/318ci, dual four-barrel Fury V-8, horsepower-to-weight improved dramatically to 12.39:1 with zero-to-60mph capability in the

mid eight-second range. Sales nearly doubled over the previous year, maxing out at 7,438 units. Fury was destined for stardom.

As was the industry trend, the 1958 Plymouths received quad-headlamp styling as their major upgrade. Taillight and trim tweaks helped differentiate the '58s from the previous year. Fury buyers had a choice: take your car in Buckskin Beige, or shop elsewhere. Although the Stephen King movie "Christine" was about a '58 Plymouth Fury, the red-and-white starring car was, in reality, a

Belvedere. Fury for '58 continued to have gold-anodized side trim with assorted other gold trim separating it from lesser models. It was the most-expensive Plymouth you could buy in 1958, and it looked the part. The 318/290 was back as the standard engine, but once again, a new optional powerplant was showcased in the Fury as Chrysler introduced the first of the B-series engines at 350 cubic inches. With dual four-barrel carburetion, the 350 Golden Commando V-8 produced 305 horsepower—putting the horsepower-to-weight at an impressive 11.60:1, just a feather or two below the 392 Hemi-powered Chrysler 300D. Sales fell off somewhat to 5,303, still a very respectable number for a specialty car with a price tag eclipsing the magic \$3,000 mark.

For 1959, it was painfully obvious throughout much of the auto industry that marketing heads had won out over gearheads and stylists in the corporate boardrooms. At Chevrolet, the stunning Impala and equally breathtaking Pontiac Bonneville of 1958—both offered as two-door hardtops or convertibles only—were now relegated to garden-variety family car status for 1959. Granted, they were top-of-the-line models, but a station wagon in Bonneville or Impala trim somehow seemed un-American.



Fifties Chrysler products offered swivel front seats for easier entry and exit. They disappeared, no doubt as a cost consideration. But in 1959, they were standard on Sport Fury convertibles and hardtops.

Or, at the very least, humiliating.

Over at Plymouth, the same mindset prevailed, as the hallowed Fury was now available as a full model lineup, including four-door sedans and Sport Suburban station wagons. The new top-of-the-line Plymouth was the Sport Fury, available only as a two-door hardtop or convertible. Styling for '59 was both fresh and modern, but Sport Fury lacked the uniqueness and exclusivity Fury had become known for. Like its predecessor, the '59 Sport Fury could be had with plenty of horsepower on tap, thanks to the 361ci/305hp Golden Commando 395 (designating the engine's torque output) "B" engine for the best horsepower-to-

and '58 Fury, and also liked the '59 body style. Under the hood, he went one step beyond—something the first three years of Fury were famous for—and added 413ci Sonoramic Induction "RB" engine power with 375 ponies available. Keeping true to the heritage of those earlier cars, Fox's '59 is painted Palomino Beige with corresponding brown and beige interior, thanks to Rick's Upholstery in McMinnville, Oregon.

Anodized-aluminum side trim (originally silver for 1959) has been upgraded to gold, as select other trim Plymouth stylists would have no doubt chosen for the same treatment, had there not been a lapse in judgment in Highland Park at



By 1959, quad/dual headlamps were pretty much an industry standard. Plymouth used that format to maximum advantage, styling the '59 front fenders to give the appearance of separate "eyebrows" for each eye.



Ineffective as they were, mounted so far forward on the front fenders, even Chrysler's sideview mirrors reflected the Forward Look philosophy. Driver-side adjustment was usually remote, with manually adjustable passenger mirrors.

Fury buyers had a choice: take your car in Buckskin Beige, or shop elsewhere. Although the Stephen King movie "Christine" was about a '58 Plymouth Fury, the red-and-white starring car was, in reality, a Belvedere.

weight yet in a Plymouth—11.39:1. For most folks, the memory of the original concept that made the early Fury such a standout car was lost forever.

Not so for Tom Fox, of Welches, Oregon.

Few of us will ever have the opportunity to correct such a glaring factory error in judgment, but when that opportunity presented itself, Fox went for it. Beginning with a 1959 Plymouth Sport Fury two-door hardtop, Fox set out to continue the legacy of the original Fury for one more year. Graduating high school in 1957, he had fallen in love with the '57

the time. Fox finished the restoration in 1994 after locating the car in Gresham, Oregon. He says the most difficult tasks of the resto were repairing the front lower valance (too many curb kisses) and locating the front bumper outer wings. He currently owns a '59 Belvedere convertible and a '59 DeSoto Adventurer, in addition to the Fury seen here.

Seeing what the factory could have done, with just a bit of trim shuffling to set a true Fury apart from other models, one can only wonder—"Why?" Perhaps "Why not?" would be a far more appropriate question. ■

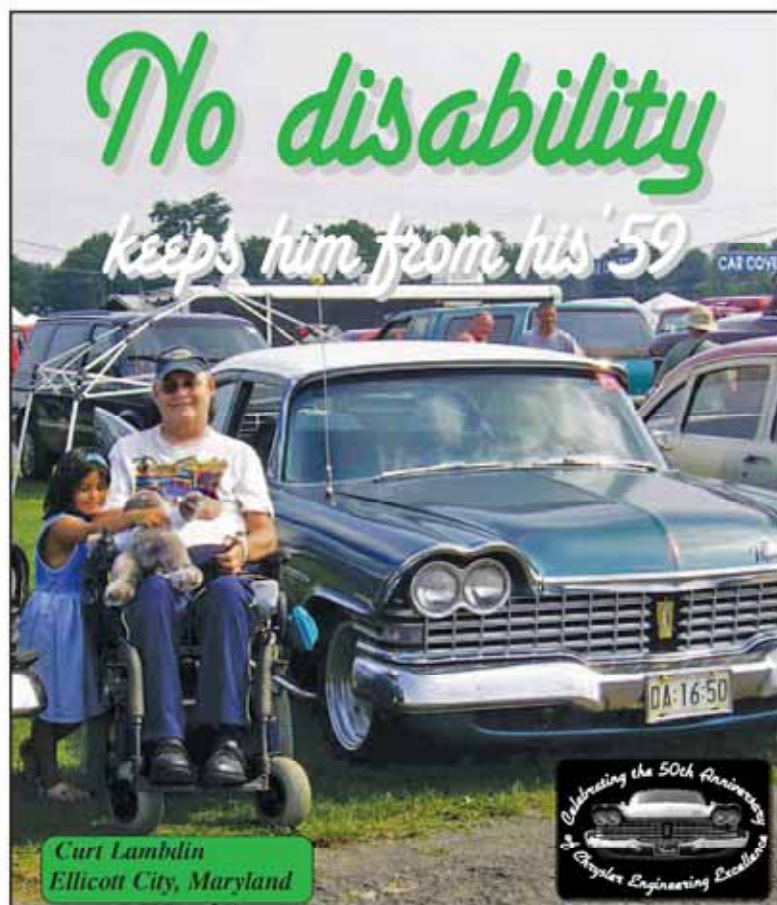


No mere two-speed PowerFlite here—an upscale transmission for an upscale car made the three-speed TorqueFlite standard in Golden Commando applications. Note the driver-side rearview mirror adjusting knob at lower left of dash.

