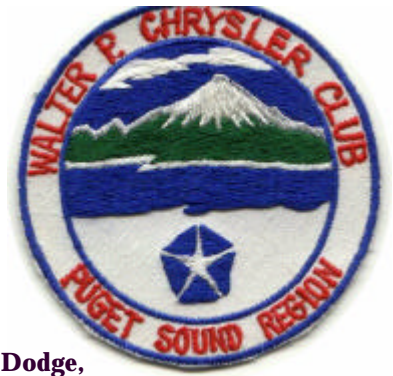




W P C



Newsletter



1948-53

We are the Puget Sound Region of the National WPC Club, named after Walter P. Chrysler. We welcome all Plymouth, Dodge, DeSoto, Chrysler, Imperial, Jeep, Eagle, and related cars and trucks.



1954-58

Volume 32, Number 4

April 2008



1959-63



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1941 Chrysler Town & Country "Barrell Back" Estate Wagon

WPC 2008 BOARD MEMBERS:

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Events Coordinator: Loren Reeves, 425-424-8814, plumbum945@msn.com

PRESIDENT'S MESSAGE:

The big week is finally upon us, and many of our members are making the annual pilgrimage down to Portland for the big swap meet. I am not really even ready myself, but will be heading down to enjoy looking at all the cars for sale, see what everyone is buying, and to check out what the market is doing. Gas may be up and stocks may be down, but old stuff remains cool, and memories are comfortable. All that fun even makes an eighteen hour day seem enjoyable; just don't ask your knees and back! Maybe I will find that \$2000 300 F, or that re-chromed 54 bumper for \$150. OK, not very likely, but did those gold miners in Alaska give up 100 years ago? Not on your life!!

Last month we only had 15 people at the meeting, but we covered a whole gamut of upcoming events. On April 27th we have the Knight's garage tour and open house, along with the tour to Tenino for the spring coming out party for the South Sound car clubs. We will caravan down I-5, and Larry has posted the details in this newsletter. We will also have another garage tour / potluck at the Parson's home the Saturday of the Monroe swap meet after 2:00. Come see all of Byron's toy trains and goodies. We will have details in the next news. Fathers day weekend we will have a garage tour at Gene and Donna Kahn's, this will also coincide with downtown Issaquah cruise, more details to follow.

Other upcoming events are the WPC Regional Meet this August in Oregon, and a visit to Carson's on Whidbey, and Granberg's near Burlington. It will be a busy year with something for everyone. Ivar Garbush is also working on a tour to the ribbon cutting ceremony for the re-opening of the Mountain Loop Highway, which has been closed from flooding and storm damage for several years. This event will include a car show, festivities, and museum tours, and should be very unique. It is on June 28th and he will get us more information.

So don't let that snow and wind fool you, it really **is** spring and we will survive! I saw the sun just today, and I must say it looked real good to me. We have been spoiled these last few years by mild winters - normal winters just take some getting used to again. So get out in the garage and fire up that old ride, shine up the chrome, and hit the road. It will clear out those cob webs (yours and the car's). See you down the road,.....Jon

SHOE

by Jeff MacNelly



Club Membership: Local dues are \$18 annually, and may be sent to Patty Carson, P.O. Box 513, Woodinville, WA 98072. **Please note that membership in the National WPC Club is a prerequisite for belonging to our local chapter.** National dues are \$32 annually and can be sent to The WPC Club, P.O. Box 3504, Kalamazoo, MI, 49003. Applications for both clubs can be found online at: www.fendersandfins.com and www.chryslerclub.org.

In Praise of the Vintage Woody: The 41 Chrysler Town & Country “Barrel Back” Estate Wagon remains arguably the rarest, most desirable pre-war woody.

by [Carl Bomstead](#), *Business Week*, March 6, 2008

Conceived in 1939, the Town & Country Estate Wagon represented Chrysler's desire to create an entirely new car that was both luxurious and dramatic. It had to be elegant enough for city driving and chauffeur driving, but utilitarian enough for country living.

David Wallace, Chrysler's president, was the driving force behind the creation of the unique Town & Country Estate Wagon design. He wanted a wood-bodied car that would have the same basic lines as the steel-bodied sedans, yet with greater refinement, quality, and panache. The cars were constructed utilizing two very different types of wood, including the structural wood of white ash with contrasting panels in a rich Honduran mahogany. By 1941, the evolution of the Town & Country had blossomed into the streamlined and beautiful design presented here. Built for a limited time only -- production halted with the onset of World War II -- the Town & Country was a rare sight on the street and remains arguably, the rarest, most attractive, and most desirable pre-war wood-based vehicle ever produced.

