



# WPC NEWS

*Volume 51 Number 05*

*September / October 2020*



## ***1955 Dodge Coronet***



# WPC NEWS

## The WPC Club Inc.

Chrysler® Product Restorer's Club is dedicated to the preservation and enjoyment of Chrysler, Imperial, DeSoto, Dodge, Plymouth and its related cars to include, American Motors, Jeep, Nash, Hudson and all affiliated cars. The WPC Club Inc. is a non-profit corporation incorporated in the State of Michigan. The WPC News is published bi-monthly by the WPC Club.

### Membership-annual

**\$40.00 United States - \$60.00 Via First Class Mail**

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**All memberships include a one year subscription to the WPC News. All fees must be in U.S. funds.**

Send all mail to:

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63770 Indian Trail, Ray, MI 48096

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**ARTICLES:** We welcome your submissions, articles will be published as space permits.

**RETURN OF PUBLISHED MATERIALS:** All materials accompanying stories or articles will be returned as soon as possible after publication. Self-addressed stamped envelopes are appreciated. Materials you do not wish to be returned will be kept in the WPC historical files.

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# PRESIDENTS' MESSAGE

Greetings to all,

First I would like to extend a warm welcome to all of the new members of the W.P.C. Club and to all of you who have renewed their memberships. In future issues there will be a space dedicated to this purpose, we have been neglectful and apologize. Board member, Kevin McCabe has volunteered for this new activity

I also want to thank Diran and Joyce Yazajian for storing and mailing past issues. On this topic, Thanks to Sandy and Woody Hummer for storing the many hundreds of past issues.

we receive many emails relating to the expiration dates of memberships. Please look at the mailing label attached to the mailing envelope, it lists the expiration date and the membership number,

To all members who have availed themselves to a free ad in the swap meet section, this is for you. Members are limited to ONE ad of 50 words, not including your name, address, email address, phone number and WPC membership number. If you are one of the few who are abusing this policy, please contact our Editor, Frank Pascoe to remove your choice of excess ads.

Plans for the 2021 National Meet in Auburn Hills Michigan are proceeding as planned and, we expect to see you there.

Finally, I hope that at some time during this past summer you had an opportunity to enjoy a leisurely ride in one of your proud possessions. Mary and I took advantage of a very warm and pleasant afternoon and drove to Marine City Michigan for an early dinner on the St. Clair River. It is always good to be among people. While dining, we looked across the river to Sombra Ontario and wondered if and when all of this will end.

Stay safe and above all stay healthy.

*Pat*

## WEBSITE

### WPC Club Website:

[www.chryslerclub.org](http://www.chryslerclub.org)

### e-mail address:

[ian.smale@chryslerclub.org](mailto:ian.smale@chryslerclub.org)

### Web Master: Ian Smale

### Roster Access On Website

User name: wpc

Password: 413wedge##



## PHOTOGRAPHS

WPC Members sending in photos to be used in the WPC News Magazine.

**Photos:** Top Quality Photos.

**Digital:** Must be a high resolution Photo.



Would prefer vertical settings, but may be able to use all. No copies or reproductions (if possible).

Photos can be mailed to: 35580 Tall Pine Rd. Farmington, MI 48335 or email to: [f.pascoe@hotmail.com](mailto:f.pascoe@hotmail.com)



## EDITORS' MESSAGE

### WPC NEWS EDITOR'S MESSAGE

Summer cruising is just about wrapped up, as daylight is shorter, nights are cooler and the trees are painting the landscape in their brilliant autumn color pallet. This means that we automobile enthusiasts are settling our cars down for their winter nap. This past summer was certainly a departure from the norm, as the COVID slowed down many of our cherished outdoor activities. I was still able to get my rides out on the road and leave some pavement behind. There were still a lot of smiles per miles, that is what our car collecting passion is all about. My hope, along with everyone else, is that we are lifted from the pandemic and get back life as it was before.

WPC NEWS will feature another installment of How Many Did They Make... This issue focuses on the 1955 Dodge, Chrysler Corporation's chapter called the Forward look.

The WPC Club wishes to acknowledge and pass on our gratitude to John and Barbara Weiser for their generous donation to our club's treasury. It is appreciated, especially during these times. Thank you, John and Barb.

WPC NEWS is your magazine. As such, we welcome you to submit a story about your cars, your experiences, travels, shows etc. about the hobby. If you have some advice or know how about keeping our classics on the road, please send it to us. Everyone in the club can benefit by the knowledge and passion of others who share the same interests. If you would like to see your ride showcased, Send us some photos and a description, 50 words or less, and we will post it in the Reader's Rides section.

If your WPC region has activities that you have planned, please post them in the Calendar of Events. It is fun to see what other groups have going on, and there are those who may wish to participate. In this issue, we are highlighting recent activities from a couple of our regional groups who managed to get together in spite of the summer slowdown.

Some house keeping issues:

As the editor of WPC NEWS, I receive many requests for ads to put in our Swap meet section of the magazine. Please be aware that you need to submit your WPC membership number, as our ad section is open to WPC members only. The ID number is proof of that. Your ad will not be published without it. A lot of time is spent tracking it down, so your help in providing it will be greatly appreciated.

If you do not know what it is, please go to the WPC website at: [chryslerclub.org](http://chryslerclub.org). The membership roster with your ID # can be accessed there. You can also contact Terry Williams, our WPC Club Membership Chair at: [twilliams@midwestmopars.com](mailto:twilliams@midwestmopars.com).

WPC NEWS has introduced a "caveat", regarding the Tech Bits column, so as to remove WPC Club, Inc from any responsibility regarding information or advice from a contributor about matters of safety re modifying or repairing a system on a vehicle.

Until next issue, Happy Mopar Motoring,

*Frank T Pascoe*  
Frank Pascoe, Editor WPCNEWS



## **CALENDAR OF CHRYSLER EVENTS**

As a result of the Covid 19 pandemic, as you know, the 2020 WPC National Club meet was cancelled this past July in Pontiac Michigan. It will be held next summer 2021 in the same location, same hotel, the Auburn Hills Marriott, in Pontiac, Michigan. Details of dates, costs and schedule of activities will follow in future WPC NEWS editions as they become available.

### ***EDITOR'S NOTE:***

There have been no reportings of events coming up from any of our Club regions for this issue.

**WHEN YOUR REGION HAS AN EVENT, PLEASE SEND IT TO WPC NEWS FOR INCLUSION.** Everyone will have a chance to see what is going on in your area and may be inspired to attend.

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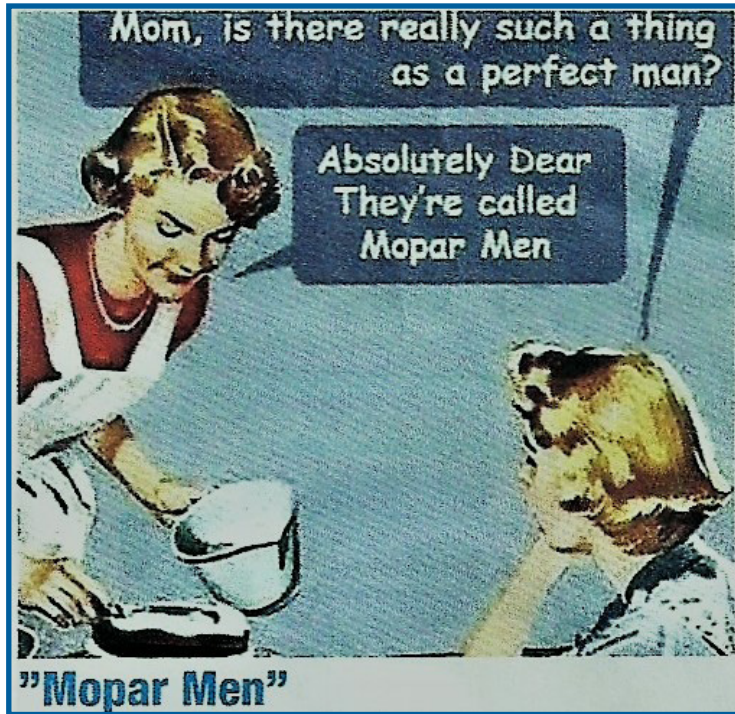
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**WPC 50<sup>th</sup> Anniversary Meet** commemorative t-shirts available. Cost is \$20.00 per shirt (includes shipping and handling). Available in white only, sizes L, XL and 2XL. Contact Peggy Kelly at (586) 925-2643 to order. Checks or money orders only payable to WPC-GLR. Call before sending money.





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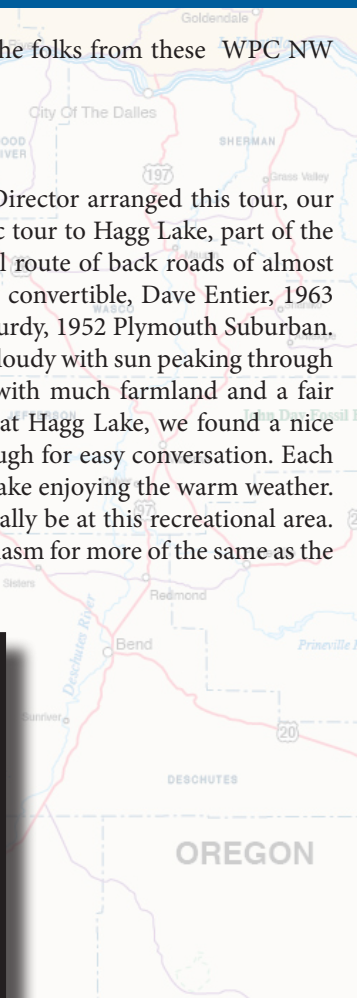


# REGIONAL ACTIVITIES

Like everyone else in the land, summer car cruise activities were drastically curtailed, but the folks from these WPC NW regions did manage to get their classics out on the highway.

## PACIFIC WONDERLAND REGION

**TOUR TO HAGG LAKE** – July 9, led by Jeff & Jeannie Gretz Dave Entier, our Activities Director arranged this tour, our 1st of the year! On Thursday morning we all assembled in Beaverton for the start of a scenic tour to Hagg Lake, part of the Eagle Point Recreation Area near Forest Grove. The Gretzes mapped us through a beautiful route of back roads of almost 50 miles, never touching a freeway. Those on the tour included the Duthies, 1964 Imperial convertible, Dave Entier, 1963 Imperial convertible, Jeff and Jeannie Gretz, 1955 Imperial Newport, Dick Romm & Norm Purdy, 1952 Plymouth Suburban. In addition, friends of Dave Duthie joined us in their modern car. The weather started partly cloudy with sun peaking through and turning sunny. We drove on the mostly narrow roads winding through rolling hills, with much farmland and a fair amount of winery entrances. The largest town we passed through was Newburg. Arriving at Hagg Lake, we found a nice grassy area where we could spread out our chairs at ‘proper’ social distancing, yet close enough for easy conversation. Each family brought their own lunch. We spent a very nice afternoon talking and walking by the lake enjoying the warm weather. The fact that it was not on a weekend resulted in fewer crowds which would probably normally be at this recreational area. We saw boating, swimming, etc. yet in relatively small numbers. This tour engendered enthusiasm for more of the same as the summer progresses.









## VANCOUVER ISLAND REGION

October is here !! Looks like Vancouver Island is still one of the safest places in BC to be during this Covid pandemic. There are currently 5 cases being treated on the entire island as I write this. The total cases since the whole thing started has been around 80 at this point. Not bad for a population of around 870,000 for the entire island. About 400,000 of the population makes up Victoria and the surrounding areas. Having said all that we still need to be careful so keep safe.

We finally got our September Tour to the Merridale Cidery in Cobble Hill on Sept 20th after postponing it for a week because of the intense smoke in the skies from the western wildfires in WA, OR and CA. Sunday Sept 20th dawned as the first clear sunny day since Sept 11th when things started to go downhill with smoke. We hope that all our fellow members in WA and OR are doing well and that none have been devastated by fires or Covid. What a year it's been. Anyhow, there are some photos in the newsletter further in. All in all it was a good time together - but of course we had to follow the provincial health guidelines for restaurant seating. We were placed at three tables in the rear covered patio area. Those who attended were Shannon & I, Ron, Jean & niece Bev, Rudy & Miep, Glenn Clarke, Chris&Jorja, Gerry McDonald, plus Stoney and Julie Stonehouse. Food was good and the day was warm and sunny.