I've long wondered what a '59 Sport Fury done up like the three previous Furys would look like. Now, I know (partly). Interestingly, though, as well done as this car may be, it would lose points in our club's judging for its non-factory engine and trim...

although it's much like the car Plymouth might have produced -- very likely minus the Sonoramic engine -- if they had continued the Golden Fury tradition. A very interesting "what if?" piece.

-- LDK



Curt and Grace

Curt Lambdin has been a gearhead as long as he can remember. His father tinkered with cars, and he followed in his footsteps. Even before he was licensed to drive, Curt owned a car and kept himself busy taking it apart and putting it back together again.

Curt was pulled over by the police in front of school for hot-dogging on his very last day of school, while his girlfriend Jo Ann – now, his wife – sobbed from her 10th grade class window as she saw it all unfold. Fortunately, despite being late for his court appearance (because he struggled under his friend's '64 Corvette to repair a balky clutch) the ticket was thrown out.

Tragedy struck Curt at eighteen when, as a result of a diving accident, he was paralyzed from his chest down. But Curt's spirit is indomitable. He and Jo Ann went on to marry and he has had a long and successful career with the Social Security Administration.

Curt couldn't get cars out of his blood, though. In 1989 he bought and restored a 1964 Impala SS convertible that he eventually sold five years later. Then, in 1991, a co-worker decided he wanted to sell a 1959 Savoy that he had tinkered with for over six years, although it mostly just slept in his garage. His co-worker backed it out of the garage and snapped some pictures and Curt was sold. The very next day, he sent a rollback to East Northport, Long Island, for the Savoy. It had a mere 48,000 miles on the two-speed, flathead six. Curt had thoughts of flipping it, but when Jo Ann saw the rollback pull up, she exclaimed: "Let's keep it! It doesn't need any work!" Many thousands of dollars later, Curt begs to differ.

Starting in 1991, first with the Impala and later with the Savoy, Curt and Jo Ann became very active in The Street Cars of Desire, a Maryland-based antique and custom car club. At

that time, the club was unique in that it was organized as a 501c3 charitable club for the purpose of giving back to the community. Over the years, Curt and Jo Ann served in the capacities of treasurer, secretary, and newsletter staff. Curt served as president from 1994 to 1997. At a luncheon held at the State House, the club has been feted by the governor as one of the most charitable organizations in the state. By the time they left the club in 2000, it had given away \$750,000 in charitable contributions.

In 1991 there was a posting in the local newspaper for a movie to be filmed in Maryland. It was to be set in the early sixties, and the producers were looking for vintage cars. Despite sporting a split manifold and dual exhaust, Curt's car appeared as would so many cars from that era. His car was picked along with six or seven others from a crowd of a 100 or so. *That Night*, starring Juliette Lewis, was filmed in late 1992, and Curt's car figured prominently in it.

59plymouth.net/ephemera/video/Movies/ThatNight.

Following this experience, the couple decided to go with a '50's custom look. They had the car painted metallic green and the interior done in roll and pleat. At this point, Jo Ann did most of the driving, putting 20,000 miles on the car. Then in 1996, they took it a step further. They extracted the

sub frame from a 1976 Volare Premiere station, along with the LA

318 engine, 904 transmission, 323 limited slip rear end and a Road Runner driveshaft, all of which were dropped into the



Savoy. The interior was done again, this time with a custom tweed interior and power bucket seats from a '76 Eldorado. The car was lowered (the lakes pipes make it appear even lower) and the car was equipped with handicap controls, enabling Curt to drive. For many years in the late '90s, Curt did just that: driving his car to car shows throughout the Mid-Atlantic States. On one such occasion in 1998, he was even interviewed by Don Garlits for ESPN at the Englishtown car show.

Lately, Curt's health has made it difficult to for him to get around much; but, in 2008, he, Jo Ann and daughter Grace made it to the Carlisle All-Chrysler Nationals, where many like-minded '59 Plymouth enthusiasts dropped their jaws to see such a stunning customization.

Curt wishes he knew more people with disabilities driving custom cars. But then, it seems that Curt is every bit as unique as his car is.

-- Dan Morton



by Ron Keij
Poortvliet, the Netherlands



I am Ron Keij, the proud owner of a 1959 Sport Fury and living in the Netherlands. When I purchased the car, I was 39 years old and since that day seven years have passed. My son, Matthew Keij, now 21-years-old, bought his 1959 Fury just before his 18th birthday.

I had been looking for a fifties car with fins for almost a year. Since there are very few of these cars in our country, we drove a lot of miles to go see every car that looked okay in the advertisement. But I came home disappointed time after time. Cars that were advertised as "like new" were mostly junk, and the decent cars were extremely overpriced.

Then one night my wife Marjo and I were watching TV, and while surfing the channels we saw the movie *Christine*. My wife said to me that finding a car like that for a normal price would be a dream. We went to bed, and the next morning she wasn't feeling good and told me she would stay in bed. I was bored and started surfing the internet and found a link to a new website where you could sell your used stuff. I noticed that they also had a chapter for cars, and when I clicked on "old-timer cars" I saw its picture.



I asked my wife to come and have a look, and she came up to the computer and said, "WOW! Let's call this guy and make an appointment with him so we can look at the car." She picked up the phone and called the seller. He wasn't amused, since it was Sunday and only 9:00 AM. But he wanted us to come right away. My wife was suddenly feeling a lot better, and she was ready within minutes. Our son didn't want to come with us because, he said, we would always go to look for cars and never buy one. After a two-hour drive we got there, and when the owner opened the garage door we both knew we found our car. We talked with him for a while and he took us for a drive on the



MATTHEW KEIJ PHOTOS

boulevard. I talked with my wife and asked her "What do you think?" Her reply was: "Can we take it home right away?" We made the deal, and a week later I went there with my brother and my son to pick up the car. My son had the same experience as we did the first time we had seen the car, he fell in love with it right away!