This 1941 Chrysler Town & Country “Barrel Back” station wagon is an outstanding nine-passenger example that has resided in the collection of the vendor for over 15 years. Finished in Polo Green and trimmed in tan leather, these colors in combination with the white ash & Honduran mahogany wood give the Town & Country a very attractive and stately appearance. It's a highly optioned example with wide whitewall tires, radio, clock, roof rack, and the very rare musical horns that play "*The Campbells Are Coming, Ho-Ro, Ho-Ro!*", an option offered to promote the “Highlander” interior.



Beautifully finished, meticulously restored, impressively optioned and highly correct, this nine-passenger Town & Country presented a rare opportunity for the serious collector to acquire one of the most unique and luxurious wood-bodied station wagons ever produced. It sold for \$313,500 at the RM auction held at the Arizona Biltmore in Phoenix on January 18, 2008. Its pre-sale estimate was \$300,000 to \$400,000.

The Sports Car Market Magazine Analysis:

The 1941 Chrysler Barrel Back is a rare and unusual vehicle, as only 997 of these hand-built Estate wagons were manufactured. Of those, 797 were nine-passenger versions and 200 were six-passenger cars. The Town & Country Registry lists only 17 nine-passenger survivors. They were built on a 121.5-inch wheelbase and are powered by a 112-horsepower, 252-ci, 6-cylinder Spitfire engine. They have Chrysler Fluid Drive, which was first introduced with the 1939 Chrysler Custom Imperial. Fluid Drive is the fluid coupling between the clutch and the engine that allows shifting between low and second without depressing the clutch. It also allows the driver to stop and start without using the clutch.

The Town & Country was the first luxury steel-roof wood station wagon, and it appealed to more affluent buyers with its \$1,475 price tag. It offered a larger, more refined cargo area that was accessed by two "clam shell" wood doors. It was frequently referred to as a "fastback sedan" rather than a station wagon. As an aside, the 1941 Estate wagon was mentioned in the debate within the Classic Car Club of America as a sidebar regarding granting Full Classic status to the post-war Town & Country sedans and convertibles. The nay-sayers, who prevailed, stated that there was no pre-war model in sedan or convertible form to justify acceptance of the post-war models. When the pre-war Estate wagon was suggested, it was determined that it was a "commercial" vehicle and therefore could not be considered. To many, this was a ludicrous argument. But this is a topic that will surely come up again -- hopefully, with a more sensible result.

This example was restored to the highest standard and had won numerous Best in Show and Best in Class awards from prominent concours such as Amelia Island and Meadowbrook. The roof rack is a distinctive option, the interior trim elegant and distinctive. It's a very striking example of what many consider to be the most desirable Town & Country. While this Barrel Back sold for over \$300,000, it was still at the low end of the estimate. Considering the quality of the restoration and the unique options, I'd have to say it was well bought and could have easily sold for another \$20,000 or even \$30,000 without concern. RM sold another example of a 1941 Town & Country for \$280,000 at its 2006 Arizona Biltmore sale, and while it was excellent, it was not as stunning as this one. Lesser examples have recently sold for under \$200,000, so the premium paid here was certainly justified.

Details:

Years Produced: 1941-42; Number Produced: 1,995; Original List Price: \$1,475; SCM Valuation: \$150,000-\$250,000; Tune-up Cost: \$60; Chassis # Location: Left front door hinge post; Engine # Location: Left side of block..

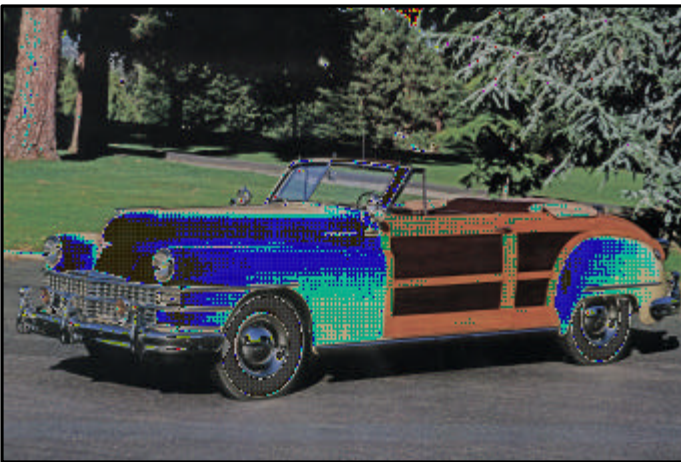
Chrysler's Fabulous Town & Countrys:

1941-1950

The Town and Country car was introduced by the Chrysler Corporation in 1941, as a highly styled "station wagon", designed to attract the wealthy. This first incarnation featured "barrel back", or "clam shell" rear doors, opening to a storage area behind the rear passenger seats. The rearmost seats could be stowed in a forward position to enlarge the storage area, or in a rear position to enhance passenger leg room. Two models were offered, a 6-passenger and a 9-passenger. The larger car had limo type folding seats located between the standard front and rear seats. The beautiful example on the cover belongs to Gerald Greenfield and was photographed at the very wet 2005 Kirkland Concours d'Elegance, where it took "Best of Class" in the Woody category.

The 1942 model was a striking re-styling of the original car. The entire front was wrapped in stainless steel bars that ran from wheel opening to wheel opening, across the entire grille. This theme was carried to the rear fenders for a quite stylish "art deco" treatment. Unfortunately, all automobile production was curtailed by World War II.

The postwar cars were greatly changed. The station wagon design was dropped in favor of a full line of body styles, including a voluptuous 8-cylinder convertible coupe, the world's first hardtop coupe, a luxurious 6-cylinder 4-door sedan, a 2-door brougham, and a 6-cylinder roadster. Alas,



only the convertible and sedan reached production, while 6 hardtops, a single brougham, and 102 8-cylinder sedan prototype specials were built. The roadster was nothing more than an oil painting ad.

1949 brought a total redesign across the entire Chrysler lineup. The Town and Country was produced for the public only as a convertible coupe, although a single hardtop prototype was built. The Chrysler Royal "woodie" station wagon appeared this year as a high line version of the standard style family carrier. Similar offerings were available in the Dodge, DeSoto, and Plymouth lines. In 1950 the Town and Country was offered only as a hardtop, as both the Town and Country woodie cars and the Royal woodie wagons shared their last hurrahs.

The Town and Country name was used for many years thereafter, to describe the best wagons offered by Chrysler. Then, in 1983, the name was applied to a K-car derivative convertible which was offered with the highest trim and luxury options available. Trim was merely plastic, designed to look like wood, with vinyl insert panels. Evolutionary changes and minor facelifts were made as the line was offered through 1986, as a rather inglorious end to a proud era in Walter P Chrysler's heritage! Our thanks to the now defunct Town & Country Owners' Registry for this article.



Tenino Tour – Sunday, April 27th

Schedule for the day:

8:00- 8:15: Park & Ride, Exit 22

9:00- 9:15: Truck Weighing Station, after exit 142A

10:00-10:15: Maytown/Little Rock, Exit 95

10:30-1:00: Tenino High School “Coming Out” Potluck

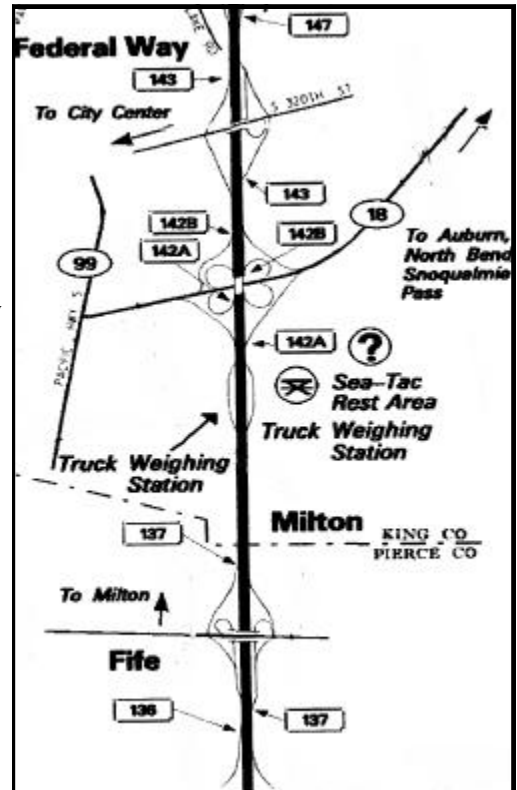
1:00 – 2:30: Paul Knights Garage Tour

Hello everyone!

