



Cascade Pacific *Plymouth*® Club

Affiliate of Plymouth Owners Club, Inc.

*Dedicated to the
Preservation and Restoration of
Plymouths
25 years and older*

Volume Two, Issue One

January - February 2001

Sean Streeter - Finally Legal!

Sean and his wife Karen, have reached that point where their 1976 Feather

we welcome him and Karen!

Plymouth introduced the Duster in



the '76 Duster, also Sean & Karen Streeter

1970 with a range of slant 6 and 8 cylinder engines. The Duster was actually a derivative of the Valiant model line that was built on Chrysler's A Body. Dusters were unique to their Valiant

Consequently, the production was low - around 5200 cars. The thing that made the Feather Duster unique was the numerous fuel economy measures that went into the car. Plymouth used weight saving aluminum in numerous body parts, including front and rear bumper braces, hood and deck lid interior sheet metal, and the large intake manifold. The only engine available was the thrifty 225 slant six with special carburetor jetting and a low restriction exhaust system lifted from the 318 V8. Only two transmissions were offered; either an aluminum cased four-speed manual or a Torqueflite A904 automatic

*see **DUSTER** on page 4*

Duster is within our Club's 25 years-old requirement. Maybe not the same impact as reaching their 21st birthdays, with any related "legal" benefits, but their Duster can now be included in Plymouth Club rosters! The 25 year rule was instituted, reportedly, to limit recognized Plymouths to a more manageable number. Perhaps it was also to be consistent with the accepted practice of considering a car an "antique" when it reached 25 years old. Sean's Duster is the "newest" car in the Cascade Pacific Plymouth Club, and

cousins because they were only available as a 2-door fastback coupe. The Duster was produced from 1970 until 1976 when the entire Valiant lineup was retired to make way for the ill-fated Volarie. The Duster name was reincarnated in the 1980s for a brief time but to many Plymouth enthusiasts the A Body Dusters are the only Dusters.

The Feather Duster was Plymouth's response to the fuel crisis that was gripping the nation and it was only produced in the 1976 model year.

Upcoming Meetings

Put these events on your calendar

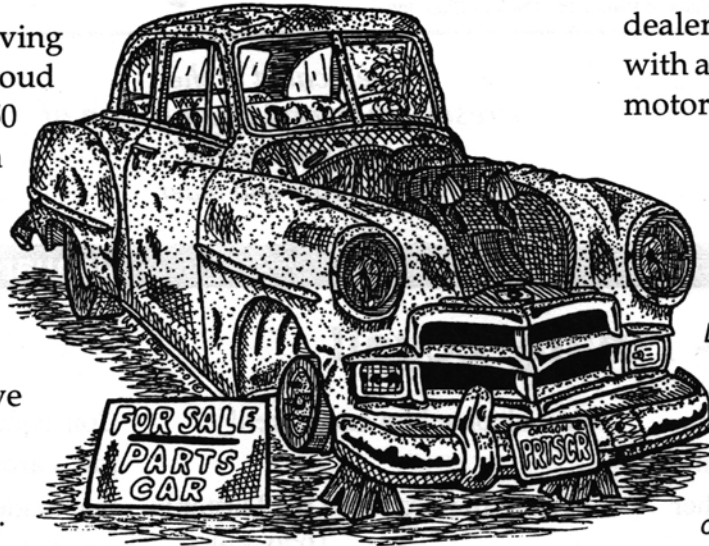
Feb. 14 - Monthly Luncheon at Elmer's (note new day, it's the 2nd Wednesday from now on)

Feb. 27 - Regular monthly membership meeting, 6:30 kick tires, 7:00 business meeting
Agenda: Jerry & Ken Campbell on detailing, a "must see" for restorers.

Mar. 27 - Meeting, Upholstery

David Pollock's New List May be the Solution to Finding that Elusive Part

David Pollock, a member living in Vancouver B.C., is the proud owner of a '35 PJ coupe, a '50 Special Deluxe Sedan and a '51 Cranbrook convertible. He is also the technical advisor for "1950" in the *Plymouth Bulletin*. David has taken on the task of assembling a comprehensive list of currently available service parts numbers to help keep our cars running.



dealer including the gasket, but with a modern part number. It fits motorhome and accessory tanks.