I had this hood ornament given to me a few weeks ago and if anyone is interested it's free for the taking. It is apparently for a 1949 Chrysler Imperial. Contact me if interested [ian.smale@chryslerclub.org](mailto:ian.smale@chryslerclub.org) or phone 250-652-6756 I would like it gone soon. Shipping would not be included.





# HOW MANY DID THEY BUILD

# 1955 Dodge Coronet

## THE FORWARD LOOK USHERS IN A NEW ERA

World War II was coming to an end,. America was a major force in bringing it to that end. She demonstrated her manufacturing might as her assembly lines, churned out the means to victory. At war's end, war time production halted and with the GI's returning home, they desired to get back into the swing of things. They wanted cars, homes and all the goods that they did with out on the front lines. Chrysler had to switch from building tanks, back to building Dodges. However, car design was mired down in a pre-war look as time was spent ramping up production quickly. Emphasis on aesthetics took a back seat. This was certainly Chrysler's design philosophy; that utility was more important than looks. It proved to be a fail, once cars were widely available. America was moving forward in the 1950's. To paraphrase Sonny and Cher, " Cars are a-goin' faster all the time, Speed was the new born king, uh huh". Jet engines and rockets made the far reaches of the world a lot closer. Nearly driven out of business in 1953 and 1954, Chrysler's market share fell down to only 14% in 1954. Her cars were stodgy, dowdy, short and plump and lacked the pizzazz of this new born "Jet Age" rocket look.

The company lured the extravagant Virgil Exner away from Studebaker to restyle the entire lineup of vehicles, and bring it up to speed. The first full result of this was the 1955 product line. Tex Colbert, Chrysler president, funded the changeover with a long-term loan from Prudential for \$250 million, which brought in money for manufacturing and plant upgrades. Hence, the advertised name – the "Hundred Million Dollar Look." Also, and more popular; the "The Forward look", became the popular slogan of the times because of its connection to movement and speed. This is exactly where Exner and his crew were trying to point the styling direction of the company: to align with the Jet Age that American society was so in love with. Sales shot up immediately, and the company easily recouped its investments. Market share increased to over 17% for 1955.



Not all of the cars were direct Exner designs; Maury Baldwin was in charge of the 1955 Dodge. Still, he seemed to be influenced by Exner's lead, using spear-shaped side trim and split grilles. The body shape was common, because Chrysler shared more between brands than GM. Baldwin's 1955 Dodge was 212 inches long, on a 120 inch wheelbase; it grew by nearly seven inches over the prior year. Buyers got a modern wraparound windshield; the grille had traces of Studebaker in it, also suggesting Exner's influence.

At the time, Dodge was a fairly high brow brand; Plymouth was responsible for meeting Chrysler's mass-market needs, and Dodge, DeSoto, and Chrysler in that order, picked up a smaller number of more lucrative sales.



### DODGE MODEL LINE UP FOR 1955

The line up consisted of two and four door sedans, two door hardtops, two and four door wagons, and a two door convertible; the Dodges were all basically the same, with names assigned to trim levels. These were the Coronet, Royal, and Custom Royal; only the Coronet, being the base model along with the wagon named Suburban, had a standard six cylinder engine, with an optional polysphere V8. The other cars had standard V8s. Later in the model year, the specialty Lancer and La Femme added to the variety; from then on, the hardtops and convertibles were named Lancer.

The Coronet wagon was not marked as a Coronet; instead, it had the word Suburban on the rear fender. In the opposite fashion, while the two-door hardtops were technically Coronet Lancers, they only had Coronet on the fenders. The next step up was the Royal; again, the Royal wagon had a different nameplate, "Sierra," on the rear fender. The hardtops could have either Royal or Royal Lancer badges. Turn signals were standard on the Royal and Custom Royal models but optional on the base Coronet. The top of the line Custom Royal was only sold as a two- door hardtop, four door sedan, or two door convertible.



Coronet Lancer V-8



Royal Lancer V-8



Custom Royal Lancer V-8



All hardtop coupe and Custom Royal-only convertible models were called “Custom Royal Lancer”. The Custom line featured unique chrome tailfins (although early model year cars went without this trim), special tail light surrounds, and an upscale interior. Backup lights were standard on the Custom line but optional on all others. The Custom Royal also featured the hemi 270 CID Super Red Ram engine.

### POWERTRAIN LINE UP FOR 1955

Dodge used three engines in the 1955 cars: the flat-head “Getaway Six”, Red Ram V8, and Super Red Ram V8. The old flat-head was a fairly old design, and provided fairly slow acceleration, but was relatively economical.

The Red Ram V8 was based on the first-generation Hemi V8s; the company had to reduce costs and increase production, and swapped in a more practical polyspherical head design. These used a single rocker arm per cylinder, rather than two in the Hemi, and had low-friction valve locks so the valves could rotate, reducing wear. It was optional in the Coronet and standard in the Royal, in 270 cubic inch form.

The Super Red Ram V8 was also 270 cubic inches, like the Red Ram, but it had the hemispherical combustion chambers with dual rockers (one for exhaust, one for intake) per cylinder; it was called the “double rocker.” This was optional on lesser Dodges, and standard on the Custom Royal. Very few buyers got the Super Red Ram power package — a four barrel carburetor and dual exhaust, mainly; the Carter four-barrel carburetor had metering rods on the primary jets, with velocity valves for the secondaries.

Here is the engine that rules the road with flashing acceleration, surging power, and amazing economy . . .

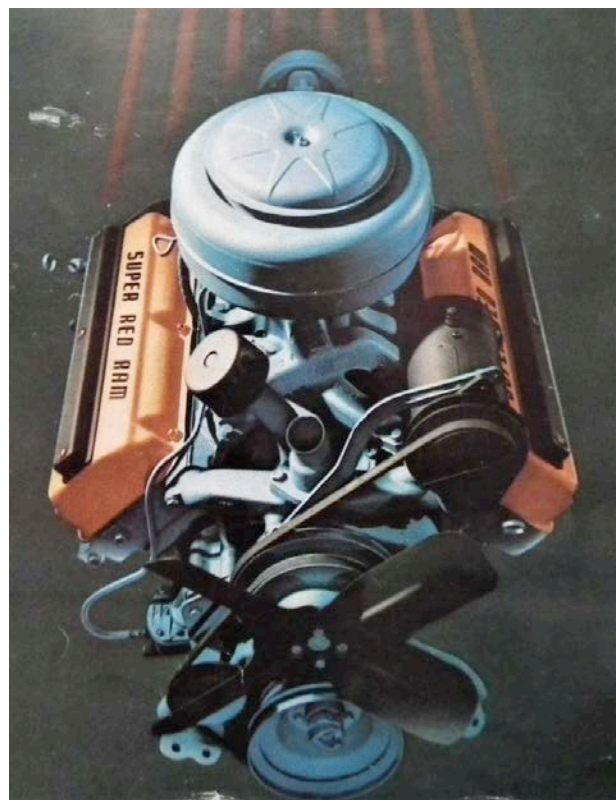
#### **The Super Red Ram V-8!**

Rated at a mighty 183 hp., this advanced power plant incorporates principles of aircraft engines. There is no engine in the Dodge price field to match it.

#### **Specially Equipped Super Red Ram V-8!**

And for those who want *still more* performance, this same engine is available with 4-barrel carburetor, special manifolding and dual exhaust system to deliver a surging 193 hp. . . .

There is no engine in any price field that can equal the combination of record-breaking performance and prize-winning economy that is yours with the Super Red Ram V-8, or the Super Red Ram V-8 with special optional power equipment.



### **Super Red Ram V8**

Still relatively new to Dodge was a fully automatic transmission — the two speed PowerFlite, controlled from a lever on the dashboard (a single-year device). Traditionalists could get the three-speed manual, a very simple setup, or the three-speed with a 0.7:1 overdrive for easier highway driving. Dodge still used a tailshaft parking brake.





## DODGE INTERIORS AND TRIM FOR 1955

In a year when other manufacturers tended to be quite flashy, Dodge tried to keep up; they had 45 different color schemes, with basic, two-tone, and triple-tone combinations, using 13 basic colors, never clashing. The triple-tone cars allowed buyers to switch the upper and insert colors, to the point where there were 76 possible combinations. Contrast that to today's auto interior offerings where you generally have only black, grey and tan colors offered to the consumer.

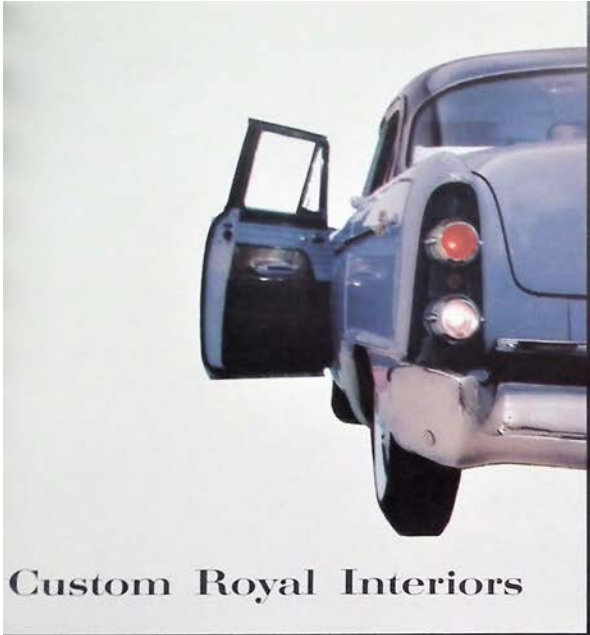
Inside, there were fewer choices (still more than modern cars): black, blue, green, and yellow, with Jacquard fabrics matched to a tough, color-matched vinyl material on the seat backs. The interiors were all two-tone, and the Custom Royal split the colors with chrome; Custom Royals also had painted rear window weatherstripping, to match the headliner. To help buyers, late in the year, Dodge added a plate with the paint and trim codes. The instrument panel was faced with black gauges, with an ammeter, fuel gauge, antifreeze temperature, oil pressure gauge, speedometer, and odometer; the ash-tray/headlight switch is designed to also look like a gauge. Fresh air doors under the dashboard diverted air into the heater when closed, and into the cabin when open; these were meant to be seasonal items.

Dodge used quite a bit of stainless steel trim on the car, with numerous trim parts being die-cast in addition.



Chrysler La Femme  
Marc Rozman photo  
at the WPC Museum  
at allpar.com

Popular accessories included power steering and brakes. Buyers could also get a four-way power seat (up, down, forward, backward), spinner or normal wheel covers, a foot-pumped windshield washer, wire wheels, air conditioning, rear seat radio speaker, among a myriad of other options.



**CUSTOM ROYAL V-8 4-DOOR SEDAN**  
in green-and-silver Jacquard with light green Cordagrain holsters

### Custom Royal Interiors

In Custom Royal V-8 models, you enjoy matchless comfort and luxury. Seats are cushioned with soft, deep foam rubber and hand-somely tailored in distinctive silver-flecked Jacquard. Every detail of trim and appointment is decorator-styled and color keyed, from the heavy pile carpeting to the handsomely curved control panel. Three different color schemes are available. Green, blue, and black and white, in heavy rich quilted Jacquard combined with light-colored Cordagrain holsters. Convertible is luxuriously finished in all-Cordagrain.

**CUSTOM ROYAL LANCER V-8 CONVERTIBLE**  
with matching blue Cordagrain interior



### SUSPENSION COMPONENTS

With torsion bars still in the future, 1955 Dodge cars (along with Chrysler, DeSoto, Imperial, and Plymouth) used coil springs up front and leaf springs in back. The coil springs were attached with king-pins, which can only travel in one plane; that kept the front wheels' axis of inclination the same at all times, an odd feel today (they would be replaced on the 1957s). V8 cars had an idler arm parallel to the steering gear arm. Steering was easy, regardless.





