



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 Eight

September 2001

Member Profile

The Venerable 1935 Plymouth, "the best one before the V-8"

Some will say the 1935 Plymouth was the best engineered Plymouth produced until the V-8s came along. The '35s were the first of the fat fender cars. It was a dream to drive and still is today. Plymouth collector and enthusiast Paul Curtis, our national director, has had eight '35s and today is looking for another. He stated "there has never been another like the '35". Paul lives with his wife Betty in Roseville, Michigan.

Our club presently has four members (and soon two more) who own '35s. They are Dave & Ingelise Pollock of British Columbia, Mark & Teri Ripley of Olla, WA, Bob & Alice Rupp of Kennewick, WA and Bob & Elizabeth Semichy of Monte Serano, CA, also Ron Whiting, Vancouver, BC and Dan & Mary Zenner of Clarkston, WA.

Dave Pollock's first '35 PJ Deluxe Mark Ripley's '35 humpback was

had belonged to his father. Dave owned it from 1956 to 1964 when a bad rod bearing put an end to it and he sold it for \$15.00 to avoid it being made into a farm trailer. In 1997 he acquired his present



Bob Ropp's business coupe with 38,000 original miles

'35 PJ. It is a great car, with only 128,319 miles and the last 8,000 trouble free wonderful miles that Dave put on himself. He recently met the original owner who was in her 80s. She said her daddy traded the Plymouth in on a Hillman in 1954, but her daddy never liked the darn Hillman. Dave loves his PJ and would not trade it for any other car.

purchased two years ago after his dad wouldn't sell him his '34. It had been in storage for 30 years in Seattle, but was very low miles. Mark is presently doing some restoration work on it with the help of his dad.

I was unable to get Bob Rupp's story on his '35 original coupe (even though we have a picture of his car). Bob is a well-known restorer in the Central Valley of Washington. Bob is an ex-state trooper and sheriff of Benton County. We will

get Bob's story in the future - was it a police car? Wait and see.

Robert Semichy's PJ convertible coupe is in for full restoration. I am sure we will be writing about it in the future. He is a personal friend of National Director, and '35 expert, Paul Curtis.

Ron Whiting and his '35 touring sedan's photo are not in this

See **1935s** on page 5

The Plymouth club is open to all people interested in preservation and restoration of these well built autos. As a full time restorer, I have come to appreciate the all-steel bodies, especially compared to other automobile manufacturers.

This month I am writing about a few details I noticed on several Plymouths that are so called "restored" that is a fairly easy fix. The window sneeps (fuzzies) on the inside door frames and between the door glass, are not always replaced, and if they are, most are not done correctly.

Many of the Plymouths have removable window frames inside the car held on by a few sheet metal screws. These frames, when removed, hold a fuzzy that lays next to the door glass. Originally these fuzzies were installed with a hardened steel staple through the window frame and crimped on the back side.

Most Plymouths I have seen recently do not take the time to remove the old staples and replace the fuzzy with new staples. I noticed fuzzies glued on, drilled and screwed on with sheet metal screws, pop riveted, which if not installed all the

way in the fuzzy will either scratch your glass or chrome bezel around the glass when the glass travels up or down.

The best way to prevent these mishaps is to do as the factory does, staple them. **Here is how I do it.** Remove all your window frames from the car. Remove the old staples with some wire cutters. Measure the

total length of fuzzy needed. The doors and quarter panels may also be done the same way. *Ken Humke, Inc.* in Portland carries 96" lengths of the correct fuzzy depending on the year of your car, and if you want a stainless bead or not. Humke also carries the correct window channeling needed to prevent your windows from rattling and working smoothly up and down. Humke is wholesale only and if anyone needs material they may contact me.

I use .030 stainless steel wire that comes in a 30 ft. roll from

Parkrose Hardware in Portland. Staples are easy to make. A pair of pliers are usually the correct width needed to space in between the staple bends. I leave about 3/4" on each staple end.