Here is the itinerary for this years Tenino tour on the 27th of April. We will have a number of spots where people can join us on our way south. Pick the one that is most convenient for you.

1. Meet at the **Park & Ride at NE 160th St./Exit 22** off I-405 at **8:00** am. We'll leave at 8:15am heading south towards I-5.
2. Going South on I-5, we'll meet at the **Truck Weighing Station** at Federal Way - this is just **past** exit 142A, directly across the freeway from Wild Waves Water Park. See the attached map. We'll plan to arrive at the scales at **9:00** and leave at **9:15** sharp.
3. Another spot for our South members to join us would be to wait just off the freeway at the abandoned truck scale at **exit #116/Mounds Road** (just after the Dupont exit north of the Nisqually flats). There is room to pull off at this exit and the freeway is visible, so that anybody parked there would see us go by.

From there it is south on I-5 to the **Maytown-Little Rock/Exit 95** just south of Tumwater. There is a nice wide spot after exiting I-5 and making the Right turn onto the Maytown/Little Rock Road where we will meet Paul Knight. From here we will follow Paul to Tenino High School, but here are directions just in case. Almost immediately Turn Right back under I-5 toward Miller-sylvania State Park. Go thru Maytown, about 3 miles to the Tilley Road “T”. Turn **RIGHT** on Tilley Road South. [**NOT** Left – since this would take you thru the Park and back toward Olympia]. Go south about 4 miles on Tilley Road and Turn **LEFT** onto 143rd. 143rd takes you directly to the Tenino High School [about 4 miles]. We should be arriving Tenino High School about **10:30am**. There will be a designated spot for our WPC Club. We will gather and meet other club members and eat around **12:00 pm**.



This is a potluck, so please bring your favorite dish to share! There will be kitchen facilities available so you can bring any food dish you would like. Don't forget your utensils. We will be meeting with a number of other clubs, so there should be a lot to see! After lunch we will form up and head over to Paul Knight's amazing garage [about 15 minutes away] where we can kick tires and drool over all of Paul's projects and goodies. Then we'll form up again and head home. If time permits, we will take a more relaxed route home through Tenino, Graham, and Puyallup. See you all there!

Contact information:

Jon Carson's cell: 206-334-8947

Paul Knight's cell: 360-480-1710

Huge Muscle Car Stash goes to Auction March 07, 2008.....Old Cars Weekly

King Tut's tomb or Al Capone's vault — Wisconsin resident Larry Fisetta had no idea what he was getting into when he started chasing down rumors of 21 sealed semi-trailers allegedly containing the mother lode of muscle car finds. For years he had heard tales about the trailers, which according to legend, were parked somewhere near De Pere, Wis. According to the stories, the trailers contained piles of Chevrolet high-performance big-block engines, heads, fuel injection systems, transmissions, and a whole lot more crammed around a Yenko Camaro, a couple of 1970 LS-6 Chevelles, a 1972 Camaro Z/28, and a couple of 1957 Corvettes.

As you may recall from the front page article that graced the cover of *Old Cars Weekly*, what he found stuffed inside the trailers was enough to make King Tut take notice. *Old Cars Weekly* learned earlier this week that the collection of parts and a selection of the cars that once filled those very same trailers will head to auction May 9-10 in Clarksburg, Md. While the final details of the sale have yet to be finalized, we do know that the sale will be conducted by Bud Ward Auction Company and will include the contents of the incredible parts stash (which will be offered at no reserve) as well as the two 1970 LS-6 Chevelles and the 1972 Z/28. According to the auction house, buyers will be allowed to preview the collection May 7-8 in Rockville, Md.

How the trailers came to be full of new Corvette side exhaust systems, factory Corvette race parts, and highly desirable engines and parts is as interesting as the man who filled them.

Donald Schlag's passion for Chevrolet performance cars, even when they were new, gave him the foresight to realize that someday others would have just as much interest in them. So while he was working at his father's John Deere dealership, Green Bay Implement, Schlag began buying the parts from the local Chevrolet dealer's parts counter in the 1960s and stored them at the John Deere dealership. He also made annual trips to California, pulling a trailer behind an RV for a month at a time in order to retrieve more parts for his stash. When his father died and the dealership was liquidated in the early 1970s, he tucked the parts and cars in semi trailers.