You can contact David via the club, or e-mail at: dpollock@pacificcoast.net

Do you have a question for the Tech Advisors? Contact Duanne Luckow (503) 761-9411 or e-mail: dluckow88@aol.com

or e-mail the newsletter staff at: earlec@gte.net

Current availability of parts through regular parts outlets, including your local Chrysler dealer, is actually quite good. But it does require a counter person with the experience and energy to find things for you. There is a lot of experience out there, take the effort to dig it up.

For example, wheel cylinders for Plymouths of the '30s, '40s and '50s are readily available through NAPA stores if a modern Wagner or Raybestos number is used. Hygrade carb kit 101A fits most Ball & Ball carbs. Federal Mogul #W585Q will get you the rollers for an Overdrive clutch and so on. What David wants to share is the part number and brand name of recently purchased service parts so we can obtain these items or their modern equivalents.

After completing repairs, keep the portion of the package with the pertinent details and relay that info to David to add to

his list, which he will be making available. At this time he would like to limit the list to service parts such as gaskets, seals, bearings, water pumps, fuel pumps, points, etc. to preclude the project getting out of hand.

Another valuable area of information is an exact paint color match in a modern formula, i.e. *Mexico Red* (1951) is the same as *Claret Red* (Chrysler Corp. 1976) and the modern Dupont number will allow a match by any supplier.

Sometimes we discover things by pure luck. Did you know that the gas tank sender from a late seventies Datsun truck works the gauge in '49 to '55 Plymouths with only minor modifications? The same part for David's '35 was purchased from a local Chrysler



the only known photo of Dave Pollock

Thanks again to Rob Butler for this month's great cartoon "Parts Car". These original cartoons appear regularly from his talented pen & they add a great deal to our effort.

Ed

Our January "Oops!"

On page 1 of the December issue the photo titled "the challenge" was actually a '42 parts car that Lloyd White used in his restoration. Lloyd says this parts car is available "at a reasonable price."

P15-D24.com

Last month we listed a long address for Gerald Koldjeski's P15-D24 web site, but it can be reached at: www.p15-d24.com This site has a very interesting "forum" where technical questions can be posted, and answers provided by visitors to the site. It is maintained by a member of our national POC.



Bill's competition, Dolores' prized '55

"First Love"

Dolores Call's '55 Belvedere was her 1st love in the 1990s. She purchased this beauty at auction in Sun Valley, Idaho and the car was awarded a plaque for "Best '55". She later sold it after running out of garage room but now she wishes she had it back.



Lloyd White, Addendum

At press time in December we did not have this photo of the outstanding trunk of Lloyd's '42 Staff Car. It is certainly worth showing off. If you have a "rear" (Plymouth only) you're proud of, send a photo to show off in a future issue.

From Lane County

Richard & Annalee Mayhew own this restored '41 that they have owned since 1981, but are re-doing it with original upholstery early this year. Note the Sun Shield and Sport Lights. They have won several prizes at shows. Richard & Annalee have always lived in Oregon and are now retired.

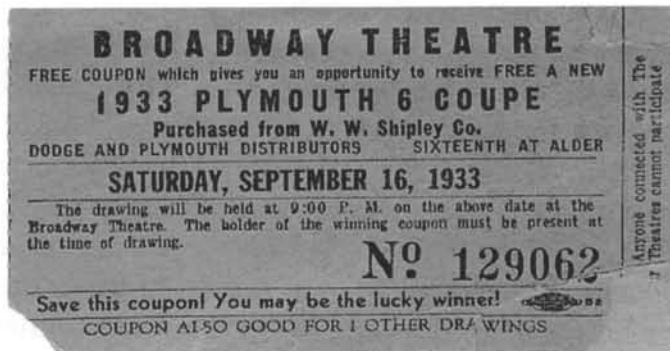


Richard & Annalee's prize winning '41

"The 30s"

Some of you may remember going to the local movie house in the 30s when they gave prizes... bags of groceries and such... anything

were giving away a new 1933 Plymouth coupe. That's when this car cost only about \$600. The Broadway was a upscale theater, probably the best in Portland in those days.



Broadway Theatre ticket, circa 1933

Lost Loves Dept.

If you had a favorite Plymouth that you regret parting with, let us know what it was and why it was so special. If you have a good photo of it we will attempt to share it's beauty with the rest of our readers.