Then it was time for my first kilometres as owner of a piece of American history. The first thing we did was fill her up. My wife had to work that day, and we decided to drive by the store and pick her up. I didn't realize that in Rotterdam where she worked it was The Harbour Weekend with over 50.000 people visiting the city. Traffic was crowded and everybody was looking at my car! For Americans, it can be hard to understand how people in Europe react when they see cars with fins.

From that day on we have been very happy with the car, and we have made a lot of new friends! Some of them live in the Netherlands but most of them live in the rest of the world. I am really glad that Dan Morton had the idea to start a website and a forum in dedication of the 1959 Plymouth, because most people I met online or in real life, I have met through his website: www.59plymouth.net



My son loved the car so much that he bought his own 1959 Plymouth before he even had a driver's license. It still has to be restored completely, and we hope to get started this winter. First we will work together on my Sport Fury that will be repainted soon after we have taken care of some rust issues. **PB**

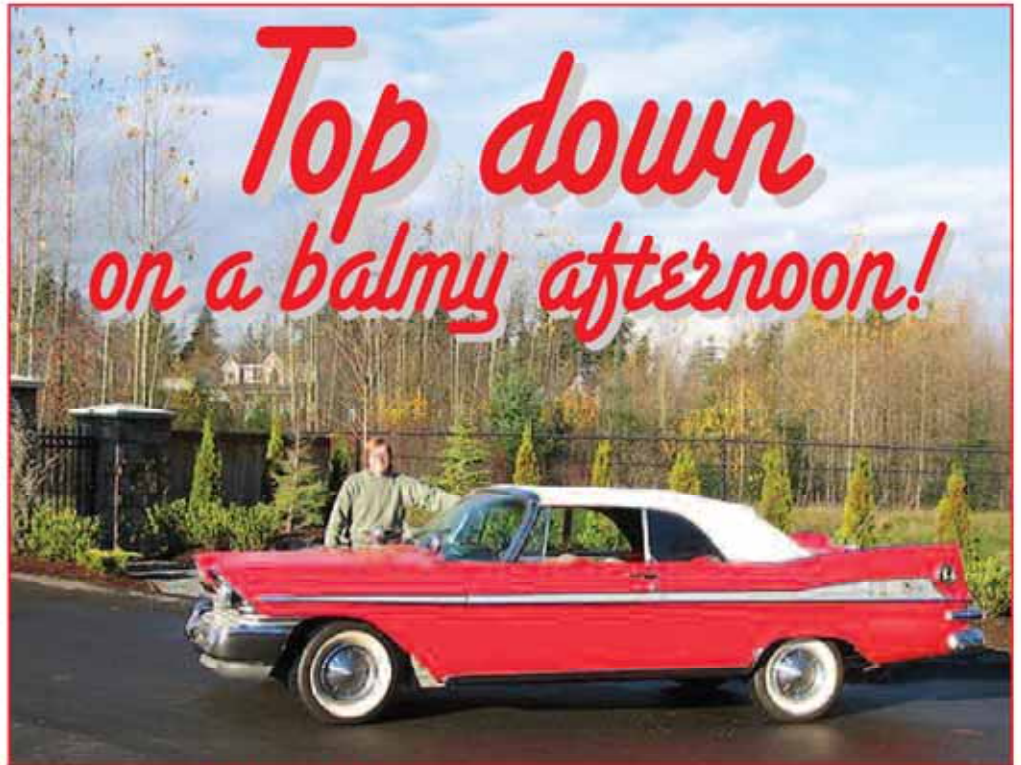


by Roger Howard
Seattle, Washington

I was born in 1956. Our family of seven lived in a suburb north of New York City. Our primary vehicles during my formative years were Plymouth station wagons. We owned three successive wagons: a 1959 Custom Suburban 9-passenger, a 1965 Fury II wagon and, lastly, a 1970 Custom Suburban. Because my dad had limited mobility in his right arm, Plymouth's left-handed pushbutton transmission controls appealed to him. The '59 wagon is the first car I remember riding in.

In June, 1962, I had just turned six years of age when our family loaded up that '59 Custom Suburban with camping gear and took an epic journey of some 6,000 miles in three weeks from New York to California, then back to New York. It was a huge experience for me, seeing the Grand Canyon, Great Salt Lake and several other parks, in addition to meeting relatives young and old. I watched many, many miles of countryside from the rear window of that station wagon.

In 1990, I relocated to the Pacific Northwest, and soon, I found myself owning a '59 Belvedere sport coupe. The movie *Christine* (starring a '58 Belvedere/Fury) was still fresh in people's minds back then. Thus, my Belvedere had undergone a teenager's under-funded and short-sighted transformation to mimic that car's appearance. Although it was a fun car



*Top down
on a balmy afternoon!*

Top's not yet down, but the weather is looking balmy enough for a country ride.



to own, I really wanted a convertible, so I sold that Belvedere and went through various other Exner-era cars, all the while watching the ads. In 1994, I saw an ad in *Hemming's Motor News* offering a '59 Belvedere convertible. It was affordably priced, and I bought it sight-unseen. Bad idea! The seller hauled the car to me from Minnesota, himself, and deposited it in my driveway. Well, this convertible

had spent its entire life in Iowa, where they salt the roads in winter. As soon as I began to disassemble the hulk, I realized this was going to be a *huge* project: No trunk floor, no passenger compartment floor; rust was everywhere. Although parts-wise the car was complete, both its body AND frame were rusted so extensively as to be irreparable.

I made a difficult decision, to attempt to make it a "restored-to-factory-original" car. I acquired a stripped-out Sport Fury hardtop shell with frame and title. A very talented



"A huge project": the convertible as it arrived from Minnesota in June, 1994.



Beginning to take shape, the convertible undergoes extensive body work.



body man helped me “blend” the convertible with the hard-top.