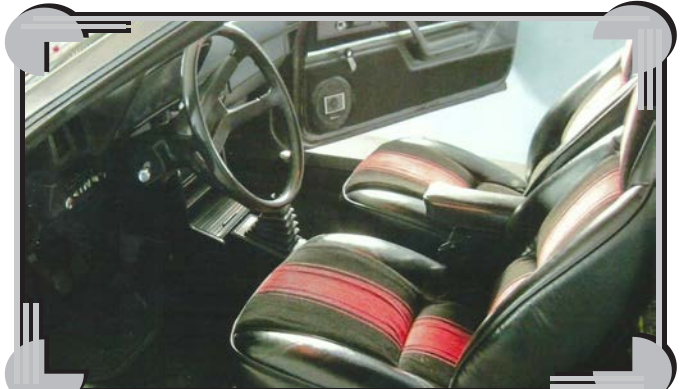


# READER'S RIDES

1983 Scamp GT  
Don Raffensperger • Elizabethville PA



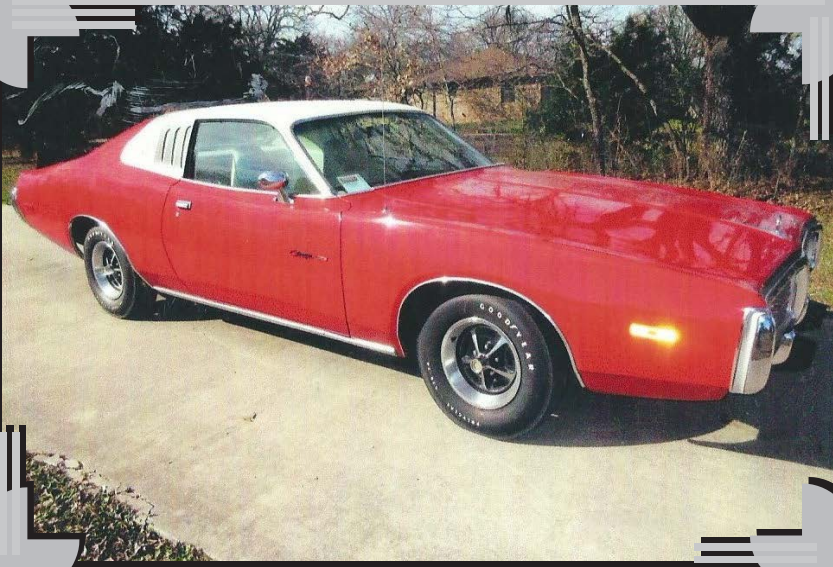
This Scamp GT was special ordered new by the original owner. It was delivered on July 27, 1983. I purchased it from him in September of 2015. It had been stored in his garage since 2000. It is 1 of 114 built in this color with the options ordered. Totally original exterior and interior. Mechanically, it has been almost totally rebuilt. It received a 2nd place award for it's class at the Grand National Plymouths Owners Meet held in 2018 in Northville, MI. It is pretty rust free as most of these models were rust buckets. All things considered; my Scamp GT is a pretty rare pick up.





# READER'S RIDES

*1973 Dodge Charger  
Royce Kidd • Boyd, Texas*



In 1973, I went to the Chrysler dealer looking for a street Hemi. But 1972 was last year for the Hemi. So, I ordered this 1973 Dodge Charger, bright red, 400 cu in, 4 speed manual trans. It had AC, PW, AM/FM stereo radio, Tuff wheel, and many other options. The vinyl roof and white interior seats, except (driver seat) are original. All parts replaced are OEM or close to original as possible. I entered this car in the first WPC Winter photo meet in 1984. Got an honorable mention. Car is now 47 years old and I am thankful that I still own it.



# TECHnical - TidBITS

## Technical Advice From WPC Members

### Chrysler Corporation and the Alternator By Ian Smale

**Chrysler Corp.** introduced the alternator in the 1960 model year on specific US built models. It was a standard item on the new **US built Valiant** models and also came on the **1960 Chrysler 300-F** fitted with the optional 400 HP Ram Induction engine and Pont-a-Mousson four speed manual transmission. One of these special 300-F models won the Daytona Flying Mile in 1960 and sold several years ago for well over \$200,000.00 US, still in like new condition with only 11,000 miles. The standard equipped 300-F still came with a generator.

Due to increased electrical loads of more and more accessories being added to vehicles at the time, the generator was no longer able to keep up with the demands, especially when adding power consuming accessories like Air Conditioning, power windows, locks, antenna, and seats etc. However the history of the alternator goes back further than 1960. Dodge started selling **Leece-Neville** alternators as options in their taxi and police cars in 1950, and later had them as an option in the Power Wagon. Alternators had also been used in Military vehicles in WW-2. By 1957 (possibly earlier), Ford also had optional alternators in police cars and ambulances. The first standard equipment alternators used on Chrysler products were made by a company called **Essex Wire Corp.** The Essex brand Chrysler alternator can be identified by the wide spacing of the fins on the front and rear frames and will also have the Essex symbol cast into both of the frames. For the 1963 model year Essex continued to make the alternators for Chrysler, however they added more fins to the frames to give it added strength. Essex also produced the first mechanical voltage regulators for Chrysler and had the Essex symbol stamped into the metal case of the voltage regulator too. Alternators have several advantages over generators - they charge at idle, where generators do not, reducing battery load and allowing for more electrical accessories, they have a longer lifespan than generators, and can create far more electrical power than generators in automotive use.

Starting in 1961, all **US built** Chrysler Products came with an alternator as standard equipment, but they didn't become standard in the Canadian built Mopars until 1963. The interesting thing that Chris Gannon's Canadian built 1961 Chrysler Saratoga 4 door



Above Photo – Chris Gannon's 1961 Canadian built Saratoga showing the optional alternator.



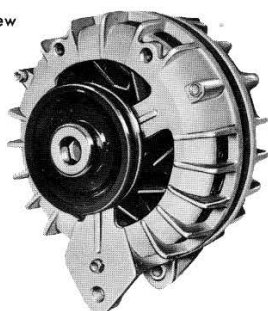


hardtop has an alternator. For several years we had been wondering if the former owner, George LaBash had installed it, as he was a mechanic, but the mount was a factory cast mount used in 1961 models and the right side exhaust manifold was not the type that had the generator mount cast into it. The whole thing looked to have been on the car since day-1. I have also seen photos of 2 other 1961 Canadian built Chryslers which also seemed to have factory installed alternators. So I finally asked the question to our member **Bill Watson**, an automotive historian who lives in Vancouver. He sent me some information a couple of weeks back, confirming that Chrysler Canada did offer alternators as optional equipment in 1961 and 1962 before making them standard in 1963.

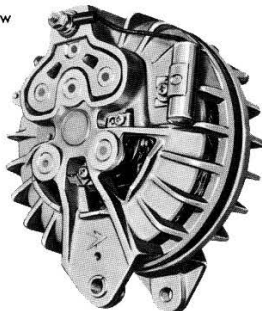
In 1961-1962 Chrysler Canada purchased **generators** from Auto-Lite's Sarnia, Ontario factory, while selling optional **Leece-Neville alternators** of 60 to 100 amps. The following picture is an excerpt from the 1961 Ross Roy Data book sent to me from Bill Watson. Notice in the fine print on the bottom - it notes "**Optional for Canada**". There is slight an anomaly in this - in that if you were to purchase a brand new **1961 New Yorker** or a new **1961 Imperial** in Canada, they would have come with an alternator as standard equipment as both the New Yorker and the Imperial were imported from Detroit by Chrysler Canada. Also any 1961 convertibles sold in Canada would have had an alternator as they were also imported from Detroit. Lesser models such as Windsor and Saratoga Sedans and Hardtops built in Canada in 1961-1962 still came with a generator as standard equipment.

### NEW ALTERNATOR FOR ALL CHRYSLERS AND IMPERIALS

Front view



Rear view



The battery is kept charged by a heavy-duty alternator. It provides charging current even with the engine at low-speed idle and a full quota of accessories in operation. No current regulator is needed. All moving parts are permanently lubricated. Simple in design, it will outlast a generator, do a better job of keeping battery fully charged.

Alternator maintains charge even while engine idles.

\* Optional for Canada

Printed in Canada

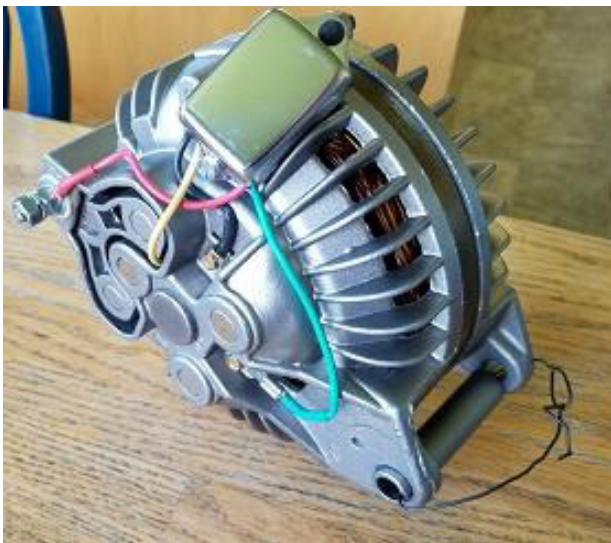
September, 1960—Engines and Transmissions—C-29

The **Canadian Automotive Trade Magazine** on the new 1961 models for Chrysler Canada also mentions the alternator available as an option on Canadian built models.

**Having said all this**, my own car, a 1960 Chrysler Saratoga has been riding along all these years with a generator. This car has a full load of optional equipment, with power windows, power seat Mirror-Matic and an after-market (old Mark-IV) working Air conditioner. I've never really been happy with the voltage being put out while the car is idling. When running at speed, it would put out 14.4 Volts, but at best with no accessories running, it would idle at around 12.8 Volts. With headlights and heater running, or A/C running, the voltage would drop to about 12.4 Volts at idle. And if idling for a long while stuck in traffic then that definitely became an issue. A couple of times I was stuck in the Blaine border crossing for the good part of an hour while the car was idling. It took quite a while to get back to over 14 Volts charging after we got through the lineup. Not only that, but it seems that the generator itself overheated because the amp gauge was still showing on the low negative side for about 10 minutes after we resumed normal driving speeds and it eventually got over to the charge side. I finally got one of those small voltmeters that simply plug into the lighter socket to actually show me what the voltage output is all the time. (The Amp gauge only shows whether it's charging or not). The plug-in voltmeters are relatively cheap and can be bought on line. I had been thinking of installing an alternator on the car for several years, and last summer in 2019 I purchased a "Powergen" from a supplier in California. This is an alternator that is built into a generator style case so that it looks original. The guy on the phone assured me that it was specifically for Mopar and that it would fit in my generator mount on the exhaust manifold. Once I unpacked it and took a close look, I found that it would not fit on the car's original mounts. For one thing, it was too short to fit in the original generator manifold mount, and the tension adjustment arm comign up from the water pump would not reach the top mounting hole on the unit. I then found out from a local auto electric shop that it was a 100 amp unit and that it would burn out my amp gauge if I was able to use it and hook it up.

I called the supplier and explained the situation, and he tried to tell me that that the mounts in my car must have been changed because he had “sold hundreds of these to Mopar owners” for late 1950s Chrysler products with B series engines. I told him mine still had factory original brackets and sent him photos of the mount and photos of other 1960 Chryslers with the same mounting style to prove the point. He was still skeptical and would not pay return shipping. That was an expensive lesson but at least I got the cost of the unit refunded.