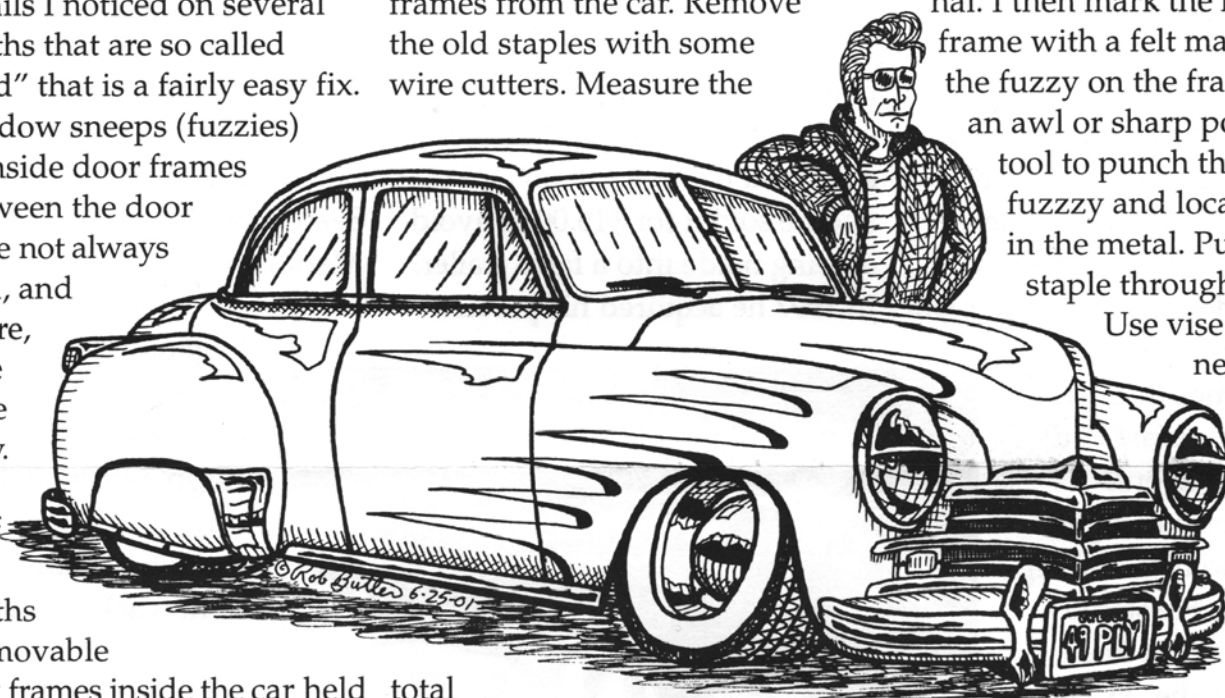
I cut the fuzzy to length off the window frame or from the original. I then mark the holes on the frame with a felt marker. Place the fuzzy on the frame and use an awl or sharp pointed thin tool to punch through the fuzzy and locate the holes in the metal. Push the new staple through the holes.

Use vise grips or needle nose pliers to grab the staple leads and bend or twist them on both ends, until

the staple is tight against the fuzzy and window frame. Each frame may have 6 or 8 staples. If the fuzzy curves uphill on the frame, cut the bottom of the bead in 2 or 3 spots. The fuzzy will bend if you are patient. Once you have done one or two frames the rest will become a routine and look beautiful. The best part is, it will not come off and it will not scratch, provided the staples are pulled tightly. I hope to see some Plymouths out there with new fuzzies in the future.

Good Luck!

Duanne



Roy Bloom: Restorer . . . Father . . . Husband . . . Not Forgotten

Roy Bloom passed away over 12 years ago at the age of 51. After his passing it was hard for his wife Margaret and son Daniel to part with his remaining cars, a '33 and a '70 Super-bird (shown). Doug Nelson of Salem purchased the '33 a couple years ago and Bill Call

twisted his arm to acquire it from him this year. The '70 Super-bird still remains in the family and Margaret has no intention of selling it.



Margaret Bloom and son Daniel

Roy will always be remembered as a top restorer of old cars, many of which are still seen in car shows. He and one of his best friends, Barney Stice, also a professional restorer in Salem, OR collaborated on many cars. Many of Roy's cars sit in collector's garages all over the country.

Roy was the kind of guy that would do anything for you if he liked you. He loved to joke with people, had a contagious laugh

and was a perfectionist at his work. He was a detailer for many years at Robertson Plymouth-Chrysler in Salem. Mike Robertson, now the owner, used to love spending time with Roy when he was a little guy, learning his father's business from Roy.

When Roy purchased his Super-bird from Mike's father, he wanted a Hemi engine, but Mike's father talked him into the 440, which ended up as reportedly the last one produced. According to Mike, Roy never forgave his dad for not letting him order the Hemi, which would be almost priceless today.

Roy was not only a talented



Roy Bloom's 1970 Super-bird, one of Paul Duchene's favorites

restorer, but was a wonderful artist according to Mike. Roy's son Daniel is also a car buff, but doesn't have quite the skills of his dad as Roy was a hard act to follow. Daniel is presently restoring his 1964 Barracuda.