The result is a legally titled Sport Fury convertible. To find needed parts, I crawled through countless wrecking yards far and wide, bought and stripped out eight parts cars and searched the then-relatively new Internet. I replaced the original 318 with a 361 salvaged from a wrecked 1961 Windsor. I upgraded the car with power windows, a power swivel-seat assembly and a tinted/shaded windshield out of a '59 Saratoga. I had most of the chrome replated. A new interior was fabricated using materials from SMS and OAI. Many

small parts came from Gary Goers, and the brakes and shocks were purchased from Andy Bernbaum. The steering wheel was recast. I found a factory air conditioning set-up in Idaho, but since it came off a 318, correct pulleys and such had to be found.

Ten years passed. Then, finally, in 2004, I got the car back on the road, and it now lives a new life. The car is still not done, but nothing quite equals the experience of driving it, top down, on a country road on a balmy afternoon!

PB





From TX to UK

by Guy Salmon
Grimsby, Lincolnshire
United Kingdom

My Fury was originally shipped to the U. K. in 1991. It had been purchased from the Terrell family in Texas. I understand that from 1968 to 1991 that it spend its time in San Angelo and Brownwood; and, during its last few year in Texas, it had been parked in a backyard.

Once in the U. K., its engine was overhauled, the seat covering and door panels were replaced and the bodywork was resprayed.

In the early nineties, the car was featured in *Classic American*, a U. K. monthly publication, as well as in two books written by Quentin Willson, *Classic American Cars* and *Cars, A Celebration*.

The Fury spent its first ten years in the U. K. residing in the South of England. In 2001, I purchased the car and brought it back to Grimsby, Lincolnshire, which is located about half-way up the east coast of England.

One of the first things I did was to contact Chrysler Historical. They were able to send me details of the car. It was built in Evansville, Indiana. Its build date was December 1, 1958, and it was shipped to Tom Brown Motor Co. in Dothan, Alabama. It has the standard 318 V8 fitted with a two-barrel Stromberg carburetor. It also has power steering, power brakes and a Torqueflite transmission. The Fury was originally Iceberg White with a grey interior. The trunk was fitted with the Sport Deck option.

I get to as many shows as possible, the biggest being the Americana International at Newark in Nottinghamshire. It



was at this show a few years back that I was asked if pictures could be taken for inclusion in the now recently published biography of Virgil Exner. The photographs are featured in the book as well as on the back cover.

Since owning the car, I have repaired the roof lining, replacing the centre-section entirely. The bodywork has required some attention to the tops of the front wings (fenders) just behind the headlights and wheel arches. I'm working my way around most of the rubber seals, etc. All the brakes have been replaced and the rear springs have been retempered. A new carpet has been fitted. The old cross-ply tyres had been on the car for some time, so I've replaced them with some Coker wide white radials that I bought whilst at Hershey.

I continue to try to improve the car as time and money allow. Still on my shopping list is original-pattern cloth and vinyl to retrim the seats. The rear lights are showing their age; they need rechroming, but I'm not sure how the pot metal will stand up to modern processes. The engine bay could do with some tidying, and I'd love to get rid of the plastic washer bottle that sits where the Jiffy bag should go. The problem: where do you get Jiffy bags?



If anyone has suggestions as to the best way to restore the rear lights or knows where I can get a 1959 Jiffy washer bag, feel free to contact me. I'd also like to try getting hold of memorabilia relating to the Plymouth dealership in Dothan, Alabama, back in 1959. I suppose a local newspaper would be the best place to start. Any suggestions would be greatly received.

GUY SALMON
90 WEELSBY ROAD
GRIMSBY
NORTH EAST LINCOLNSHIRE
UNITED KINGDOM
guy.salmon@tiscali.co.uk



by Stefan Steinmaier
Fafe, Portugal



I still can remember as if it were yesterday: a hot summer day, August of 1978, in Germany. As I so often did on my school holidays, I spent the afternoon in the junkyard behind the gas station in my hometown working for some extra money. That is, people called it a junkyard, but it was more like a treasure island, because the owner actually had very few parts for sale. Most of the cars, like two BMW Barockengels or even some amphibian vehicles, were very rare, almost unique and therefore he didn't want to tear them apart; they remained mostly complete. Well, on that hot August day a new car came in. It was a black Chevrolet from the early '60s with a six-cylinder engine, a manual gear box and a strange roof that was hanging over the rear window as if it didn't belong there. The car had been owned by a Belgian salesman who had engine trouble when he passed through my hometown. An American car back in that day in Germany was as inconspicuous as a space shuttle, and equally difficult to get spare parts for. So, he asked the mechanic to park the car and promised to pick it up later. He never did pick it up, and the car made its way into the junkyard where it remained for the next 15 years until the owner of the junkyard died and the ground was sold to a supermarket chain.

But for me, the car's arrival was a significant event! I loved that car with the broken engine, and during the following weeks I spent quite some time behind the steering wheel, admiring the dashboard and chrome radio buttons, imagining what would be necessary to repair the car. Several attempts to convince my dad to buy it failed, because he was always pointing out how much it needed and, of course, his

good common sense prevailed. Time went by and the grass grew over the Chevy as it had grown over all the other beauties in the yard between the freeway and the river. My first American classic car was only a remote possibility, and it had gone out of sight, but I had caught the virus.

During the ensuing years I never lost contact with people who owned American classics, but my main focus was on motorcycles. That is, until years later, when I found an article in a magazine. The front page showed a turquoise '59 Belvedere from Sweden. A few weeks later I had the name and address of the owner, Erik Björklund, and I invited two friends to go with me to see the car. We drove all night from Munich to Denmark, where we arrived in the early morning, just in time to get on the ferry boat to Sweden. A couple of hours later we found the car in a car

show. What an adventure, we drove more than 1500 miles only to see a car that was not even for sale, but immediately I had a crush on this beautiful car with this amazing roof line and the forward fins.

The search for my own '59 Fury took more than two years, and I enlisted several companies to find this specific car for me. *Hemmings Motor News* was my bible, as eBay and the internet were non-existent back in 1985. Months of waiting passed, but then one evening the phone rang. It was Thomas Eichloff from Florida. "I have found a car for you. It's right here behind me. Do you want to hear the engine?" I bought my Sport Fury the same hour.

A couple of months later the car arrived in Germany. Since that time I've done a complete frame-off restoration. It hasn't always been easy to keep the Fury running. It has been especially difficult finding good, reliable spare parts and having them sent to Europe, which always has been an expensive and risky undertaking. But I have also had very good times with the car, made some adventurous long distance trips and have been rewarded with many good friendships during the past 21 years... and that's what it's all about. **PB**





by Hans and Pam Matter
Cape Town, South Africa
The most beautiful city in the world!