But when the very people who Schlag was saving parts for betrayed him by stealing a part, Schlag stopped sharing his collection. He even went so far as to completely seal the trailers once they were full. By butting the trailers up against each other, not even he could go back in them. Schlag also stopped driving the cars he collected after one of his Corvettes was keyed in a parking lot. From that point on, he swapped the engines and slipped the cars into the trailers, never to be gazed upon again.

Many local car collectors believe the reason why Schlag pulled the engines from his cars and installed a different engine before he put them away was to thwart thieves, since the cars wouldn't be numbers-matching. Rare parts were further broken down. A first-generation race Corvette gas tank, for example, was separated from its two filler neck pieces and its parts spread between three trailers. Another theory to explain why Schlag swapped and separated engines was because he predicted the engines would be worth more than the cars, so he pulled the hot engine from most of the cars and put a slightly less desirable engine in its place.

Fisette was able to purchase the contents of the trailers after Schlag passed away. Scott Milestone, the current owner, moved all parts and five of the cars from Wisconsin to Rockville, Maryland, and has since decided to offer this find to the public. For more information about this auction watch the pages of *Old Cars Weekly* magazine in the coming weeks or call Bud Ward Auction Company at 888-860-9664

Pacific Wonderland Regional Meet, August 14-16, 2008

"CHRYSLERS TAKE FLIGHT"

Where: McMinnville, Oregon, home of the Spruce Goose.

When: Thursday, August 14 to Saturday, August 16th, 2008.

Accommodations:

The Comfort Inn, McMinnville, OR. For early Hotel Reservations, phone: 503-472-1700, or Fax 503-472-1770, and mention the WPC group rate.

Activities will include:

Thursday: Registration at the Hospitality Room, and an evening Ice Cream Social.

Friday: Optional Tours—Winery Tour, Powerland Visit, Antique Shops, Oregon Gardens, and a private car collection.

Saturday: Visit to the Air Museum, where the Car Show will be held, featuring an IMAX Theatre, and a collection of historical aircraft that will ASTOUND AND AMAZE you!!! A catered lunch will be available.

To reserve your spot, please contact: John Chesnutt, chesnutt@pacifier.com, or send a note to: 3750 SW Dosch Court, Portland, Ore 97221

Classified Ads:

For Sale: 1946-48 Plymouth parts, all in excellent condition: Coupe/convertible front seat - reupholstered, \$400; stock spindle, \$50; complete front brake assy, \$100; complete o'drive rear end with brakes, \$200; front shocks, \$10; 6v starter & generator, \$20; 6v voltage reg, \$10; 6v horn relay, \$5. John Chase, (360) 665-6102, or (360) 749-4836

For Sale: Good project cars: 1951 Lincoln Cosmopolitan 2-door coupe (includes donor 1978 Lincoln Town Car); 1952 Chevrolet 2-door fastback, \$2000 for either one. Jim Fleming, (253) 859-8806

For Sale: 1950 Chrysler Windsor 4 door sedan. 53,000 original miles, trophy winner from Hershey, PA Last appraisal \$18,000.00 Photos and description available. rduryea@reidrealestate.com or 360-698-4035, Bremerton, WA.

For Sale: 1936 Dodge sedan, dual side mounts, complete & solid. Sam Talley, cdlam@hotmail.com

For Sale: 1966 300 convert, WPC magazines (1980 to now), Shop manuals: 64 Dart, 72 Imperial, 76 Cordoba, 79 New Yorker, 86 5th Ave, 91 Imperial. Prices negotiable. Bob Benveniste, (206) 232 1378.

For Sale: Model car collection, 1/8 & 1/43 scale. Illness forces sale. Call Hugh for inventory list. (206) 524-2785.

For Sale: 1979 Cordoba, showing 77,000 miles, 318 engine, power seat, windows, door locks. Cream color. All serviced, runs & looks good inside & out. 92 year old owner kept it in storage last ten years. Can stay in winter storage if desired. Pictures available. \$2950.00 Bill Honeycutt, (509) 534-1577.

For Sale: Factory Shop Manuals: 1956 Plymouth, \$25, 1974 Chrysler/Plymouth Body & Chassis Service manuals (2 books), \$20, 1986 Service Manual set for all Mopar Front Wheel drive cars (3-volumes: Electrical, heating & Air Conditioning; Engine, Chassis, & Body; and Wiring), \$20. All are complete & in good condition. The 56 Plymouth manual has some soiling on the cover, very good otherwise. Larry Zappone, (425) 788-2957, flzappone@aol.com.

