



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 Four

May 2001

Member Profile

Pat Brost - Collector

Surely most of you have discovered a favorite antique shop or other store with items that appeal to your special interests and/or sense of nostalgia. A visit to the home of Pat and Patty Brost satisfies that same appeal! Both Pat and Patty are collectors - she has an extensive display of beautiful porcelain and also Dionne quintuplet memorabilia. There are interesting collector items everywhere you look!

Pat has been an "old car" hobbyist for most of his adult life, and a Plymouth enthusiast since the early 60s when he became impressed with his brother's '50 Plymouth. In 1967 Pat bought a '49 P-17 business coupe for the grand sum of \$150. It served him and his young family very well for seven years, at which time he sold it for \$250 and replaced it with a '49 P-18 club coupe, since the "package" area of the business coupe wasn't good for hauling kids. However, it was great for hauling long lumber after the boys accidentally poked holes in the panel between the cab and trunk. He was angry about the damage until he dis-

covered this new feature! The club coupe served them well for 12 years, for a total of 19 years on two '49 Plymouths!

During the era of the '49s, he was developing his 5 and 10 year old boys (the family topped-out at four boys and one girl) into great tier evaluators! When Pat would see that the tires were getting "thin", he and the boys would go used-tire hunting. He said the youngsters became very adept at finding the correct sizes and condition from the piles. The boys are now grown and are hobbyists also.



Pat Brost's 1933 PD and a small part of his collection

Pat learned about his 1933 PD convertible coupe at the March '69 swap meet in Troutdale, Oregon. Incidentally, this was the meet that subsequently became the "almost always in April" Portland meet at the Expo Center. It took until March '70 to pick up the car in Lewiston, Idaho. It is 987% complete (but disassembled) when picked up, but became 100% when the seller later sent the top assembly, which was missing at time of pick up. The car had supposedly been rescued from a dry creek bed in Spokane, Washington and was essentially rust-free.

See **BROST** on page 4

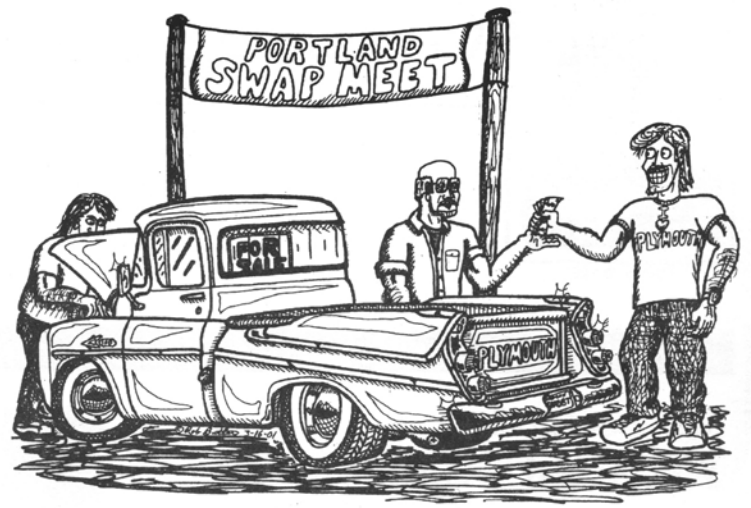
The 1977 Plymouth Pickup . . .

Don't you believe it ! ! ! (see pickups at right)

In 1977 "Flare side" and "Swept side" pickups were big, but there were *no* full size pickup trucks stamped "Plymouth". The last full size Plymouth pickup was built in 1941. A Plymouth mini was made under the "Scamp" and "Trail Duster" names from 1974-1991.

Chrysler Corp. did market a full size pickup in Canada, however. At Plymouth dealerships it was called the *Plymouth "Fargo"* and at Dodge dealerships it was a *Dodge "Fargo"*.

This information was provided by our friend Larry Janeke of Camrose, AB Canada. Note his beautiful Fargo (*below right*). We look forward to Larry joining our club in the near future.



A Little More Plymouth History

The following appeared in the 1941 Detroit City Directory.

"When they ask My Opinion...I Advise, Buy Plymouth"

Independent garage men know car quality, say Plymouth is best engineered!

Independent garage men the nation over say it: of "All 3" low-priced cars, Plymouth is best engineered, best built. These men know car quality, know that Plymouth has consistently led the low-price field with basic engineering and advancements.