In 1963, at the age of 21, I moved from Switzerland to South Africa for a work assignment that was supposed to last for one year -- I'm still here. One of my first priorities was to look around for a nice car. Besides the smaller European cars, some large American cars were quite popular at that time. There were many low mileage cars on offer, so it was no easy task. Eventually the choice was between a 1959 Ford, a 1959 Chevrolet and a 1959 Plymouth.

After careful consideration, I chose the Plymouth because I considered the styling to be much better. The dash styling and instrumentation with the long speedometer (the DeSoto dash was used on all Chrysler Corporation right-hand-drive cars in 1959 -- *ed.*) and the unique steering wheel were superior to the others, and it came with power steering and, most importantly, with an automatic push button transmission.



From day one, I was very happy with this large car, but it led to some heated discussions. Most of my friends had much smaller European cars, and they were certain that I had no chance of parallel parking this large car in a standard-size parking bay. Well, I proved them wrong and parked my car faster and more accurately than they did theirs. The secret was, of course, that the four corners of the Plymouth were always clearly visible, and, with the power steering, it was actually quite easy to park.

When doing some touring and camping



together, we usually took my car, as everybody fitted comfortably in it, even with all the camping gear we dragged along.

The Plymouth proved to be a good reliable car, even with some of the extreme heat we experience from time to time in parts of South Africa.

Some time later, I was persuaded to part with the car, which was a huge mistake -- something I have regretted ever since. Around the time I sold the Plymouth, I met Pam, my future wife, and was very interested to hear that her family had had a Plymouth, the car with which she had actually learned to drive. She also told me that when they went on holiday, they usually had up to 12 people with Granny and an aunt, plus her brothers and sisters, travelling in the car.

For many years I never saw another Plymouth. Around 1995 a friend got me interested in old cars, and I began to wonder if I would ever see another Plymouth. So, I was delighted when I eventually located a Plymouth in another town some distance away. I wasted no time in pursuing it, but the owner did not want to sell.

During a short holiday, we travelled through a small town on a Sunday and decided to stop at a roadside restaurant for something to eat. My wife faced the window and suddenly said that she thought she had just seen a red Plymouth pass. I jumped up to see, but it was too late. We quickly paid and raced to our car to pursue this Plymouth. The

Plymouth, however, had disappeared in to thin air, which was quite upsetting. I decided that if there was a red Plymouth in town it would be very noticeable and many people should know about it. So we first checked with every petrol station, but nobody even knew what we were talking about. Next, we went to the local police station to make enquiries, but they also had no idea. Then I coaxed one of the policemen to phone the owner of the largest garage in town, at his home on Sunday afternoon, to find out if he knew of a red



*Top of the mighty Sawrberg Pass:
The author flanked by two friends*

Plymouth in town. This chap confirmed that he knew of such a car and that it was situated somewhere on a farm. He gave us the name of the farmer. Now, trying to find a telephone number, we discovered that many people had similar names. But with the help of the policeman, who started to enjoy this detective work, we located the correct farmer, who was willing to show us his car. But how were we going to find the correct farm on one of the outlying farm tracks? Well, the policeman offered to take us there. So we followed the him and soon found the farm and the car.

It wasn't actually a Plymouth, but a 1959 Dodge, but we were still very excited. This one-owner car was in superb condition with low mileage. As it turned out, the owner was happy to sell, but he wanted too much money, so we started to haggle. As the car was hidden away in a barn on an outlying farm, we felt pretty safe haggling a bit longer. BIG mistake! Not long after our visit, the farmer told us that a car dealer had come along and taken the car away. We were very upset but could not do much about it! Now we were scouting again!

Many years later I spotted an advertisement and followed up immediately, but discovered that the car had been sold. So, I asked for the buyer's details and called him to book the car if he ever wanted to sell. Some time later in a follow-up call, I found out that he had sold the car to a friend. Again I called him to book the car. Later on I found out that he had exchanged the car for a Chevy. So I hounded the new owner who was happy to talk, as he was actually a Chevrolet collector and the Plymouth did not really fit in to his collection of some 50 cars.

We quickly booked a flight to Johannesburg. The new owner had offered to bring the car for us to view at the airport, so we did not have to drive another 200 miles to the outlying area where the owner lived. We met up with the owner and his wife and soon agreed to do a deal. While talking to the seller he told us that he and his wife are both car nuts and that his wife is a better mechanic than he is and that they used to live on a farm where they had a collection of over 100 cars, mostly American. They had sold the farm and had to move all the cars, so some of the cars were sold. They also built a



The long speedometer: All Chrysler-built full-sized cars with right-hand-drive, used '58 Dodge dashes. Note the pushbutton delete plate to the right.

large shed in a nearby village for their collection, which is now down to some 50 cars. In a corner of the shed, they built a little apartment where they live with their cars. I told my wife that you can't get better than this – to actually live with your cars. Somehow she was not taken up with this idea!

In no time we were on our way to drive the 1000 miles back to Cape Town, the new home of the Plymouth. We had hardly left the airport when a frantic motorist flagged us down. Rather puzzled, we stopped; to be told that we had the perfect car for the advertisement his company was busy shooting and he needed our car right away. We had to inform him that we were travelling to Cape Town and had no time to do any movie shoots.

All went well on the trip, except that we managed to get a speeding ticket and at one time nearly ran out of fuel, as we were unfamiliar with the fuel gauge and/or fuel consumption.

Now that we are home, we have the time to sort out any problems, including a new coat of paint. We are planning to fit one or two door mirrors, and there seems to be one horn missing. On our first club meeting, the Plymouth won a prize as the most eye-catching car on display.

It appears that our Plymouth with V8 and manual transmission was a one-owner car and had been stored in a barn up to two years ago, when it was sold by the widow of the original owner.