Finally this year I decided to install a standard Chrysler alternator, to heck with it looking original. Plus, as a US built 1960 Chrysler, it's only one year away from having a factory installed alternator anyhow. Chris Gannon gave me an old alternator found stored in his garage. I bought a generator-to-alternator universal mounting bracket from Brian Roberts Auto Electric here in town, (which bolts to the original exhaust manifold mount) and did a mockup to make sure it would fit. And it did. I then took the alternator in to Brian Roberts and had them rebuild it. They did a fantastic job, which included re-finishing it so it looks brand new. It's a model 7007 60 Amp unit used from 1961 through 1969, so there is no chance of burning out my amp gauge. They mounted an external regulator right on the alternator which makes it a one wire unit and very easy to wire in. The main wire coming from the alternator is now hooked up to the “BAT” terminal on the original regulator, instead of the “ARM” terminal, which makes it so that the amp gauge still functions. The original regulator is just there basically for a stock look and doesn't function as a regulator any more. The photo **below left** shows the regulator mounted on it. I am very pleased with the results and the voltage is now always over 14 V. At speed it shows 14.4 to 14.5 V and with no load at idle sits at 14.3 to 14.4 V, and at idle with a load, it drops down to 14.1 – 14.2 V.



**Voltage now ranges from 14.5 at speed to 14.1 at Idle with A/C on**

*EDITOR'S NOTE: Please be advised that any articles relating to technical advice and any modifications are based solely on the comments of the author. Following the advice is at the reader's own risk. Please check with an expert in the relevant subject before making modifications that affect safety-related systems. These are not an endorsement from WPC CLUB, INC.*





# TECHnical - TidBITS

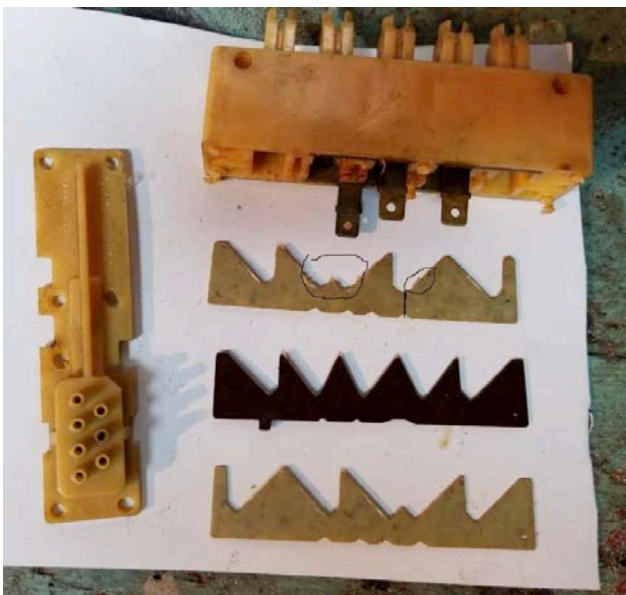
## Technical Advice From WPC Members

### Vacuum Heater Control Repair - 1960 Chrysler

By Ian Smale

These type of vacuum operated switches were used from around 1959 through 1964. Eventually the buttons to control the heater and defroster functions get harder and harder to push. Sometimes a little lubricant sprayed into the unit will help, but eventually it will probably quit working. The push buttons are controlled by thin sliding cams inside the control. After many years the cams wear out from continuous use of pushing the switches in, and dried up lubricant exacerbates the problem. The control buttons in my 1960 Chrysler Saratoga were getting difficult to push in, so I squirted a little TriFlow, a Teflon based lubricant into the unit and it made a big difference although the buttons were still a little rough going in. I knew I had a spare control in the basement, so I pulled it out and tested it and the buttons were very stiff, even worse than the unit in the car, and this one had been in dry storage since 1988. So I pulled it apart and found that one of the cam sliders was badly worn and cracked. I just happened to have a fairly large sheet of thin white plastic sitting in the workshop, so I traced the original slider and cut out a new one using scissors, an exacto-knife, and trimmed it with a fine file. I then cleaned all the brass contacts in the push buttons, and cleaned the whole unit up with rubbing alcohol. I then coated the sliders with a small amount of TriFlow and reassembled the unit. It works perfectly with no resistance when pushing in the buttons. You can see in one of the photos where the one slider cam is damaged and cracked, where I have circled the damaged areas, and the straight line is where the piece is cracked through. The original upper and lower sliders were made out of a material called Textolite, while the darker colored centre slider is made of a fibre-board type of material. The new piece is made of a piece of thin white plastic I picked up at Industrial Plastics on Cloverdale Avenue a while back for another project. It just happened to be the same thickness as the original slider cams.

The unit was taken apart by drilling out the top of the plastic rivets through the mounting holes on the back side cover. To re-assemble it, I purchased some very small screws to re-attache the cover plate.



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## WPC SWAP MEET

1. WPC members are allowed one free 50 word ad per issue, per each classification. The word count DOES NOT include name, address, WPC# and/or phone# or e mail address. 1st word over the allotment is \$1.00. every word after that is .10 cents. Any extra words must be paid for with the ad submission.
2. All Ads should contain the following: Item, model year, condition, asking price, your name, WPC#, (required), address and/or phone number and email address if desired.
3. Please submit ad copy by E MAIL (MS Word preferred). If you cannot, then it must be typed on 8 1/2" by 11" single sided paper. No post cards accepted.  
**NO HAND WRITTEN COPIES WILL BE ACCEPTED.**
4. Type your ad copy exactly as you want it to appear, including your name at the end of each and every ad.
5. Please do not use all Capital letters or abbreviations.
6. For multiple insertions, please list number of times to be repeated.
7. Payment in full must accompany all ads. Make checks payable to the WPC Club, INC.
8. Send ads to:  
**WPC NEWS SWAP MEET  
35580 TALL PINE RD,  
FARMINGTON, MI 48335  
(or to f.pascoe@hotmail.com)**
9. All ads must relate to Chrysler products.
10. Ads not in proper form or content will not be posted.
11. Photos are \$10.00 per picture. Cannot be returned.
12. Ads accepted ONLY from WPC members in good standing.
13. NOTE: UPS will not deliver to PO boxes.
14. The WPC Club INC is not responsible for any transactions made through the advertising sections. We reserve the right to refuse advertising to any individual or business whose advertising is detrimental to the WPC Club INC and its regions or its members.

### CARS FOR SALE

1954 Chrysler New Yorker Deluxe 4 door sedan; 331 hemi, PS, PB, AT; Paint, chrome and interior all original and as close to "as new condition" as you will find. A 2 owner car with a total of 47,450 miles. Stored in dry garage with cover, with periodic engine runs. Includes original floor mats, bulls eye headlights, spare tire, tool kit and original owner's manual. Asking \$14,500. Additional photos or information available, call Steve at 425-387-5026 or send email to nwsrgilmore@gmail.com

1937 Chrysler Imperial Touring sedan (C-15), 2014 winner of the AACA Thomas McKean National Touring award. (over 100,00 cars and only ONE car per year received this award). One of 721 built, 140" wheelbase, straight 8, 3 speed with overdrive. NO rust. Have owned since 2007. 65,500 miles. \$29,000. Dana meadows WPC# 17615 757-718-0483. Email: danam500@verizon.net.

1985 Plymouth Reliant SE 4 Dr. 70100 miles original, Family owned since new. Complete. Runs but rough. Needs good tune up. Some rust. Needs paint job, Interior good. Can restore or use for parts. \$1500 OB. Can provide photos. wpc #16329 rmliller221@aol.com Ask for Bob

1931 Chrysler CM 6 business coupe. Maroon/silver, wire wheels with twin sidemounts, very nice. Can send photos. \$23,500. John Wright, WPC#18253. Kimwright61@hotmail.com. 651-459-1396.

1955 Chrysler Windsor T&C deluxe wagon frame off restoration started body and chassis painted rebuilt 331 poly. 30 over balanced and decked new chrome 5 Steele wire wheels PS, power seat PW solex glass power flite, new leaf springs brakes except master cyl. extra parts ready for assembly \$17,500 Joe Agosta WPC #18245 Prescott, AZ 928 533 8899

1939 Chrysler 4 door C-22 6 cyl, partially disassembled, many new parts, unable to complete, needs good home. \$6,900/ OBO. David Trenholm. WPC# 10146, Newport News, VA 757-287-9074. please email for pictures and parts list. djtrenholm@yahoo.com

Rare 1983 Plymouth Scamp GT front-wheel drive Pickup. One of 114 built in Charcoal Gray with a 5 speed transmission. Vehicle is rest free and stripes are in excellent condition. Vehicle interior & exterior are unrestored & original. Mechanically it has been completely rebuilt. Asking \$8,000 OBO. Donald W. Raffensperger, WPC#17641, 123 Elm Street, Elizabethtown, PA 17023 (717)439-0607

For sale 55 Dodge hdtpp 318 engine auto trans good body with some rust on sills. Kept under cover for past 30+ years. Bought as potential parts car but was not needed but used for pattern no dents good glass and chrome pictures available. \$2500 Located in WY, Don Thorson, WPC# 14193 307 746 2887 (6)

1971 Chrysler Newport 4 door hardtop, 383 2BBL ALL ORIGINAL - Restorable. Runs and drives. Some rust drivers floor and lower quarter panels, daily driver until 2012. \$1500/BO. Stan Judson WPC# 12713 732-238-0438 Ask for Harry.

1947 Chrysler Windsor Convertible, 6 cylinder, fluid drive, Sumac Red w tan Hartz top. Naugahyde Interior, Halogen bulbs. Always rust free and no accidents. Always garaged. Quiet rebuilt engine w 143,000 miles. Second owner enjoyed it for 43 years in Oklahoma. I purchased it 25 years ago in 1995. Condition 3+ asking \$23,000 Dale Gonnering, WPC # 4159, Beaver Dam, WI, 920-631-7108. (6)

1950 T & C sedan. new (0) miles since engine restoration. Never driven WW tires, wiring harness. family owned since 1950. Body

excellent, except wood needs replacing and a broken window.. Asking \$19,500. Pat Lester WPC# 18048, Tulsa, OK (918) 232 1167. patdlester@cox.net

1960 Chrysler 300F hardtop, white, restored to concours standards in 2002 by Chrysler 300 club expert, driven less than 3000 miles since. rebuilt engine and trans. (numbers matching), 2 4 bbl carbs, cross rams, A/C PS, PB, P/Windows, P/seats, radio, other options. garage stored, excellent condition. \$85,000. Albert Vannice, WPC# 11441, 814-466-6115, bav1140@comcast.net for photos.

1927 Chrysler model 60 4door. 6 cyl 160 cu in. engine, run 60 hours. Roof wood and canvass completely new. Brake drums and back plates bead blasted. New wheel cylinders, brake lines and master cylinder. gas tank cleaned, new rotary fuel pump. rear bumper and cowl lights chromed, new water pump, spark plugs, all hoses and belts. extra engine. Asking \$17,000. Richard Penkava, WPC# 4722 3428 Maple Ave, Berwyn, IL 60402 ph: 708-749-0115

1942 Dodge Deluxe 4-door sedan rare WW2 Patrol Blue only \$6,750., 1949 Chrysler Royal woodie wagon Maroon (worth up to \$100,000.) only \$11,750 and 1950 Chrysler Town & Country woodie 2-door Hardtop Tampa Beige & Copper only \$16,750. All cars are original, low mileage, needing full restorations. Harold, WPC# 521 732-939-2868 NJ.