Roy Bloom's 1933 coupe, now in our club

Old Gas Stations

Watch the next issue for a feature article about the old and newly built 1920s & 30s Gas Stations - built by car enthusiasts. Also, learn all about wheels at our next meeting.

"Craps & Chrome"

Rod and Custom Auto Show - Saturday, September 15th at *Spirit Mountain Casino*. Top awards in 25 categories. Contact Jerry Yarno (503) 370-9724 or Brent Yarno (503) 585-6187 of the host *Bent 8 Car Club*.



Spirit Mountain Casino in Willamina, OR will be raffling this gorgeous '49 Plymouth street rod on Sept. 15. Car Show registration begins at 8:30 A.M. with presentations at 3:00 P.M.

Binder Twine

ORIGIN OF THE SPECIES



ROPE on the Farm

Rope for hay handling, leads and halters, tree trimming and felling, plow lines, well ropes and for block and tackle, needs be of good quality and construction if safe, satisfactory and economical service is to be had.

Plymouth Manila Rope for all general utility purposes on the farm will save money for you because of its extra strength, dependability and long service.

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PLYMOUTH CORDAGE COMPANY
NORTH PLYMOUTH - MASSACHUSETTS

You may recall that the January/February 2001 newsletter included an item *Plymouth Gets Its Name*, and the explanation that it wasn't based on any historical or prestigious event or place. In fact, it was based on a brand of high quality binder twine! The Chrysler marketers believed the name would be influential to the large agricultural population that would be buyers of the new automobile in 1928.

When Bill Call saw an eBay ad for a Plymouth item, he had to have it! It was advertised as a "namesake" Plymouth twine booklet. He captured the item, at a price Dolores is deducting from his allowance, and pledged to be more selective in the future. However, he has graciously agreed to allow us to share in his excitement with the purchase. Included in this issue is a copy of the front and back covers of this 2.5" x 5.5" booklet.

Front & back cover of Plymouth Binder Twine booklet from which Plymouth automobiles got their name

by Larry Catt

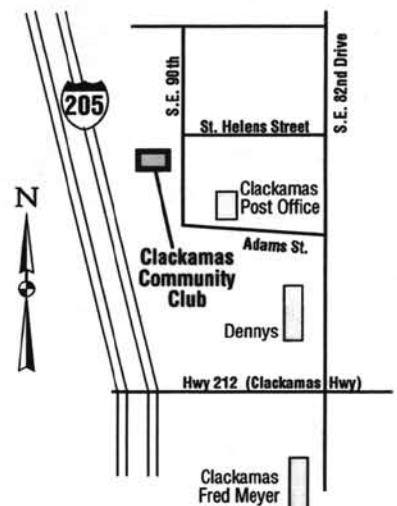
Notes from the August 28 Meeting

You can't go to Tim Winchell's shop, you're already there. His company, *Hot Wires Auto Electric* is a mobile service specializing in conversions, repair and modification for classics, customs or any other automotive wiring need. (360) 882-3030 will get him to your problem. Tim gave some great tips on where to find it, how to do it and how **not** to do it, and was a considerable help to several restorers with immediate questions.

Our club is in the final stages of incorporation and the bi-laws should be completed by the next meeting. Our new name is *Cascade Pacific Club, Inc.*

Our membership is now 107 and still growing. Other information: Look for a picnic or similar event in October. Rick Fenning will provide *Thrifty Auto Stores* discount cards to club members. Raffle prizes included intricate scale '41 coupe models and 30 minute calling cards, you gotta be there to win.

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!

Plymouth on the Rocks

In a dismal statement about Daimler Chrysler's corporate culture, the last Plymouth (a silver Neon) was manufactured on June 28 and sold without fanfare to a Chrysler executive in Florida.

It's a sad end for Chrysler's biggest-selling nameplate between 1930 and 1978, but it's pretty typical for a company that has no idea what happened to the last DeSoto in 1961 or the last Eagle Talon in 1998.

When Daimler Chrysler announced they were going to ax the Mercury Grand Marquis in 1999, Plymouth was on a pace to sell 264,624 cars and minivans that year. That's a lot of market share to cough up voluntarily.

Plymouth's peak year was 1973, when 748,699 Dusters, Satellites, Furies, Barracudas, Road Runners and GTXs went out the door. Total number of Plymouths produced since 1928 through the end of May is 28,908,516.

Bill Call of the 104-member Cascade Pacific Plymouth Club is glum about the final decision.