- FIRST** with hydraulic brakes; safety-steel bodies.
- FIRST** with full-length water jackets for more efficient cooling.
- FIRST** with super-finished engine parts; new safety rim wheels, designed to keep a flat tire from rolling off the wheel.

The list is long and grows each year. Chrysler Corporation

engineering genius makes Plymouth the quality leader of "All 3" low-priced cars.

Here's How Garage Men Voted:

- 44% chose Plymouth**
- 40.4% chose Car "B" (probably Chevy)**
- 14.7% chose Car "C" (probably Ford)**

1941 New Car Registrations were as follows:

Chevrolet --->	880,346
Ford ----->	602,013
Plymouth --->	452,187

(Figures taken from "The Production Figure Book For U.S. Cars" by Jerry Heasley, copyright 1977)

According to Ward's 1938 Annual Yearbook, there were 11,250 Plymouth dealerships out of a total of 44,804 car dealerships

throughout the U.S. This meant that Plymouth had **25.1%** of **all** dealerships in the U.S. That's quite an accomplishment!

Dues Increase

As of May 1, 2001 national Plymouth Owners Club dues will increase, this is the first increase since July 1988. Postage costs have finally overcome them.

RENEWAL: After May 1 will be \$22 per year

NEW MEMBER: \$24 for first year only

"Early" renewals for members expiring after 4/30/01 will *not* be accepted at the old rate.

Jack Corley - parts man

If you've been to any of our major swap meets in the last 25 years or so, you've undoubtedly seen Jack Corley - maybe even bought something from him. He is a 5'5" giant in the parts business in his trademark crew-cut and blue knee-length shop coat. Jack always has 5 spaces at the Portland Expo Center meets and specializes in electrical parts, carburetors, fuel pumps, brakes, and chassis parts for all makes from the teens (ignition) to the 70s. He does not handle sheet metal or chrome/trim.

He was a racer at Portland Speedway starting in 1952 (Stock cars), and subsequently in Midg-ets, Sprints, Supermodifieds, and Dragsters (through '73). He still has period equipment for Midg-ets and Sprints that he sells to racers. He also has Offenhauser engines and parts he intends to keep to power his Midget racer awaiting restoration, it's been waiting quite a while now, however.

Jack's shop in Gresham has floor to high ceiling shelves covering 5,000 sq. ft. on the 1st floor and 3,000 sq ft. on the 2nd floor. The amazing thing is that he knows where everything is and his knowledge is impressive. His office is a mini museum of automobilia and racing history! Getting a picture of his inventory is kind of like getting a picture of the Grand Canyon with your Instamatic. The view through the finder is insignificant in relation to the real thing.



Jack Corley happily buried in catalogs & parts

He was a successful salesman for Niehoff Ignition Parts for almost 20 years, until TRW took over the line...and later sold it to Echlin. In the corporate reshuffling, they and Jack parted company. Jack had represented his employer(s) in 18 states and Canada and had access to many warehouses. He was, therefore, in position to buy substantial inventories when parts were thought to be obsolete and change was ordered.

Jack is a born-and-raised Oregonian who is a friend of the hobby and a reputable dealer. He has no catalog, and I don't know how he could make one. However, a phone call will get you what you need, and he does ship parts to those who cannot visit his shop.

His address is:
 Jack's Specialty Parts
 1790 S.E. Regner Road
 Gresham, OR 97080
 Phone: (503) 667-1725

Firehouse Breakfast

Cascade Pacific Plymouth Club and the Corbett Fire Department invite you to an **Old Fashioned Firehouse Breakfast** on June 2.

- Ride in the fire fighting equipment
- Meet Sparky the fire dog
- Door Prizes
- Balloons
- Fun for all

Visit the fire hall at 36930 Historic Columbia River Highway at Corbett.

Meet at Lewis & Clark Park (exit 18 on I-84) at 9:00 AM. Be sure to wear your club name tag.

At 9:30 AM fire trucks will meet the antique cars and escort them to Corbett for breakfast. Tickets are \$4.00 for adults and \$2.50 for children 10 and under.

Proceeds benefit the Ferd Riehl Scholarship Fund given annually to a graduating senior who wants to study Fire Science.

After breakfast, our club will tour to Multnomah Falls on the old highway.