1923 Dodge roadster. 95% complete, all new wood, new upholstery, needs finished. WPC#17033, J. Nelson, info/pics 406-626-4143, jean31mt@yahoo.com

1927 Chrysler Model 50, 2 door, serial# 82692A. body, interior, roof & wooden spoke wheels in very good condition. Stored inside. Major engine tune up 10 months



ago. Can email photos. \$14,500. Chuck Miller WPC#10420 13208 Barnegat LN. McCordsville, IN 46055 317-918-8710 chuckmlr@comcast.net

1965 Plymouth Barracuda. 273 V-8, floor shift torqueflite, rust free Florida car in very nice condition \$14,500. 1965 Plymouth Valiant 200, 273 V-8 torqueflite 4 door. Top of the line southern car in show condition with all documentation since new. White with mint blue interior. \$9,500. Pictures by request. Chris, WPC@236, cgeeb99@gmail.com, 802-249-0272

1971 Chrysler Newport 4 door hardtop, 383 2BBL all original. Restorable. Runs and drives. Some rust lower quarter panels, daily driver until 2012. \$1,500 OBO. 732-238-0438 ask for Harry. Stan Judson, NJ WPC#12713

1986 Chrysler Town & Country Convertible, 117,000 miles. Black with black top, tan interior, well maintained, sharp car, \$3,800. Bob Coburn, WPC #4112, 2434 E. Madison Ave., Des Moines, IA 50317, 515-771-2254

## CARS WANTED

1956 Chrysler Windsor Newport or Nassau, 2 door hard top ONLY. Preferred color: Mediterranean Blue MUST BE IN VERY GOOD CONDITION + BODY + INTERIOR + DRIVE WELL Kerry Joseph, WPC#18305 Phone # 708 354 1461

1968 Plymouth Satellite 2 door hardtop in 33 or better condition. prefer V8 w manual trans, but will consider all. Bill Morrill WPC# 4422 email: tip72470@yahoo.com ph: 517 741 7242

1961 Plymouth Belvedere or Fury. Rick Stone WPC# 559. email: rstone1045@gmail.com 810-385-5477

1961 Chrysler Newport Convertible. Any color or condition considered, but ideally would like to find my old white over blue example owned in the late 1970s. At that time it carried California black plate LXB 694 but vin is unknown. Thanks, John Stein, WPC# 17031., Phone 805-570-3605, email auto.author@verizon.net

## PARTS FOR SALE

NOS back up light in orig Mopar box#1302474, fits Ply 1949-50, \$80. NOS Mopar engine water jacket heater in orig Mopar box#1518960, fits all Chry V8 1955-56 except Desoto, \$40. NOS headlamp low beam in orig Mopar box,

#1753436, fits 1958 and up 4 lamp system, \$20. Norm W Pennie, WPC#4844, Ph# 604-437-5635, 3260 E 22 Ave, Vancouver, B.C. V5M2Y9 Canada, priced in US funds plus postage

'57-'61 parts for sale: '57-58 NOS dimmer switch, \$30, (5). '57-59 front motor Chrys horn relay \$30, (1). '57-61 New PB master cylinder, \$70, (1). NOS '57 DeSoto park lenses, \$140 pair, repro. '57 Chrys tail light lenses, \$160 pair, (2). Add 15% US shipping. Gary Goers, WPC# 4453, 37 Amdahl Lane, Kalispell, MT 59901, 406-756-6715, ggoers485@gmail.com

15" NOS Chrysler/Dodge/Plymouth Wire Wheel Covers – Option on various Chrysler vehicles from 1979-1989. Complete with center caps, dealer installation kit and two different sets of wheel hub mounts to lock the wheel covers in place. Original Mopar boxes. Part numbers are 4126537, 4126536 and 4284265. \$700 plus \$100 shipping. David Maas WPC #8018 Grosse Pointe Woods, MI 313.884.0222 dmaas6@comcast.net

For Sale: Highway Hi-Fi for 1956 Mopars, with mounting brackets & instructions. Includes 8 records. The mounting pads for the turntable have been replaced. Pictures on request by text. \$700.00. Doug Conran WPC #4090. 269-214-1240.

Parts For Sale: Rebuilt Radio & speaker model #832 fits 1955 Dodge&Plymouth. Fuel Pump heat shields fits All L-head 6 cylinder motors \$35. 1941 Plymouth rear emblem NOS \$125. 1936 Plymouth emblems front (pair) \$125. 1949 Chrysler clock, good dial \$75. Jon Kingston WPC#2428. 208 Vassar S.E. Alb.N.M. 87106 (505)266-4602 kingstonjon@centurylink.net

1967 Dodge R/T Grille Center. Stainless steel reproduction of part number 2785496. Original ones were diecast and most are badly pitted. Fits R/T only. Exceptionally nice part. I can email or text photos. \$375 plus shipping. Ben Watson, WPC#3078, 4055 Hwy 19E, Elizabethton, TN 37643, 423-440-4296, moparbenw@gmail.com.

Plymouth 1946-48 NOS steering post rubber hole cover, black #973614, Mopar ,not repro. \$125.00 Dodge 1941 P 19 NOS chrome stop light bezel w lic lens \$40.00, 1946-48 Dodge D 24 NOS park lens in mopar pkg #1154375 \$25.00, Ply P 15 dome light lens w chrome bezel #981369 \$18.00 Norm Pennie WPC#4844, PH Norm 604-437-5635,

Vancouver, BC, Canada. priced in US funds + S & H

Hub caps 62 Sport Fury, very nice \$100 set of 4. 64 Chrysler Newport \$50 set of 4. 64 Dodge non spinner \$25 set of 4, 63-65 Dodge dog dish NOS \$100 set of 4. New repro floor pan, goes under rear seat for 70-74 Cuda / Challenger \$150. Jim Nicolaus, WPC# 2631 62mopar413@gmail.com 916-208-7045.

HUBCAPS, 8 originals or reproduction ones, for a 1931 Chrysler CM 6. In case I am finding this CM hubcaps, I can exchange / sell some originals or reproduction CD models.. WPC# 5170. email to : jean-vincent.marcacci@bluewin.ch or write to Jean-Vincent MARCACCI Chemin de la Traille 4 1213 ONEX, Geneva CH / Switzerland 1971 Plymouth Cuda, flat hood, very good condition. trunk lid, fair condition. Both for \$300.00. Rick Stone WPC#559. email: rstone1045@gmail.com 810-385-5477

Seat covers, 1949-80 bench seat cars, usually plaid or striped vinyl, not original patterns. Made in the 1960's \$130 per car, hog rings \$5.00. For an older car they will probably have to be altered Ken Weinstein, WPC# 6159. ken bfo ny NITES 716-689-6888, kmw57@hotmail.com Please leave all the info: year,make,2 or 4 door,etc,etc,etc

Long Ram balance tube hoses, these hoses fit all years with Long Rams. Hose set (2) \$44.00, OE correct clamps (4) \$36.00, Ship \$ 8.95. Cash, Check, MO. Dom Rimaldi 7 Norridgewock Ave. Skowhegan, Maine 04976 Ph#207 474 6339 WPC # 17660

1937 Dodge- Plymouth Coupe New headliner with instructions for installing auto headings \$100. Radio delete cover w Dodge nameplate \$10. Tail pipe \$75. Dome light \$15. OBO + shipping. 1940 Plymouth head light rim \$20 OBO. 1940 Plymouth bumper guards \$25 OBO. Gary Weigand WPC#3528 102 Long Vue Dr, PA 15237 Ph# 412-364-9256 call at night , please.

N.O.S. in Mopar pkg, Pwr Brake check valve #1944089 1960-1961, All except compact models \$15. Chry window winder w flip chrome handle #911439 \$50. N.O.S. in Mopar pkg 3rd gear 1941-1942 Chry DeSoto Dodge, #952229 \$30. Dodge truck 1948- 1952, inside door handle and window winder \$40. All items priced in US funds. N W Pennie, WPC# 4844,, 3260 E 22 Ave, Vancouver, B.C V5M2Y9, Ph# 604-437-5635.





6 1958 Imperial wheel covers, 4 1957 Imperial wheel covers, 5 1966 Dodge Spinner wheel covers, 1 1957 NOS wheel cover, 4 1967 300 wheel covers, 5 1968 300 wheel covers, 5 c300 wheel covers, 1963 300 grille, excellent cond. Contact Bill Codner WPC# 8621, email: crossram413@verizon.net, ph# 973-525-6017

1925 to 1930 Chrysler parts; Models 50, 52, 58, 62, 70, 72,75 and CJ. My inventory is growing from bumper to bumper. Old customers call for an update. Jay Astheimer, WPC#4499, 1092 Constitution Ave, Pen Argyl, PA 18072, 610-863-6955 (call evenings please), email: astheime@ptd.net

1929 NOS Chrysler 65 and DeSoto roadster right rear fender with surface rust, 92882-83 in white stencil, \$300, 1929 Ply U engine, \$175. 1933 Plymouth parts; front axle with drums and tie rods, \$125, vacuum clutch, \$230, bumper guards, two for \$100, left taillight support, \$110, convertible windshield molding, \$172. 1934 Plymouth parts; straight front bumper, re-chromed, \$250, four NOS bumper guards, \$496, re-cored PF radiator, 633920 SOP \$90, 623075 NOS grille, \$750, 612457 NOS crankshaft, \$450, sedan gas tank, \$145, four PF artillery wheels, 17x5.25, \$112, six NORS wire wheel hubcaps, \$227, locking wire wheel hubcap with key, \$117, reproduction sedan windshield complete with glass, \$685, town sedan right taillight with stand and lens \$295. 1934 Dodge parts; gauge cluster, heat cable cut, \$195, radiator, \$115, reproduction brass Gabriel trunk handle with escutcheon, \$115, new sedan back of seat strap, \$95. 1934 Chrysler CA parts; grille dust pan, \$28, front engine dust pan, \$26, left engine dust pan, \$30, window crank, \$25, rear spare tire inner cover, \$25, 644W distributor for aluminum head, \$195, left dummy glove box door, \$50. Shipping extra. Dennis Williams, WPC #1581, 377 West Bigelow, Plain City OH 43064, 614-873-7055, pdwilliams48@hotmail.com

1931 Chrysler parts for sale: 6 cylinder engine, (missing the head), turns free 320029-1 \$250.00. Transmission, (377058-6) \$350.00, Rear end third member \$50.00, Two axles \$50.00, Rear end housing \$50.00, Carb (Schebler T37) \$75.00, Drive shaft \$100.00, Gary Gray, WPC#17489 824 Southridge Dr. Mt. Vernon, OH 43050, Ph# 740-398-2705

NORS Rubber Shift Boot for 1933 & 1934 Plymouth and Dodge. Exact reproduction of P/N 471319, including embedded metal reinforcing plate. \$85 each helps recover piece price and tooling costs. Bill Anderson,

WPC#16647, 3301 Saddle Ridge, 248-881-6510, old50grit@comcast.net

1935 Plymouth PJ Deluxe. Complete steering wheel with horn ring/button. Dashboard ornament. Richard Kunkle, WPC#16814, 14 Broad St, West Chester, PA 19386521, 484-319-2525, rkunkle184@gmail.com

Install Bendix duo-servo drum brakes on beam (front) axle Chrysler product passenger cars. Retains original steering system. Covers approximately model years 1935 through 1940, looks "stock"! Adapter set \$400 with plans. Plans only \$50. Lynn Peterson, WPC#14895, Ludington, MI 49431, 231-233-2245

ED SPIEGEL ANTIQUE MOPARTS CO. NOS: Parts for 1937-1963 moldings, lenses, medallions, headlight rims, selas switches, suspension brake, original shop and parts manuals, bumper guards, hub caps, plus much more, "ALL NEW ORIGINAL". Edwin Spiegel, WPC #3248, 3521 Burnett Dr., Murrysville, PA 15668, 412-559-6880, 724-733-1818, parts4u@aol.com

1938 Dodge, original aluminum visor (for flat one piece windshield cars). Complete with center bracket and mid outer stainless trim piece. Visor in primer. \$400 plus shipping. Marc Robichaud, WPC#16773, 7271 Aulds Rd, Lantzville, BC, V0R 2H0, Canada, 250-390-3728 Marc Robichaud@shaw.ca (dec 19)

Taillight lenses: 1939, 1946-48, 1953 (Blue Dot), 1957 Plymouth, 1947-8 Chrysler, 1953-4 Dodge, 1978 Magnum, 1953-4 DeSoto;

Radios 1950 Dodge, 1950 Plymouth, 1967 Charger, 1967 Chrysler AM/FM, 1968 Chrysler thumbwheel, AM thumbwheel, 1975-7 AM/FM search tune, 1984 AM/FM cassette, 1992-93 Search Tune cassette. 1962-63 automatic shift mechanism. Send email to: ksler@yahoo.com for pictures, price information, etc. John Siegel, WPC#17280, 419-562-2194

NOS in Mopar pkg. Power brake check valve #1944089 1960 1961 All except compact models \$15. Chrysler window winder w/flip chrome handle #911439 \$50. NOS in Mopar pkg. 3rd gear 1941-42 Chrysler- Desoto-Dodge #952229 \$30. Dodge truck 1948-52 Inside door handle & window winder \$40. Priced in US funds, N W Pennie 3260 E 22 Ave, Vancouver B.C. V5M2Y9 WPC# 4844 ph # 604-437-56365

1947 Dodge Coupe Model D-24 used parts. 1 carburetor, 1 radio grille dash center piece, 2 glove box doors, 1 speedometer. Misc insignias. Additional dash trim, too nice to scrap. Taking offers, Photos avail. Ed Williams WPC#15341 138 Old Farm Lane, Milton, PA 17947 570-742-3625. Leave msg and ph#. Plus freight.