PB



Unique V8 emblems are found on the fins of South African '59 Plymouths



Hans and Pam Matter in their 1934 Buick coupe



by Don Mack
Medicine Hat, Alberta

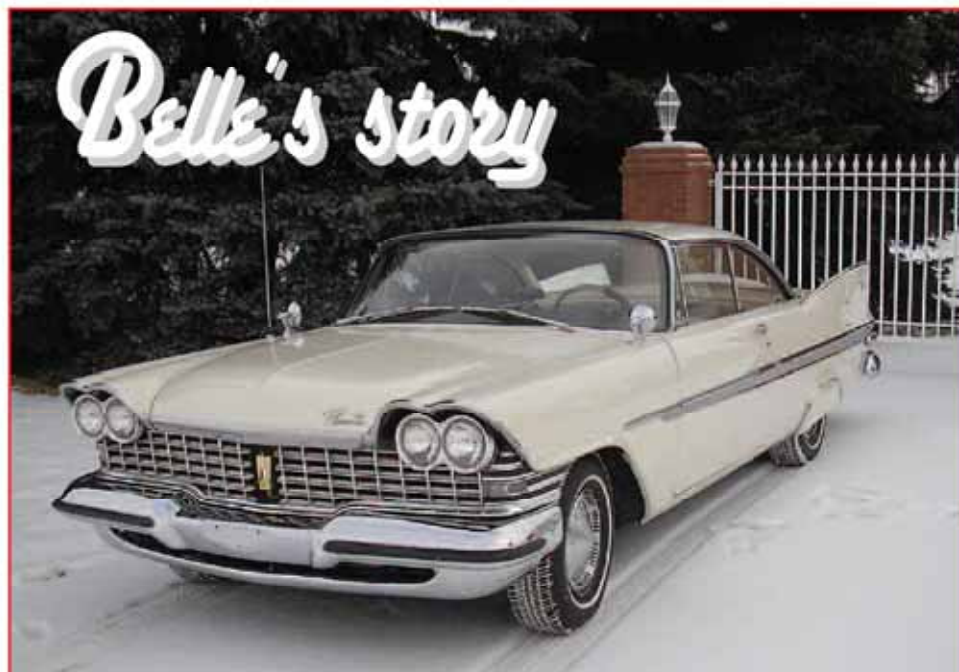
Some forty years after selling my first car, a white '58 Belvedere sport coupe, I began to have a yearning to own a "fin car" of the '50s, once again. After all, I needed a hobby, and what better hobby than a fin car!

I was working in the oil patch in western Canada, so I started asking people at work, looking in small towns and checking farm yards as I worked. I made inquiries when I went on trips and I would check the classified ads. But I was not able to find such a car. Two years after I had retired, I was becoming quite familiar with the computer and learned how to surf the web-sites. And so it happened that while looking through eBay I spotted a '59 Plymouth for sale. After studying the car on the screen for a few weeks, and talking a few times to the seller, I believed I could be happy with this car. In appearance it looked very similar to my '58. It was a white Belvedere and it was a two-door hard-top. The description stated: "Original and no rust."

As the bidding progressed I began getting excited about this car. Ten minutes before the bidding closed, I added \$100 to the total. Suddenly my screen lit up: "The item is yours. Please pay now." Imagine, a first time eBay user buying a car! So began my new adventure with my '59 Belvedere, now known to us as *Belle*.

A week later I drove to Tennessee, USA -- 2400 miles away -- and brought the car home on an auto-hauler. The car was every bit as good as the seller had stated. The upholstery, the floor mats, the trunk mat, the spare tire and jack and the windshield washer bag (Jiffy Jet) are all original.

A lady (a teacher) bought the car in 1960 (the original bill of sale \$2,240 was with the car, as well as service records). She and her son



An old snap of Don (R) with a friend in front of his '58



drove the car until 1974. After this date it sat in storage. When they had both passed away, the lady's daughter came

back to Tennessee to settle the estate, and she gave the car to her brother's long-time friend, Willy Jones of Deer Lodge, Tennessee.

After getting the car operational, he gave it to his son, Robert. Robert was not able to restore it as he had intended, so he sold it on eBay to a collector in LaFollette, Tennessee. The collector repainted the car in its original Iceberg White colour in 2007, as the original paint had been damaged by a power buffer. He replaced the two-barrel carburetor with a new four-barrel. A year later the collector put the car up for sale on eBay as he had other Mopars and was pressed for space. When I purchased the car, it had 61,000 miles.

When I arrived home in Medicine Hat, Alberta, I verified with DaimlerChrysler Corporate Historical Collection that the numbers matched. The



Medicine Hat Stampede Parade: Don driving his car and looking great on July 24, '08!



Redcliff Show and Shine: Don's first car show is over; he walked away with his first trophy for Best Mopar Product. Very Happy June 14, 2008

first thing I had to do in order to license the car was get a new exhaust system. The brakes also needed attention. I discovered all the threads were stripped on the left front and rear drums and hubs, which have left-hand threads. Possibly, people did not know of this feature of Chrysler products. With

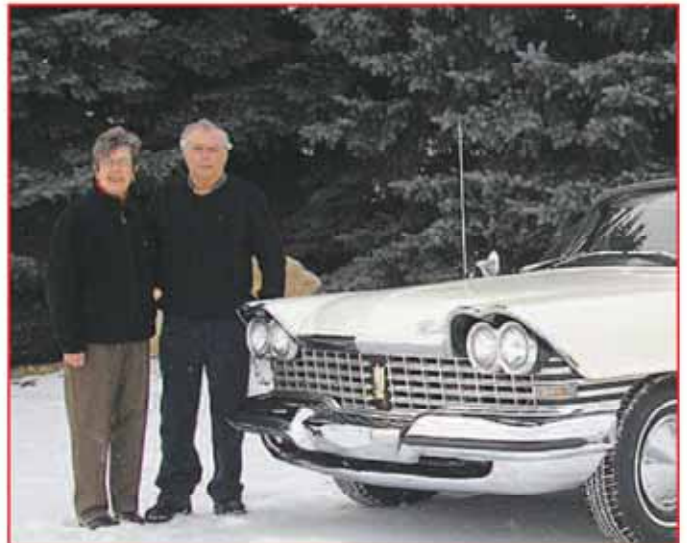


the help of a great Mopar friend I was able to drill the drums and insert new wheel studs.

The car was otherwise in good condition. I have had a great time tweaking little things, replacing some seals, and learning to trust the car out on the highway.

In this country, cars of this vintage are somewhat of a rarity, as most of them have rusted away due to our harsh winters and the use of road salt.

In the spring and summer of '08, I attended various car shows within a 100-mile area around Medicine Hat. This



Marg and Don Mack are proud of their '59 Fury, no matter the weather.

spring and summer ('09) I am venturing further out, meeting many wonderful car people and seeing many great old cars. I have been thrilled to take home several trophies and plaques.