Comparing notes before the April meeting

On the same day, the City of Troutdale holds its annual Ice Cream Social at Glenn Otto Park. Great antiquing is always available in Troutdale's unique downtown area.

BROST continued from page 1

Pat paid \$270 for this "project", which also included a '33 Coupe parts car. This made 2 coupes, since he had also bought a '33 coupe in the mid '60s. With the addition of the parts car, Pat entertained the idea of restoring it and having "His and Her" coupes for him and Patty. However, the pressures of raising a family made that project impractical. In fact, the '33 Coupe that had been bought in the '60s was sold in the early '70s to help pay for restoring the convertible.

The beautiful result of several craftsman's efforts on this '33 PD, especially Pat's, has been featured in several magazines, and is really enjoyed by the Brosts, who have put about 50,000 miles on it since the restoration. Pat



Pat & Patty Brost with the '33 PD

- '37 DeSoto overdrive (the '33 has a 4:41 rear end ratio) This combination makes easy 65-70 MPH cruising says Pat!

The restoration was started in 1970 and completed 4 years later, the engine was completed about 2 years ago. Part of the highly detailed and polished-aluminum engine bay is for nostalgia. A visit to his shop reveals a long-standing interest in automobilia and high performance.

His collection includes a stunning salt flats roadster, based on a "T" body and '32 grille shell, and full race Ford flathead V-8. A just-completed restoration of a '29 Ford Model A with Briggs body (he's been a Model A club member for 40 years) is there. He has an extensive license plate collection covering the walls and ceiling and, various old-time racing equipment items. He has installed an early 1900s belt driven drill press, and has neat stuff everywhere one looks!

The outside of his shop resembles an early service station, complete with lighted gas pumps and a fire hydrant plumbed to provide hookups for garden hoses. An air station is being sought to complete the set.

Pat is a knowledgeable Plymouth

man and is a member of the Technical Advisory Committee. I am sure you will be able to examine this great car when the weather lets us get the "old ones" on the road again!

By Larry Catt

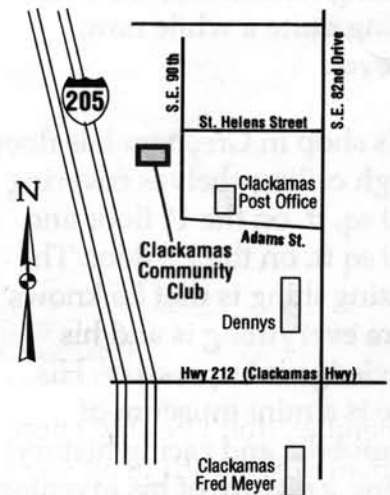


Lauren ("Mr. Paint") and Marian Matley

Lauren Matley

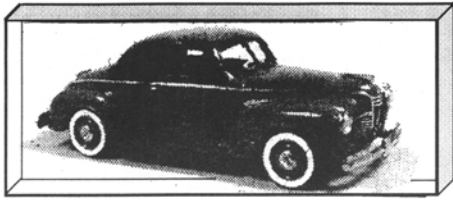
Lauren Matley (above) wrote the Tech Tips articles on Paint in preceding newsletters and made a presentation at the April meeting (see page 5).

Meeting Locations



We meet at the Clackamas Community Club, the 4th Tuesday of each month. Please join us, we are looking forward to meeting you and your Plymouth!

- Fenton exhaust headers



'41 Plymouth Fans

Only 150 copies of this 1/43 scale model '41 coupe are being made. We are informed that the body casting is impressive and you can read "Plymouth" on the hubcap decals. They're available in three colors at \$125 ppd. from Dominion Models (540) 375-3750

Everyone is Promoting our Club

Recently one of our Cascade Pacific POC members was getting license plates for his Plymouth at the local DMV. Supervisor Toni Dickson (in picture below) handled the transaction. She asked if he was a member of the new Plymouth Club. Seems her boss was Dennis Rice of Keiser, OR, one of our members.