1948 Plymouth P15 radiator. Exterior like new, flow 4 1/2" (specs 5"-6") \$125; 1949 DeSoto NOS clock \$150: Mopar trunk/grill guard bar just re-chromed, 33 1/8" between bolt hole centers, stamped "EPA No 1210" \$250. Doug Wood, WPC#13783, Westford, MA 978-692-5645, dougwood@yahoo.com





For sale: Seat covers for 1949 80 bench seat cars, plaid or striped vinyl. Made in 1960's, kept in dry storage, not original patterns. \$130.00 per car, hog rings \$5.00. Ken Weinstein, WPC# 6159 Buffalo, NY. Ph# 716-689-6888 nights, kmw57@hotmail.com

Two 1950 Dodge grills. Driver quality. \$300 each. Amy Tilden, WPC#13667. Please call Richard Forgay at 770-775-2064 or email to: altbonbon@reagan.com Atlanta, GA

1955-56 Door Sill Plates for Chrysler, DeSoto and Imperial 2 door and convertible. Beautiful quality, NOS factory-correct 3-D detailing and appearance as these are the only die-stamped aluminum sill plates produced. Limited quantity. Pictures/details at [www.chryslerclub.org/reproduction.html](http://www.chryslerclub.org/reproduction.html). John R. Cote, WPC #5921, 2000 Little Meadow Road, Guilford, CT 06437, 203-988-7550, cotejohnr@aol.com

1956 Ply radio chrome bezel v/g cond #1655340 \$35. 1957 Dodge chrome grille insignia w/ plastic. v/g cond. #1624880. \$50. 1941 Ply chrome radio bezel v/g cond. #897880 \$50. 1949-50 Ply chrome radio bezel v/g cond. #1249136 \$50. 1946-48 dome light lens w/ chrome v/g cond. \$18. NOS chrome gas door guard 1955 dodge in orig. pkg. #1628508 \$25. Norm WPC#4844 604-437-5635. Priced in US funds.

1957-59 manual window regulators. Chrysler except Windsor and DeSoto except Firesweep. Front 4dr sedan and wagon. Rear, 4dr sedan and wagon Chrysler, DeSoto, Dodge and Plymouth. \$50 ea OBO plus shipping. Mike Bonadonna, WPC#4750, 352-341-1019, mlb5355@hotmail.com

1957-58 Plymouth (may fit others, please check) Center dome light, used but perfect, no lens, \$50. Original 1957 only Shop Manual, good condition, \$35. Roof trim for 1957-58 2dr sedan. Good condition \$175 for pair. All prices plus shipping. Mike Bonadonna, WPC#4750, 352-341-1019, mlb5355@hotmail.com

1962 Chrysler 383 engine Golden Lion 383 & trans, needs rebuild \$400. 1937 Dodge P/U radiator – recored \$200. 1969 Ply 318 engine, runs excellent \$300. 1952 Chrysler 6 cyl block, bored .060, head & crank \$200. 1967 Dodge D200 P/U rust free cab, engine & chassis, FREE. William Prout, WPC#15545, PO Bx 1613, Romoland CA 92585, 951-928-4178 leave message, wgprout@gmail.com

1963-64 mirror base wedges, pass side RV mirrors available. \$130 ea. Shipping paid within the US. See <http://www.simplexco.com/auto/wedge/6364.html> for details. Bob Merritt WPC#1349 PO Box 279 Auburn, NY, 13021 email: bob@simplexco.com. Dodge

Body ground cables for 1963-1969 models. These bolt between the firewall and the engine grounding the body to the engine. (Black insulated 8 gauge wire.) Models w/o A/C measures 12-3/4, \$10 each postpaid; Models with A/C measures 10-1/4, \$9 each postpaid. Rebuild kits for control valves on full time power steering units on 1960 thru 1980s Chrysler rear wheel drive cars, pickups and vans. Kit contains o-rings, seals & instructions, \$10 per kit. Larry Hempel, WPC#7059, 13455 Haupt Dr, Warren, MI 48088, 586-817-8979 (jul19)

1965-66 (may fit 67-68, please check) Manual front and rear window regulators for 4dr sedan and wgn. Fits Chrysler, Dodge Polara and Plymouth Fury. \$50 ea OBO plus shipping. Mike Bonadonna, WPC#4750, 352-341-1019, mlb5355@hotmail.com

1965-66 (may fit 67-68, please check) Manual front and rear window regulators for 2dr ht. Fits Chrysler, Dodge Polara and Plymouth Fury. \$50 ea OBO plus shipping. Mike Bonadonna, WPC#4750, 352-341-1019, mlb5355@hotmail.com

Four new, (never used) '70-71 Dodge challenger and Ply Cuda wheel trim rings. 15 x 7 \$225.00 plus shipping. Gary Weigand WPC# 3528, 102 Longvue Dr. Pittsburg, PA 15237-2275 Ph# 412-364-9256 nights please

For 1972-1974 Dodge Challenger. Grille for sale, excellent used condition. Removed from cars many years ago, no cracks or breaks. Have one each: satin black rally model, and, argent silver std model. \$59.99 ea. + \$10.00 S & H. Priced right to have on hand should you ever need. Roman Robaszewski WPC#726 5844 W Eddy St. Chicago, IL 60634

1981-1983 Chrysler Imperial NOS and some used parts. Many parts bought in the 1980s. Tech challenged old guy cannot send photos. Parts available for pickup only in Nassau County, NY. Will not ship. \$6,500 cash. You will need a van to pick up these parts. The parts are real this is not a test. Email for parts list and numbers. Jack Gross, WPC 17092, Massapequa, NY 11758, ol144@hotmail.com

DASH PADS – We have the largest selection of dash pads for C bodies. We have 65/66 Fury, 69 Fury, and 70/71 Fury 71 Dodge. Made by a Chrysler enthusiast on original steel cores. These are real pads, NOT caps! We also have 67, 69/76 A-Body, 64/65, 68, 69/70, 71/74, 75/79 B-Body and 64/66 Imperial Dash pads made from our own new tooling process. Pricing varies fro \$295 to \$795. Also offering arm rest pads and seat backs for most Chrysler vehicles 64-74. Bob Baker, WPC #15858, Kingman, AZ 86409, 928-692-7689, [www.ABCMoparts.com](http://www.ABCMoparts.com), ABCMoparts@frontier.com

KEYS AND LOCKS: JESSER'S CLASSIC KEYS offers a full line of NOS/original keys and lock cylinders. Complete Locksmith services. We stamp and code cut keys for judging. We can rebuild or recode your locks. Inquire with year, make and model. JESSER'S CLASSIC KEYS, 26 West Street, Dept. WPC, WPC #1613, Akron, OH 44303, 330-376-8181, Fax: 330-384-9129, [www.jessers.com](http://www.jessers.com)

Reproduction dash knobs for Mopar cars and trucks with or without cables. Also have labels for knobs and gauges. See [www.dashknobs.com](http://www.dashknobs.com). Floyd Carlstrom, WPC #648, 608-845-7855

Chrysler's TC by Maserati Parts Specialists, [www.TCParts.com](http://www.TCParts.com) the complete source for TC parts; ABS, headlight assemblies, glass, electric parts, interior and exterior trim, manuals and much more. We know TC parts because that's all we sell. Andy January, WPC #7209, 394 W. Exchange St., Akron, OH 44302, 928-386-0999

1960-61 Crossram Carburetor Linkage: Reproduction bell-crank, both linkage adjustment arms/carburetor rods, lower bell crank. Need minimum firm customers to proceed. Price about \$270. Snail, email me with number of sets wanted. Will respond as plans develop. John McMahan, WPC# 2847, 118 Ilene Drive, Arcadia, CA 91006, [jomac118@gmail.com](mailto:jomac118@gmail.com)

Repair engine and transmission with fresh reproduction gaskets that fit! Complete Overhaul gasket sets: 1929-32 Plymouth 4 cyl. \$225, 1930-36 Chrysler/DeSoto 6 cyl. \$235, 1933-34 Dodge/Plymouth 6 cyl. \$93, 1934-59 Dodge/Plymouth 6 cyl. \$84, 1937-54 Chrysler/DeSoto and 1937-68 Dodge Truck 6 cyl. (US and Canadian built) \$97, 1931-42 Chrysler/DeSoto St. 8 cyl. \$242, 1946-50 Chrysler/DeSoto St. 8 cyl. 323 \$208. 1953-55 Dodge Hemi V-8 \$204, 1955



Dodge/Plymouth Poly V-8 \$204, 1956-58 Dodge/Plymouth/DeSoto Poly V-8 \$175, 1956-58 Dodge Hemi \$177, 1952-57 DeSoto Hemi V-8 \$219, 1956-66 Dodge/Plymouth \$119, 1955-58 Chrysler Poly \$169, 1951-54 Chrysler Hemi \$204, 1955 Chrysler Hemi \$179, 1956 Chrysler Hemi \$169/with copper head gaskets \$225, 1957-58 Chrysler Hemi \$175. Visit [www.marxparts.com](http://www.marxparts.com) or [www.bestgasket.com](http://www.bestgasket.com) for gasket pictures and engine sizes or call for information. Other new gasket sets available for same years as above: Valve Covers \$17-\$20 each, Hemi spark plug tube seal set \$20, Intake/Exhaust \$16-\$23 each, Oil pan sets \$15-\$21 each, Rear Main Seals \$17-\$77 each, Timing Cover sets \$18-20 each, Push rod/Valley Cover set \$13-\$17 each, Differential Carrier and Rear Axle Housing Cover \$11 each, Standard Transmission sets \$15-18 each, Automatic Transmission Oil Pan \$11-\$13 each. Please specify year, model, engine size when ordering. Please inquire for NOS Victor, McCord and Fitzgerald head and manifold gaskets. Postage and handling cost is weight based. Allow 1-3 weeks for delivery depending upon stock. 1920s-60s mechanical and electrical parts, all makes and models such as engine, ignition, switches, brake, suspension, fuel pumps, water pumps, etc. Please inquire. Check, money order and major credit cards accepted for payment. Robert Marx, Marx Parts, WPC #12619, 7323 County Road N, Arpin, WI 54410, 715-652-2405, Fax 715-652-2357, [bob@marxparts.com](mailto:bob@marxparts.com)

10 Wt. non-detergent oil for fluid drive transmissions. 2 quarts for \$35; 4 quarts for \$60, includes shipping. Bob Solheim, WPC #8915, 373 Glen Eagles Way, Simi Valley, CA 93065, 805-587-1931

Halogen bulbs for all Chrysler products – 6-volt. Make your car safe to drive. With our custom made Halogen bulbs that give practically twice the light of the old bulbs, you can see your instruments, the road, and safely be seen by other cars at night. Will fit your existing bulb sockets with no modifications or changes. Hardly any additional current drain. No point deduction if judged. Let us know your bulb number. If not sure, let us have year, make & model of car and the application of the bulb for the correct halogen. A must if you are on a Car Club Tour, or just use your car at night. Bulbs available for other makes too. Call Bill Hirsch, WPC#256, 396 Littleton Ave, Newark, NJ 07103, 800-828-2061, [info@hirschauto.com](mailto:info@hirschauto.com)