I am so proud to be the owner of a part of the automobile history, the fin era.

PB





1959 Plymouth gallery



Sport Fury trio: Lined up with Dan Morton's red-on-red Sport Fury [RIGHT] and Ed Ober's black version, is that of Jason Bauck [LEFT] which had been restored by his late father Herb. The Bauck car has since changed hands.



Rare combo: Powered by a 361 through a three-speed manual transmission with overdrive is the Sport Fury of Harvey Weaver, Rochester, Minnesota. On its first outing, it garnered a third-in-class trophy at the 2009 National Summer Meet in Oconomowoc, Wisconsin.

JOE DIETRICH PHOTO



International ensemble:

Stefan Steinmaier, a German living in Portugal, enjoys time behind the wheel of Ed Ober's Kirkwood, New Jersey, based Sport Fury while on a visit to the United States.

Through a Holland tunnel comes Ron Keij's '59 Sport Fury. The upper circular inset shows the fin detail of Ron's car. MATTHEW KEIJ PHOTOS



A DeLuxe Suburban Firewagon [FAR LEFT] WAS advertised in the BULLETIN's Marketplace a few years ago.



Carlisle lineup: [LEFT TO RIGHT] Tom Fox, Matthew Keij, Dan Morton (wearing a hat, with back turned). In the background between Tom and Matthew stands David Wilson, whose father owns the white hardtop with continental kit. Further down the line are Curt Lambdin and daughter Grace.



Burnout!

We have a good time in the summer up here in the flat-country-with-a-few-trees in the lil' town near where I live. We started a fun venture back in 1991 (gosh, I was only 46, just a kid--well compared to now, anyways) and continued it every year until 2006, that being the last year of what we called the BURNOUTS.

It was a lot of fun until we got burned out on it (pun intended) back in 2004 and I needed a break from running it. My son, who had helped for all those years, and a nearby rancher, Chris, ran it for three years. After that, they too quit for awhile, but this year Vic (he was the flagman for years) and I brought it back in all its glory, calling it ADAMS DAZE instead of Adams Days as it had been called since before the time we started the car show and burnouts in 1991. We had people asking for it to be brought back and we accommodated them.

The pictures accompanying this article are of my '70 Road Runner "makin' smoke" and of my older '66 Belvedere drag car which I put in there too, just for the noise and fun. They tell me there were people in the crowd saying "He

will never grow up," meaning me. One or two made comments that they thought that in years to come (many, I hope): "Even if they have to wheel Clif out in a wheelchair someday, he will still be doing burnouts in his Plymouths." That made me proud, let me tell you, hearing those comments.

It's like the guy who had the little blip in this last issue about his wife thinking he would never act old, or grow up. That is me. My motto for years has been: "I may be getting older, but I refuse to grow up." (Got sidetracked again, but you are used to that with me, eh? Let's get back to the old story now.)

Oh, yes there was a car show too--never really big, maybe 55 cars, max, one year. But the big thing was the burnouts. The first year, everyone had a nice muscle car or hot rod and just squealed out or spun the tires a bit. Then my son John, friend Terry and I went to the 1992 Mopar Nationals held in Columbus, Ohio. Well, we saw the way burnouts should be held! After that, we brought the ideas back with us to Adams, North Dakota and incorporated them into the next year's (1993) Adams Days Burnouts.

John, my son, had a "built" 340 in a so-so '73 Duster. When he pulled up to the starting line and proceeded to just make smoke forever, the crowd just went wild, they loved it. Others did the same, and it took off from there with more cars, more horsepower and a lot of fun doing it. The fact is, years back, our grain elevator, alongside the same road, had burned down. My cousin, who lives about three miles straight west of town, called in to town to see if

the elevator was on fire again--we made that much smoke on a still day.

These burnouts, with permission from the commissioners, were held on a county road. The road was barricaded off by myself and friends (see, I worked full-time for the county highway depart-

... cont. on page 45



Muscle Machine Fury

“Hey, watch out, be careful... that’s quicksand over there. You know what’ll happen to ya’ if you step in it.” Or... “That’s a mine field right in front of us... one of you soldiers step out there and that’ll be the end of ya’, for sure.” These are two comments we’ve all heard over the years or have even used ourselves in certain situations. And, of course, you are rightly wondering what they are doing in a column on Plymouth miniatures? I know you’re thinking that they are no doubt more suitable for an adventure yarn featuring Tarzan, the Ape Man, or for a First World War story about the trenches in Belgium and the loss of life and limb. Nope, they are about old Plymouths and what we do and don’t do to fix ‘em, drive ‘em and enjoy ‘em.

Most of the old car crowd, based on my observations over the years, prefer to keep or restore their vehicles in the exact shape they found them. That is to say, to preserve them just the way they were when purchased off the showroom floor, found in a used car lot in decent, unaltered condition, or bought from the estate of the old school marm whose ‘57 Plymouth was driven only on Sundays to church service and to dinner afterwards. If, at some point, a decision is made to partially or fully restore an old Plymouth, most folks prefer to re-do them just like original without any major alterations to the power plants or interior or exterior design features. Some of us are fanatic to the extreme in wanting to replicate such features as factory overspray of undercoating, applying the original number of factory decals to door posts, etc., or filling the glove box with the very same literature that came from the factory... and the list of such “originality detailing” can be practically interminable, as we all know. Hey, to each his own. Others of us, while laboriously desiring to maintain our Plymouths as original as possible, don’t think twice when it comes to a few modern upgrades to ensure that our vehicles are safer and more reliable either as everyday drivers

or as show and Saturday night cruisers. Of course, we still want them to look as if they are factory fresh stock vehicles, but we have no real problem in mounting radial tires to replace the old bias treads, adding electronic ignition components, bolting safety belts into cars not so equipped, updating external lighting... and again the list of “minor upgrades” can go on and on. Hey, if it rows your old car boat, go for it... as long as your car or truck is original in the eyes of most observers. Some judges nowadays, I understand, will condone a few of the alterations I’ve mentioned, at least in some show venues.