Toni Dickson, CPPOC Emissary On The Job

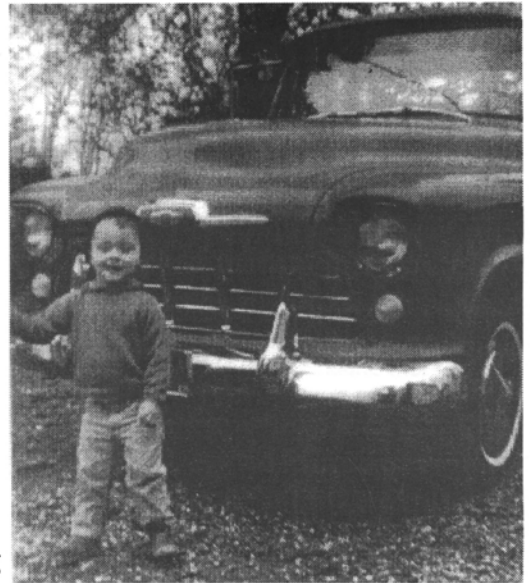
Remember, don't be shy. There are many Plymouth people out there who are looking for what we have to offer, help them out, invite them to a meeting.

Rob Butler

Our very talented artist, Rob Butler, who furnishes our monthly drawings, is none other than this 2 1/2 year old tyke in front of his dad's 1956 *Brand X* pickup. Needless to say, Rob has grown up a bit, but still faithful to his *Brand X*.

April Meeting

Owners, from as far away as Gig Harbor, WA (near Seattle), of Plymouth's ranging from 1928 to 1956, learned some tricks of the trade by Lauren Matley of *Matley Woodgraining Service*. Lauren has been involved in paint for over 35 years, beginning in his dad's paint store (the nation's first jobber for DuPont paint), to working for DuPont and in his own paint store until he retired. Now he spends six days a week Woodgraining. Woodgraining is a centuries-old art, beginning with decorating wood to resemble marble (faux painting) to early automobiles with stamped steel made to appear like wood, leather, etc. The grain patterns and colors of early autos were patented. Lauren's artwork requires 9 or 10 steps and he can replicate nearly any pattern imaginable. His web site is www.restoration-resources.com and well worth checking out, the phone number at his Kent, WA shop is (253) 630-8887. If you missed this meeting you missed an invaluable aid in your quest for the "perfect restoration".



Have You Seen a Montana Centennial Special?

The March 30, 1964 edition of the *Portland Reporter* included the following information.

In recognition of the 100th anniversary of the Montana Territory, and the 75th anniversary of Montana statehood, Plymouth division of Chrysler Corp. announced a "Montana Centennial Special" model. The first 11 were delivered in Portland.

The car was a two-door hardtop painted in Montana's blue and gold colors. The paints were especially developed by Plymouth for this model.

We would like to know if anyone in the club has ever seen one of these special edition autos, or if you've ever heard of an "Oregon Special Edition".

Plymouth Parts/Cars To Sell

P23 Engine & Transmission (almost complete) missing: fan, air filter & generator. \$50.00 OBO. Also will part. In Talent, OR.

Philip Post (541) 535-1860
e-mail: harrigerj@cs.com

Ralye wheels 14" 5 on 4 1/2 centers with rings + centers, \$300

Tom Shepherd (503) 833-8966

Upcoming Events

May 22 - Regular monthly membership meeting (the 4th Tuesday),

6:30 kick tires, 7:00 meeting

Agenda: PMX Electrical

June 26 - Meeting, presenter TBA

Plymouth Parts/Cars To Sell

1949 4-dr Deluxe Excellent shape. Original condition except has been repainted outside in dark blue. Body is tight, no rattles, engine purrs like a kitten. (Photo below) We keep it in storage on Bainbridge Island (by Seattle) where we live. Would like to get \$4,500. Could bring to Portland for serious buyer.

Rich Deline (206) 842-0476
e-mail: rdeline@epsinc.org



(above) Front & rear of Rich Deline's '49

The Corner Store

Plymouth Parts/Cars Needed

1930-1940 Plymouth car wanted.

Ken Griffin
e-mail: kgriffin@rogueiver.net
or by snail-mail at:
584 April Dr., Merlin, OR 97532-9709

'35 PJ Front bumper
Mark Ripley (253) 857-7024

'55 Dodge 270 cu in pistons, cam & lifters, R/bkt
Dennis Markovich (503) 663-1831
Boring, OR

To add or renew a *cars/parts* ad, or to suggest an interesting story, please contact Larry Catt at: (360) 896-6694
or e-mail: lacatt@gateway.net
Duanne Luckow (503)761-9411
or e-mail dluckow88@aol.com
or Earle Culbertson-at: earlec@gte.net



FOUNDED 1957

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