Convertible tops for all Chrysler products from 1935 to date. Available in Haartz, Stayfast or vinyl. Highest quality made car

covers, carpet material, upholstery fabrics. Largest leather selection in the US. Can make or match any color, minimum 1 hide. Bill Hirsch, WPC#256, 396 Littleton Ave, Newark, NJ 07103, 800-828-2061 email: [hirschbill@aol.com](mailto:hirschbill@aol.com)

NOS CHRYSLER: Parts, literature. 1935-present. Over 38,000 part numbers stocked. Arizona Parts, WPC#1982, 320 E Pebble Beach, Tempe, AZ 85282, 480-966-6683. For complete inventory download or searches by part, casting or superseded number, model year or description try [arizonaparts.com](http://arizonaparts.com)

New website! [www.jcauto.com](http://www.jcauto.com) Check out our new online store for Chrysler product cars. New parts added weekly! Extensive selection of NOS and nice used parts for Chrysler product automobiles. Also reproducing long ram induction parts. Jeff Carter, WPC#6600, JC Auto Restoration, Inc, 20815 52nd Ave. W #2, Lynnwood, WA 98035, 425-672-8324, 425-771-2522 FAX, [parts@jcauto.com](mailto:parts@jcauto.com), Serving the MoPar community since 1978

We have many mechanical parts for 40-70 Mopars, water and fuel pumps, brake drums and shoes, speedo cables, suspension parts, etc. Garry Valley, WPC#1165, Midhurst Classics Auto Parts, 15 Ferndale Dr N, Barrie, Ontario L4N 9V3, Canada, 705-722-6480, Monday to Friday 9AM-5PM

## PARTS WANTED

1946-1948 Chrysler 3 Passenger Coupe excellent original or NOS rubber mats for the trunk and passenger compartment (behind seat and in front of seat). Thanks, Mark Obermann, WPC #15925, [48clubcoupe@gmail.com](mailto:48clubcoupe@gmail.com)

Wanted: I'm looking to buy the following items for a 1940 Chrysler Traveler coupe. In need of a bumper jack assembly, spare tire hold down and a windshield washer jar and bracket, Ken Pielechowski, WPC# 18339, 979 Four Rod Rd, Alden, NY 14004 [biscayne425@yahoo.com](mailto:biscayne425@yahoo.com) or phone 716-870-2059

1967 Imperial Crown Coupe, I am in need of a headlight switch, new or used. Chuck Griffin WPC# 16818. 910-347 6334. please leave message slowly and clearly.

1931 Chrysler CM 6 HUBCAPS. I will need 8 originals or reproductions hubcaps.

In case I have this CM 6 hubcaps, I can exchange or sale my 4 CD originals and 6 CD reproduction hubcaps made more than 30

years ago from Bill Hirsh. If anybody knows where I could find these hubcaps or give me an adress where we could make it,I will be very happy. I really thank you in advance for your help. Please email to: [jean-vincent.marcacci@bluewin.ch](mailto:jean-vincent.marcacci@bluewin.ch), membership # 5170, Switzerland or write to : Jean-VincentMarcacci, Ch. de la Traille 4, 1213 Onex, Geneva, Switzerland. Mobile : + 41 79 797 56 70

1960 DeSoto, pair of taillight lenses, driver quality. No NOS. Don Stiles WPC# 17368, 9 Bonheur Court, Suite 705, Brantford, ON. N3P 1Z5. Canada, (519) 758 9854, email: [donstiles1873@gmail.com](mailto:donstiles1873@gmail.com)

Hood for 32 Desoto SC Roadster, or Plymouth PB. Will not interchange with closed bodies or convertible coupe. Need hood tops only, but would buy complete hood. Also need crank hole cover for 33 DeSoto SD. Jim Nicolaus WPC# 2631. [62mopar413@gmail.com](mailto:62mopar413@gmail.com) 916-298-7945.

Handle for convertible top for 1949 Chrysler Windsor. probably the same as other makes, models, years. Contact Ron at 040-855-2364 or [RonKramer7@cox.net](mailto:RonKramer7@cox.net)

Wanted 1929 DeSoto Radiator Shell needing chromed OK. Richard Brinker, WPC#3918, 625 Whitney Ave, Akron, OH 44306, 330-730-0249 cell

1932 Chrysler CP8 – rebuildable Stromberg DXR3 carburetor, vacuum assist clutch control cylinder and pistons, “C” and “L” dash knobs, rear tail light rims with brim, thermostat insides. I'd also like to connect with anyone else with a 1932 CP8 4 door convertible sedan in the club. Bob Schlesier, WPC#953, 3755 Avocado Blvd #221, La Mesa, CA 91941, 858-220-6737, [rschlesier@cox.net](mailto:rschlesier@cox.net) (dec19)

1933-34 Dodge, Plymouth coupe rear clip with lid. Fair to poor condition will work, going to be modified. Lower 48 states only. Neil E. Kaupilla, WPC#11040, 21 Fruit St, Holden, MA 01520, 774-353-6723, [nekservices@aol.com](mailto:nekservices@aol.com)

1941 Chrysler Town Sedan. I am in need of rear door window frames with vent wing, I could use both sides. Wes Durst, WPC #776, 402-416-6187, [jowesco@aol.com](mailto:jowesco@aol.com)

Snap on kingpin press, screw type. 1941 Dodge right rear fender, (1941 Chrysler is the same). Aaron Ford 3513 St John's Church Rd Arnold, MO 63010 WPC#1864 636-464-1943 leave message slowly





**CARS FOR SALE CONTINUED**

**1927 Chrysler model 50, 2 door cvach.** Complete restoration 35 years ago. Has always been garage kept. Not driven for past 5 years, needs mechanic to get it up and running. Car is located In B C Canada, north of Washington State. \$10,000 Canadian currency. Call Harry, WPC#7406. 604-462-9684



**1931 Chrysler CD8 Roadster**  
Being restored when owner passed away in 2019. Upholstery incomplete. The car runs and drives beautifully. Minor issues with paint and bodywork. Straight eight engine with original three speed transmission and an overdrive fitted to it. Highway speeds no problem. \$32,000.  
www.facebook.com/kenwaysclassiccars/Craig Way, WPC# 17543 craigway@c-rme.com



**1977 Chrysler Cordoba convertible.** 16689 miles. One of seven very rare convertibles built. One repaint in orig color. New top, exhaust system and radiator. Orig Corinthian leather, PS, PB, 400 cu in V8. AM\_FM. Very good condition. 14 trophies. \$34,995.00. Tom Schilling, WPC# 16495, 3638 Raintree Pl. La Crosse, WI 54601, Ph# 608 788 5039 MDS1945@live.com



**1954 Chrysler New Yorker Deluxe 4 door sedan;** 331 hemi, PS, PB, AT; Paint, chrome and interior all original and as close to “as new condition” as you will find. A 2 owner car with a total of 47,450 miles. Stored in dry garage with cover, with periodic engine runs. Includes original floor mats, bulls eye headlights, spare tire, tool kit and original owner’s manual. Asking \$14,500. Additional photos or information available, call Steve at 425-387-5026 or send email to nwsrgilmore@gmail.com



**1954 Chrysler New Yorker Deluxe convertible**  
Only 764 made. 20-year-old restoration. The car has been well taken care of the entire time; driven through parades and shows it has 330 miles. It runs, drives and shows like new. A bargain at \$45,000. For more information and photos please visit  
www.facebook.com/kenwaysclassiccars/Craig Way, WPC#17543, craigway@c-rme.com



**1937 Chrysler Imperial Touring sedan** (C-15), 2014 winner of the AACA Thomas McKean National Touring award. (over 100,00 cars and only ONE car per year received this award). One of 721 built, 140” wheelbase, straight 8, 3 speed with overdrive. NO rust. Have owned since 2007. 65,500 miles. \$29,000. Dana meadows WPC# 17615 757-718-0483. Email: danam500@verizon.net.



**1949 Chrysler Town and Country** for sale. Original car in good condition. Green with green leather interior. New carpet, wood refinished. \$38,400. John Williams, member# 18314 jjwilliams@consolidated.net 217-254-9614. More photos available to interested buyer



**1932 Plymouth Roadster.**  
Newly restored. \$40,000. Lee Johnson. WPC# 16701. 433 Birch St. Milton, WA 98354-9621. Phone #: 253 922 8101



**1948 Chrysler New Yorker.** Body is very sound, doors whisper close and trim is in excellent condition. No motor or transmission. \$3800. Located in Virginia, Elias Nyberg, WPC # 17038, Email: elias.w.nyberg@gmail.com. Tel: 978.793.2174



**Firewall ID tag for 1947, 1948, 1949 Chrysler** and possibly other years. New reproduction. I had to have made up 10 of these to bring the production costs down. Most firewall plates are faded and unreadable so this is a perfect replacement. \$75 plus \$4 shipping. Elias Nyberg, WPC#17038 Email: elias.w.nyberg@gmail.com. Tel: 978.793.2174



1948 Imperial Limousine; late (short) C40 upper fender moldings. They are shorter because of the wider wheel opening on the limousine, Not a typical upper molding on town and countries. Part number: 1240684/1240685. Jan Witte, WPC #15658, 4 Fawn Hill Rd., Chester NY 10918, 845-661-4213

1951 Chrysler Imperial Newport, right rear fender stone guard, #1371462, good restorable steering wheel. John Pence, WPC #2702, 12709 N. Dakota, Spokane, WA 99218, 509-467-0896, 509-991-5332

1953 Chrysler New Yorker Deluxe convertible (C56-2). Power window motors needed for all four windows. Good working condition preferred. Mike Bayless, WPC#7653, 2467 Riverside Pl, Los Angeles, CA 90039, 310-766-7255

1956 DeSoto Fireflite or Adventurer door sill plate extension beside the seat that has "DESOTO" stamped into the checkered aluminum. Must be NOS condition. John R. Cote, WPC #5921, 2000 Little Meadow Road, Guilford, CT 06437, 203-988-7550, cotejohnr@aol.com

1960 Chrysler New Yorker grille, grille surround and any parts required to mount it. Steve Townsend, WPC #12670, 100 Provost Ave., Scales Mound, IL 61075, 815-541-1664, smt2@mchsi.com

1963 Dodge Dart convertible: 63-66 Dart or Valiant convertible complete rear seat assembly. Jim Payne, WPC#17307, 10102 Watt Cemetery Rd, Loudon, TN 37774, 214-538-6702, email: 33parrow@gmail.com (dec19)

I am looking for a rebuildable (no cracks and preferably standard bore) 413 block with a casting number 246803A for my '65 300L. will consider anything from a complete engine to a bare block. I can drive up to 200 miles to pick up. Rolland Westra, WPC# 7187. Rockford, IL Ph#: 815 226 0576 rwestra@aol.com

1973 Charger SE radio, parking light lenses, passenger side visor, battery tie down, drivers side non-remote mirror, engine compartment hood pad, bumper jack, stock air filter and a shop manual. If you have any or have any leads please call or snail mail. John Gawron, WPC #13172, 2180 Clinton Street, Buffalo NY 12406, 616-984-9425, 9am - 9pm est.

Wanted NOS or good used Chrysler Corporation parts, accessories, literature. Also 1981-83 and 1990-93 Imperial, 1982 and up convertible, Shelby and Maserati TC items. Buy, sell, trade. Martin Kolner, WPC#1982, 320 E Pebble Beach, Tempe, AZ 85282, 480-966-6683, arizonaparts.com

FINDERS FEES paid for leads resulting in acquisition of virgin NOS Mopar inventories, 1940-83. Top prices paid for quality parts. Len Dawson, WPC#2681, 15541 Yokeko, Anacortes, WA 98221, FAX 360-293-1032

## LITERATURE & AUTOMOBILIA - SALE

For sale 1995 service manual for New Yorker, LHS, Concorde, Intrepid and Vision. \$35.00 + shipping. Very good Condition. John Williams, WPC # 18314, jjwilliams@consolidated.net Or 217-254-9614

Selling Chrysler factory service manuals for cars I no longer own. 1964 Chrysler/ imperial and 1968 Chrysler/Imperial. The 1964 book has Ram Induction section relative to the 300 K. Both are in very good cond. no tears or missing pages, covers intact. Asking \$34.95 + \$5.00 S & H, each. Roman Robaszewski, WPC# 726. 5844 W Eddy St. Chicago, IL 60634

1953 Chrysler 2 dr hdtm metal promo bank. Red paint chipped. \$95 or trade for one I don't have. Aaron Ford 3513 St. John's Church Rd. Arnold, MO 63010 WPC#1864 636-454-1943 leave message slowly.