I’m only guessing--and mine is as good as yours--but I’d say that 90% or so of us adhere rather strictly to the above norms concerning the way we view and maintain our old cars. What I am claiming applies not only to Plymouths but to other makes of cars and their respective clubs just as well. That, of course, leaves 10% or so of the rest of the old car fanatics. What about them? This small, but certainly no less enthusiastic, group I’d classify as those of us totally open-minded when it comes to the appre-



ciation of modified cars--yes, even when it is a Plymouth--and don’t hesitate to promote their full inclusion in most old car events. They might or might not prefer to limit the modifieds to a special class or two of vehicles, but they would not want to bar these latter car fans from bringing their cars just because the engine has been hopped up, the nose decked, or non-stock mag wheels have been added. I, and I am sure most of us for that matter, have salivated over vehicles, even Plymouths, that have been tastefully customized and, c’mon, admit it, even a few cars that might have been modified not quite to my own taste but do reflect quality workmanship and the creativity of the builder. Lastly, and also contained within my no doubt porous 10% grouping of those of us tolerant of modifying “some” vintage cars, is that minimum percentage of fanatical car lovers who just can’t seem to enjoy the hobby unless they perform some drastic alteration of their vehicle, the kind that make even the most liberal of us wince and sigh. We’ve all seen these cars and often hope we won’t have to view them again, but I, for one, just try to swallow hard and remember that the owner loves his “whatever-you-now-call-it” or Lincoln-based Batmobile as much or possibly even more than I do mine.

All that introduction is to get you to try to better appreciate the ‘57 Plymouth featured in this issue’s column. Muscle Machines (yeah, the ‘57 Fury was among the *first* of the so-called “muscle” cars, so ya’ gotta give ‘em credit on this account) took a perfectly gorgeous ‘57 Fury in 1/64 scale and, well... it almost hurts me to admit... hopped it up a bit. Right, a bit *more* than most of us would like, but certainly not displeasing to that miniscule group of hard core rodders and customizers I alluded to above. And if you are a Plymouth fan and Fury addict, you will have to add one of these to your collection despite the more than mildly beefed-

up or rodged engine choice. This Fury has an engine that practically jumps out of the hood as well as lake pipes and non-stock mags with the rears mounted on oversize (to say the least!) slicks. On the positive side and, yes, there is a plus-side, cuz' at heart it still is part of our Plymouth family, please stop and enjoy its correct color combo, chrome trim and a simply great looking blister package that has a neat illustration of a '57 Fury. If you or anyone acquires this little miniature, one fact is certain: the buyer will not forget he or she has bought a *Plymouth*, souped up or not, and if it

cont. from page 43 ...

ment, and that helped). It did not hurt, either, to be friends with the local county sheriff, so we had a "county mountie" supervising and a fire truck and ambulance there too. Never were there any problems, but you never know when an old guy might have a heart attack getting so excited watching these burnouts. In fact, you would think just young people or rednecks would like this, but we had people up to 93-years-old watching and enjoying this exhibition (and that it is: an exhibition, not a contest).

Adams is a little town in northeastern North Dakota with maybe 200 people in it, if they all stayed home. The crowds were estimated to be up to 2000-plus people some years. In fact, one year a while back, I was at a Mopar show in Sioux Falls, South Dakota, when a guy started talking about a major show up north in "some lil' town" where they had three-block-long burnouts. I proudly turned to him and said: "You are looking at the founder of those burnouts." Notoriety travels a long way, whether good or bad (*ha, ha!*).

We started out with three-block-long burnouts, but, after awhile, to contain it, we moved it back to two blocks and then to one block. In fact one year, John's '73 Duster (with a four-speed in it, mind you) did a block-long burnout, spun around and burned the tires all the way back to the starting line.

I am starting to get up there in size with this article and, if I hope to see my three pictures included with my article, I may have to continue this saga in the next issue. One sidenote: I wrote about this subject in the *Linechaser* (a publica-

doesn't bring a smile to the mug of even the sternest of judges at the National Plymouth Meet if he/she sees one on the seat of your '57 Fury, then Road Runners are birds of flight, not road-wise dust catchers.

One more factor in favor of this muscled-up Plymouth miniature: unlike many other Plymouth toys in today's inflated world, the price is still low. It is no longer available for sale in stores, but it can be found without too much effort on the secondary market--meaning car and parts shows, toy events, and flea markets--for between \$3.00 to \$5.00, not

a hefty price to pay for a classic Plymouth model.

If you are disgusted with me by now and about ready to push me into the quicksand or send me over the mine field, keep in mind that this is *just* a toy car. While it may only please the hot rod Plymouth crowd, please keep in mind that minorities too have their place in our car-crazed culture. Now, *smile*, a cheap Plymouth in this troubled ole' world of ours is not easy to find anymore.

-- **Bill Brisbane**
williamb@helicon.net

tion for which I also write which comes to you from the MSRA [Minnesota Street Rod Association], the people who bring you Back to the Fifties in St. Paul, Minnesota, each June). This article caused a couple from either Michigan or eastern Wisconsin to travel up here for this year's burnout exhibition, and they

enjoyed our burnouts and the hospitality. On Facebook I had jokingly called it the International Burnout Exhibition.

See ya next time! Thanks Lanny, for letting me roam with my musings.

-- **CLIF NELSON**
cknelson@polarcomm.com

Plymouth proudly announces

SPORT *Fury* FOR '59

America's greatest sports-luxury car has now become a complete line at new low prices!

Now there are five separate and distinct Fury models...each a direct descendant of the car that proved that sports-car fire and town-car elegance can be combined in one automobile.

Here in whatever Fury you choose--magnificent Sport Fury 2-door hardtop or convertible...or Fury 2-door hardtop, 4-door hardtop or 4-door sedan--is everything you ever wished for in an automobile.

This year, you have the option of choosing the most exciting new engine in decades--the fantastically re-

sponsive New Golden Commando 395...a blazing new V-8 mill that combines top horsepower with top torque for the kind of performance you never could find only in the cockpit of custom jobs. What's more, this great engine can be had in *any* Plymouth made this year--even station wagons.

Look over the new Fury models now--and be sure you note the second front seat that's standard on all Sport Fury models...note, too, the luxurious Sport Deck...another standard feature on your Sport Fury (optional on all other Plymouth passenger cars). But whatever you do--drive this sweet-humming ball of beautiful fire. You'll never settle for less again!

Shown, Sport Fury 2-door hardtop and Sport Fury convertible. Photographed at the vast proving grounds of the Chrysler Corporation in Detroit, Michigan.



Plymouth Showcase



DAN MORTON PHOTO



MATTHEW KIRK PHOTO

1959 Sport Furies

*Regis Howard's convertible
Dan Morton's sport coupe*