"Once the executives have made up their minds, that's it," he said. "There's 3,500 people in the Plymouth Club nationally, and we all think they could have sold

more. They were always No. 3, and in the 1930s they were No. 2 for a while."



the '40 Paul Duchene drove to high school in Kennewick, WA. It is available to sell or trade for another vintage car. It's odometer registers 62,000 miles

Notable Plymouths over the years included the 1958 Fury, the 1968 Road Runner with its taxicab interior and beep-beep horn, the amazing winged 1969 and 1970 Superbirds - which were so successful that NASCAR banned them - and the early '70s Hemi-Cuda, one of which sold for \$410,000 in Seattle

last spring.

I still have fond memories of a copper-colored, bucket-seat, 1970 Plymouth Sport Fury GT, which was obscure enough that the factory didn't track how many it made. Last I heard, it was being restored somewhere in Portland.

When I was driving it daily, back in '85, some kid in a Toyota Supra challenged me at a light on S.W. 19th Avenue and Jefferson Street, to the delight of my 8 year old son.

"Dad, don't they know this is a 440?" he asked in wonder, as we smoked 'em.

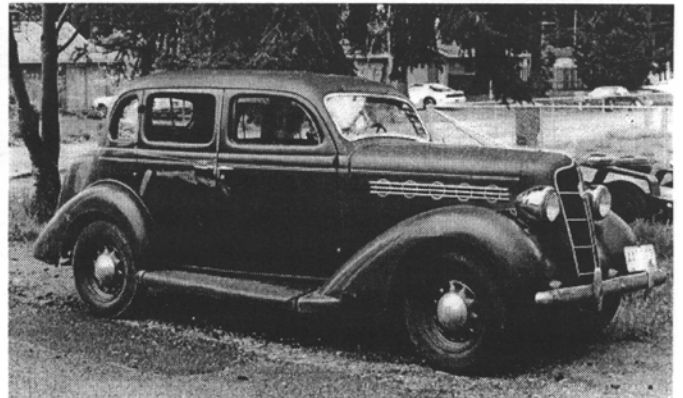
by Paul Duchene
Portland Tribune
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1935s continued from page 1

edition but we hope it will be soon. Ron tells us that it took four old '35s to make his sedan, but it turned out great. His car originally sold in a local Vancouver BC dealership and he has the sticker to prove it. It is completely rust free. Ron has a parts house known as ROVON in Vancouver, BC (604-936-9312) and sells mopar parts. Ron also said to remind everyone to have fun with their old cars.

Don Zanner's 35-dual mount dark blue convertible is only one of 24 in his collection, but this beauty is one of his favorites. Don is a CPA and 1935 is also his birthday.

At the Hershey Swap Meet each



Mark Ripley's '35 sedan, a work in progress

year the '35 Plymouth people all get together in what is called the "PJ Secret Society". That's all we could find out . . . it's "secret"!

Hopefully some day we will be able to get the '35s all together.

Plymouth Parts/Cars To Sell

1934 PE 2-dr. Runs great. Asking \$5,000

Dorsey Lewis (503)

1949 convertible. Complete, some rust, project car. \$4,000. contact:

Dale Oliver (541)

Plymouth Parts/Cars Needed

'52-'55 Plymouth overdrive transmission

Mel Nilsen (503)

'64 Barracuda grill and parts.

Dan Bloom (503)

Upcoming Events

September 25 - Regular monthly membership meeting (the 4th Tuesday), 6:30 kick tires, 7:00 meeting - Agenda: "Wheels", Bill Linneman

October 23 - Meeting: "Organizing your Restoration Project" Duanne Luckow. **Added Treat:** Travis Mowery (Eagle Scout), son of Dennis & Jeanne, will speak on his trip to Nationals.

To add or renew a cars/parts ad, or to suggest an interesting story, please contact

Tom Shepherd: (503)

or e-mail:

Larry Catt at: (360)

or e-mail:

Bob Dimich (503)

Bill Call (503)

e-mail:

or Earle Culbertson at:

The Corner Store

Plymouth Parts/Cars For Sale

1933 PC Engine with bell housing, new clutch plate and pressure plate.

This engine ran in 1995. Needs rebuilding. Holds good oil pressure.

Also 2 Transmissions for the same '33 PC. One is good, the other has a noisy first gear. Let's talk price -

Rich Von Allmen (503)

1949 Coupe. For location & details call Steve (503)

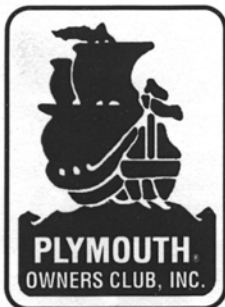
Tires • Tires • Tires

4 wide whitewall tires. \$125

4 w/w tires mounted on 4 Plymouth wheels. \$125

All with good tread. Please call:

Dennis (503)



FOUNDED 1957

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