"DVD's" All DeSoto1935-1961 contains factory promos and TV commercials 2 hours \$15 pp. The new 1984 Dodge contains a factory promo for all models 50 min \$12.95 pp both for \$25 pp. Send check or money order. Harold Doebel, WPC #11406, Box 321, Ocean Gate, NJ 08740, 732-269-1206

DVD; The Bob Hope comedy Special guests: Jack Jones, Martha Raye, Tony Randall, and TV Guide Awards. Has 1964 Plymouth and Chrysler turbine car commercials. Very rare. 1 hour. \$13 ppd. Send check or money order to Harold Doebel WPC#11406 Box 321 Oceangate, NJ 08740

1966 Motors Auto Repair manual, covers all makes. 1963 Mopar Collision Parts book, covers Imperial, Plymouth, Chrysler, Dodge, Valiant, Dart. Dodge Shop manual, covers D-19, D-22, D-24 cars. 1941 Plymouth

Passenger Car full book replacement parts list. 1 ea. Total Auto Body Repair manual, 1925 Chrysler owner's manual 6 cyl cars #25001 and up. 1912 Construction & Manufacture of Automobiles by Ralph E Flanders. Please make an offer on any or all books. Condition on all is good. All are offered plus shipping. Edward J Williams WPC#15341 138 Old Farm Lane, Milton, PA 17847 570-742-3626 leave msg & Ph#.

Original 1966-70 Dodge & Plymouth B-Body Muscle. 128 page hardcover book by Jim Schild with 250 all-new full-color photos of more than 50 cars. 50,000 words of technical and historical information. Published by Motorbooks International. \$34.95 postpaid for your autographed copy. Also: Original Challenger & Barracuda 1970-74. 128 pages, hardcover by Jim Schild with 250 full-color photos. Published by Motorbooks International. \$34.95 postpaid for autographed copy. Send payment and order to: The Auto Review, 5 Rowan Oak Ln., Columbia, IL 62236-4148. Contact the author Jim Schild, WPC#12391 at: jschild@htc.net for questions and more information

## LITERATURE & AUTOMOBILIA WANTED

1937 Chrysler Royal Convertible Coupe, 2 door, seeking any literature specifically pertaining to this make and model. I was told there was an issue of WPC News dedicated or featuring the '37 Royal. Willing to pay handsomely for original or copy. Kearney LeJeune, WPC#16907, call 225-715-8323 or Email: kel@kelscars.com.

1956 Chrysler 300B specific original material, including showroom posters, Chrysler press photos and Auto Show literature, Kiekhaefer related items, factory bulletins, etc. Am interested in same type of items for 1957 Chrysler 300C and 1958 Chrysler 300D. Also in search of the 1946-48 Chrysler Color and Upholstery Dealer Sales Album. Thanks, Mark Obermann, WPC #15925, 48clubcoupe@gmail.com

Little white Chrysler Service Reference Book...Only need Vol 4 #6. Wayne Lesjak, WPC#7144, call 920-793-3698





## SERVICES OFFERED

Brake booster rebuild 1956-90. please visit our website for current prices, plating costs and more at boosterdeweyexchange.com or follow us on Face Book. Call Booster Steve or Booster Dewey, WPC#13107 Ph: 503-238-8882. Power Brake Booster Exchange 4335 SE 63rd Ave, Portland OR, 97206.

BRAKES sleeved and rebuilt: masters, wheels, clutch, slave, calipers, boosters, proportioning valves and shoes relined, better than new; quick service; lifetime written warranty. White Post Restorations, WPC#7048, One Old Car Dr., PO Drawer D, White Post, VA 22663, 540-837-1140, www.whitepost.com

WOODWORKING: Complete or partial wood bodies, structural wood or repairs. John G. Phillips, LLC, WPC #15554, Iola, WI 54945, 715-677-4809, goodnight@winet.com

WOODGRAINING: Concours-quality woodgraining of dashboards and interior trim at reasonable rates. Visit web site at www.olddominionoyster.com or contact Keith Payne, WPC #15926, PO Box 490, Purcellville, VA 20134, 571-442-0625, kpayne@olddominionoyster.com (6 19)

1937-1939 Sedan Trunk Hinges Now Available! FINALLY high quality reproductions to replace your trouble prone 1937-1939 sedan trunk hinges! Cast, chromed and assembled right here in New England of solid aluminum alloy. Made to a high standard, chrome plated just as original...but superior to the pot metal originals in every way. Good for any Mopar 37-39 standard two or four door sedan. Will not fit coupes or "town sedan" without hump back trunk. Ask for special price for fellow WPC Club Members \$200 per pair. Call or email to order: Andy Bernbaum Auto Parts, 617-244-1118, orders@oldmoparts.com

Driveshafts for Plymouth, Dodge, Chrysler & DeSoto. New shaft replaces old trunion type, bolts in, no modifying, \$425 and up, plus shipping. Joe McGinnis, WPC #3054, 234 Deer Foot Rd, Blairsville, GA 30512, 706-781-2805, callent.beefalo@hotmail.com

Autopilot Dash Dial Repair Service: Autopilot dash control not working? I can repair most autopilot dash dials with new parts. Repairs guaranteed. \$75 plus shipping. Rebuilding service on servo unit internal points sets also offered, call first. Ross Wooldridge,

WPC # 11515. 1220 Burford-Delhi Townline Road, Scotland, Ontario Canada N0E 1R0 519-446-3267 Cell: 416-526-0910 Email: jazzandmoparguy@hotmail.com

Oil filter. Aircraft 6061-T6 aluminum replaces old tin throwaway type that has a 1/8 NPT fitting at each end. 4 1/4" diameter x 6" long. Unscrews to replace Neon filter inside. Will work with any engine that filters just the bypassed oil, \$185 plus shipping. Joe McGinnis, WPC #3054, 234 Deer Foot Rd, Blairsville, GA 30512, 706-781-2805, callent.beefalo@hotmail.com

WHITE POST RESTORATIONS see what we do for old cars. Brake rebuilding – complete auto restorations. Send your brakes to us – we sleeve & completely rebuild. Masters, wheels, calipers, servos, slaves, clutch cylinders and boosters. We also reline brake shoes. Lifetime warranty – quick service. Complete car restoration since 1940 on cars 1970 and older. Visit our website – and tour our shop by video. Be sure to tell your contacts and friends about us, they will all appreciate it. We will also refer people to you. We always look forward to providing excellent service. White Post Restorations, WPC #7048, One Old Car Drive, PO Drawer D, White Post, VA 22663, 540-837-1140, www.whitepost.com

WOODGRAINING: Concours quality woodgraining of dashboard and interior trim at reasonable rates. Visit website at www.olddominionoyster.com or contact Keith Payne WPC#15926 PO BOX 490, Purcellville, VA 20134. 571-442-0625 or kpayne@olddominionoyster.com

## INFORMATION WANTED

1936 Chrysler Royal Convertible Coupe, 2 door - Need interior and convertible information including dash and convertible top. Please include electrical schematic if available as well as parts list for top frame. I am willing to pay handsomely for original or copy. Kearney LeJeune, WPC#16907, call 225-715-8323 or email kel@kelscars.com.

For my Chrysler Finer 70 1927 Touring, ch. No PH 211 C, produced in November 1926. I am seeking information about colors of body and bead line. There are marks of light chocolate brown on body and sharp red on bead. What are the color codes for lacquer products used today? Impulse damper on crankshaft, how to adjust spring tension for

correct friction and working of the damper. B. Lindland, WPC#1212, bjolindl@gmail.com.

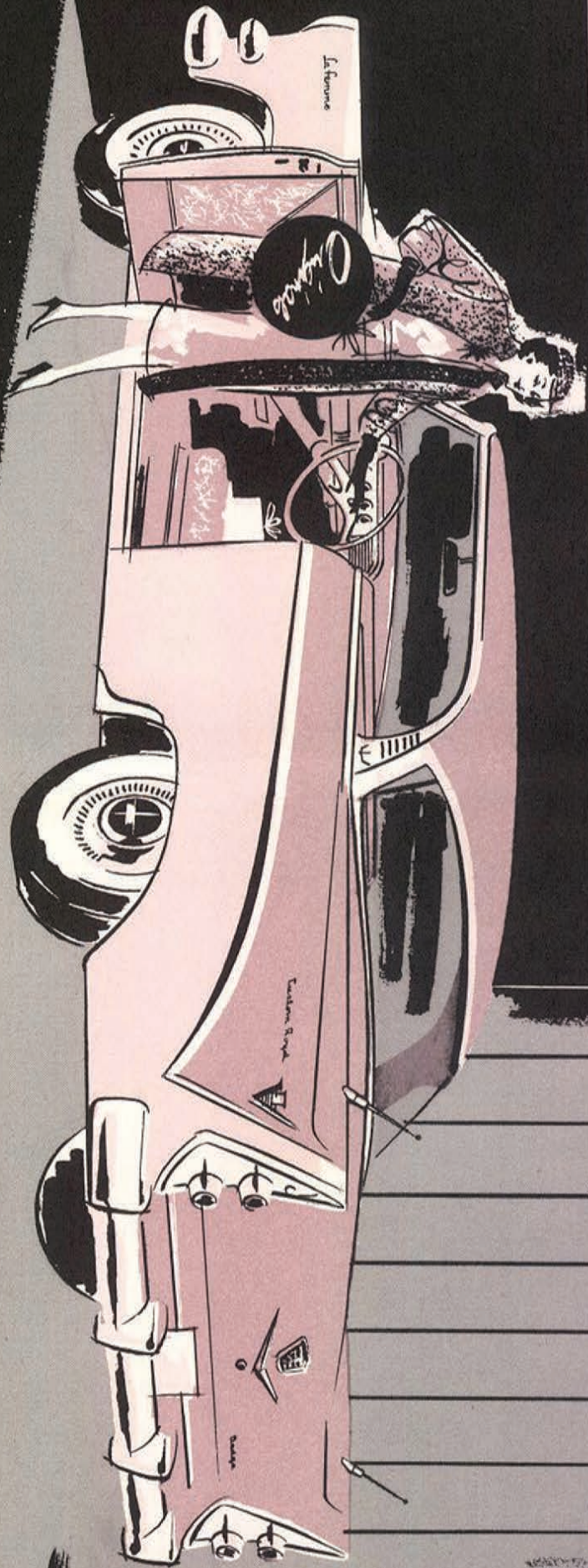
Owners of 1949-1954 Chrysler Crown Imperial 4-Door 8-Passenger Limos and Formal Sedans are requested to contact the the owner who has one of these fine automobiles. Purpose is to share a common core of experience, information and limited resources. Earl Humphries, WPC#16961, 2423 E Emerson Rd, Cohutta, GA 30710, 706-694-4415, earl41@windstream.net

Editor's Note; I thought this might be useful to a member: While cleaning out my old papers I discovered an envelope which contained the original Michigan title for a vehicle my dad, Vito Ranks and I restored in the early 1960's. 1929 Chrysler Roadster, Serial# CY218C, Model 75, Engine number 251962. If anyone knows who currently owns it and where this vehicle is, I would like to reunite the original title with the current owner. rrank@sbcglobal.net Richard Ranks Rochester Hills, Michigan

1977 Chrysler Cordoba convertible. 16689 miles. One of seven very rare convertibles built. One repaint in orig color. New top, exhaust system and radiator. Orig Corinthian leather, PS, PB, 400 cu in V8. AM\_FM. Very good condition. 14 trophies. \$34,995.00. Tom Schilling, WPC# 16495, 3638 Raintree Pl. La Crosse, WI 54601, Ph# 608 788 5039 MDS1945@live.com







*Lexus*