Plymouth Gets its Name

Ever question how Plymouth got its name? We can imagine several inspirations for its name - Plymouth, England, Plymouth Rock or Plymouth Congregational Church to name a few. However, the name's source was much less prestigious, according to writings on the subject. Our country was much more involved in agricultural business in the late '20s than it is now. Plymouth was the most trusted brand of **binder twine** used by farmers then, and the marketing department thought that the name recognition would help with sales. Obviously, the brand caught on even though the reason for the name has been long forgotten. It will not be long until the brand name will be out of use for automobiles - I don't think the twine has been available for some time now . . .

Larry Catt

January Meeting

40 enthusiasts came from as far as 300 miles for our January 23 meeting. We are in the process of finalizing our Bylaws preparatory to incorporating as a non-profit. Les Connor reported the Tours committee is planning an event for mid May, approximately 30 miles one direction. There will be a swap meet in late May and the Corvallis club is holding one on April 22. Our membership now stands at 58 with 10 more coming. The door prize (1937 Drivers Manual) was won by **4** Barbara Wright.

More Farm Trivia

In a 1997 *Lincoln Land Plymouth Bulletin*, Darrel Moore cited the use of MOPAR engines in several industrial applications. Yale used Dodge or Chrysler flat head sixes in their Fork Lift trucks built in the late '40s through the late '60s. Massey-Harris used Plymouth sixes in their early '50s combines. Some later combines used the 318 c.i.d. V-8, as did their tree trimming shredders. These applications sure are signs of how industry viewed the durability of our favorite engines!

Larry Catt

Jay & Kay Fischer

Jay is a nationally recognized leader of the Old Car Hobby & resides in New Jersey. He was the founder of the *Plymouth Owners Club, Inc.* but has never been a member of a regional club. Now Jay & Kay are charter members of *Cascade Pacific Plymouth Owners Club, Inc.* More on Jay & Kay in a future issue. In the meantime we are attempting to entice them to the northwest this summer for a visit.

National Meet

The Dairyland Regional Club will sponsor the first national meet in 2001 in Reedsport, Wisconsin the first week of June. Charles & Joanne Hendricks would like to get a group together to trek the 1,996 miles and attend, either in our Plymouths or modern cars. Please let us know if you might be interested. A later meet may be scheduled in Maryland this fall.

DUSTER continued from page 1

with special gearing and torque converter for additional fuel economy. Finally, the stock wheel rims were narrower than standard and it came with smaller tires than standard. The options list for the Feather Duster line was very limited to keep the car light and economical. Some Feather Duster owners with the four speed transmissions have reported fuel economy readings above 30 MPG!

Sean's Story: My Feather Duster was purchased from Hessel Chrysler Plymouth by my mother in early 1977. The car had been a demonstration model and had approximately 6000 miles when she drove it home. It was built in April of 1976 at the St. Louis auto plant. The paint code was Silver Cloudburst Metallic and the interior was done in a rare blue color that is very difficult to find. The only option on the car was the automatic transmission. Power steering was added by the dealer but the original manual steering wheel was retained. I added Mopar rally wheels and larger tires in 1992. Given the nature of the car, I'm sure those were not factory options for the Feather Duster but they look and ride so good that it would be hard to imagine the car without them.

I started driving the car in 1985 when I received my drivers permit. The Duster was the first car I ever drove in live traffic and when it came time to get my drivers license the Duster was there to take me through the road course, well, almost anyway. Unbeknownst to me the carburetor had become loose from the intake manifold resulting

see *DUSTER* on page 5

in a large vacuum leak. The car started fine and ran fine once it was moving, however accelerating was difficult because the car would die every time you put the pedal down. As I sat in the car waiting to take the test I read in the instructions that if a student stalled the car during the test he was automatically disqualified. Fortunately, the Duster barely carried me through the ordeal and I received my license on the first try. Shortly afterward, my mother purchased a new car and gave me the Duster. The Duster got me from point A to B for the next twelve years.

When I received the car it was a mechanical mess. I didn't have the money to have it fixed at a shop so I took it upon myself to try to repair the car. That single act is what brought me into the old car hobby. After the purchasing some cheap tools, which were shortly exchanged for much better tools, and a Chilton's manual, I proceeded to go through the car and correct it's problems. After a paint job and some other cosmetic work, the car was looking good and running fine.

During the next twelve years the Duster was my constant companion. It took me up to Tacoma for college and helped me explore Northwestern Washington. I continued to improve the car and collect parts for it and I now have a number of NOS parts for it, as well as some very good used parts. I enjoyed working on the car so much I decided to buy another hobby car and sank deeper into the hobby. Subsequently, I also became Secre-

Art Lacey

Art Lacey was a very good friend of the Portland area and auto enthusiasts. Art passed away in December and will be sorely missed in his restaurant (*The Bomber* in Milwaukie), restoring the B-17 he flew to Portland after WW II and while standing under that B-17 atop his gas station pumping gas.

And we particularly remember the cruise-ins he sponsored each year. Art was a colorful character with a giant heart. Thanks, Art, for the wonderful memories.

A memorial service was held on Jan. 21 at the Milwaukie Senior Center where old friends shared memories of Art.



John Peters' '51 - see back page for details

Your good work deserves to be shown-off. While you are restoring that old hulk, be sure to take "before & after" photos of your project. We want to share the results of your hard work with the rest of the club

tary of the Historical Automobile Club of Oregon. Including my daily drivers, I now own five cars. Everything I have learned and know about cars came from all the work I did on the Duster.

In 1998, with 230,000 miles on the original engine, the Duster had been in daily service for 22 years. It was time to retire it from active duty and give it the rest it deserved. Shortly afterward I purchased a 1996 Dodge Intrepid and rented a garage for the Duster. Now the Duster is used for pleasure and tours only. In the future I hope to do several things to restore it to showroom condition. I would

particularly like to rebuild the engine and restore the undercarriage. The interior is in fantastic shape but I would still like to re-paint some items such as the headliner and install new carpeting that would be closer to the original. Eventually, I will strip and repaint the car and install most of the NOS parts I have collected. My Feather Duster does not really stand out from other Dusters and there certainly are more desirable models, but mine will always be the prized gem in my collection. Not many people have the opportunity to retain their first car, and I count myself among the fortunate few.

Dealers Corner

Auto dealers play an important role in our hobby. We will notify you as we become aware of the better local ones.

Classical Cars a leading western dealer in Eaton, Colorado (at 1-800-453-7955) has the following:

- 1932 Plymouth 3W streetrod
- 1937 Plymouth streetrod
- 1938 Plymouth 2 dr flatback
- 1938 Plymouth 2 dr coach
- 1938 Plymouth business cpe
- 1949 Plymouth sedan
- 1955 Plymouth 4 door
- 1955 Plymouth Belvedere
- 1956 Plymouth 2 dr sedan
- 1957 Plymouth 2 dr HT
- 1962 Plymouth Savoy 2 dr
- 1968 Plymouth Roadrunner
- 1969 Plymouth Roadrunner
- 1970 Plymouth Roadrunner
- 1973 Plymouth Duster

Look for Hank & Peggy Baker (*Peggy's Auto*) in a future article on west coast dealers.

Plymouth Parts/Cars To Sell

1942 4 dr. Front clip missing. Interior of car stuffed with parts. Car ran when dismantled. Has title. \$300.00.

Lloyd White (503) 631-2239

1951 2 door Parts Car, \$100: Good grill, dash, steering wheel, other parts
John Peters (503) 234-4062

4 Denman Classic G78-15 WWW. Prox. 300 miles. Slight blemish on 2. Size equiv. 710-15 (pre '64) and 825-15 ('65-'72). \$150/set
Larry Catt (360) 896-6694

'33 PC Headlamps.
Bob Tolboy (541) 276-1391



One of *Classical Car's* offerings

Please contact the newsletter staff at: earlec@gte.net

The Corner Store

Plymouth Parts/Cars Needed

'39 Road King: lock latch for glove compartment Bill Call (503) 698-2301 or e-mail: billsplymouths@aol.com

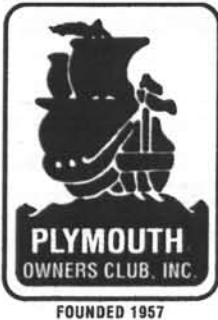
1930 3-window coupe: need fuel tank, rear bumper, door outside handles, grill shell, pressure plate.
Les Brown (541) 688-8842
e-mail: lbrown@clipper.net

Plymouth Parts/Cars To Sell

Wheels: 5 Plymouth/MOPAR wheels looking for a good home. 16" artillery style for '37 & '37 models. 3 sand-blasted, 2 were not. Would like \$50 (OBO) for the whole bunch.

D.J. Freeman (541) 757-2394
e-mail: DJ38PLYMOUTH

'48 engine & transmission, complete from fan to emergency brake band. Bad crankshaft \$50 for the lot.
Ken at Quest Auto Longview
day: (360) 636-4600
evening: (360) 577-4226



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