For Sale: 1956 Plymouth Fury 2-dr hardtop, needs total restoration. No engine or transmission. Some rust, but not rusted out. Have most side chrome & inserts. \$3500 Byron Parsons, (425) 334-6177

For Sale: 1959 Plymouth 318 motor with Torqueflite. Also some body parts, chrome, and glass for 1956 Dodge Coronet & Plymouth Bevedere 4-doors. Byron Parsons, (425) 334-6177.

For Sale: 1983 Dodge Rampage Pickup, 2.2, 4 Spd, needs head gasket & clutch. Have new clutch, spare engine & other parts, \$650, and a 1985 Dodge Daytona Turbo parts car to swap running gear, \$350. Gene Kahn (425) 255-0338.

For Sale: Misc. DeSoto hemi parts, a little bit of nearly everything, from rusty to rebuilt. Jim VanderHeyden (206) 366-0320. Also, a complete 1948 Mopar front seat and rear seat back with cushions (FREE)

For Sale: 1963 Olds 98 Sport Sedan, Hugh, (206) 524-2785

For Sale: 1938 Dodge 4-door sedan, with full 4th of July parade decorations. \$12,500. Tom Minifie, 425-273-6988.

For Sale: 1959 "Fury Junior" made by PowerCar Co of Connecticut. Needs restoration. Very rare, 1/3 scale fiberglass body, steel frame, with an electric motor (for more info, see www.jrcentral.com). \$3300 invested, will take \$3000. Roger Howard, (206) 571-5577 or roger.d.howard@comcast.net.

For Sale: 14" x 5 1/2" wheels for '57-'59 mopar. Fits most low line models with 11" brakes. Excellent condition, no rust, \$75 for all. Barrett Taft, (360) 720-2465 or penguin008@comcast.net"

For Sale: Overdrive transmission assembly for a '49 - '53 Ply - includes cable & solenoid. No need to change drive-line. Also optional clutch assembly if input shaft spline is different. Contact George Benjaminson, 206-399-7761.

For Sale: 1964 New Yorker sedan, 87,700 miles, rebuilt 413 w 5000 miles on it, 727 Torqueflite, all new brake system. Original paint and excellent interior. \$3500. Kate (425) 220-0308, or Brad O'Connell (425)-760-3053.

For Sale: 1966 Dodge Dart GT, 318 4-bbl, 8 3/4 rear, original body & paint New magnums & T/A radials, new dual exhaust, new interior, console, wood wheel. Jon, (425) 806-8206.

For Sale: 1966 Chrysler 300 parts: tail light assys, front bumper ends, all kinds of trim, too many small parts to list. Come and take a look and make me an offer. Hugh Russell, (206) 524-2785

For Sale: 1935 Washington License Plates. Kit Carson, (360) 221-8109.

For Sale: 1975 & 1976 Plymouth Furies, Harry Kiehl, (206) 362-7923.

For Sale: 1963 Olds 98 Hardtop, #2 condition, interior & mechanicals excellent. \$6000. Hugh, (206) 524-2785.

Wanted: 1931-32 Chrysler 8-cyl car. Also, a free 1940 DeSoto radio to a good home. Greg Nowak, (206) 783-3507

Wanted: Complete right front fender for 1968 Town & Country station wagon: . Hugh, (206) 524-2785

Wanted: 1947 Chrysler C-39 New Yorker Owner's Manual. Merlin Granberg, (360) 856-4370.

Wanted: Good gas tank for 1953-54 New Yorker & Imperial. Contact Les Huggins, Faysie@verizon.net

Free!: 1972 Chrysler original radio. Contact Charlotte at: benson@wolfenet.com.

April:	May:	June:
3-6: PIR Swap Meet, Portland	3: Tri Cities Swap Meet, Kennewick	1: Ford Picnic, B.C.C., Bellevue
4-6: Portland Swap Meet, Portland	10: Classic Auto Exhibit, Portland	1: All Mopar Show, Issaquah XXX
5: Spring Fair, Puyallup	17: Mid Columbia Mopars, Richland	8: Slant 6 Meet, Brooks, OR
19: Mt. Vernon Swap, Mt. Vernon	17-18: Monroe Swap Meet	14: Greenbank Car Show, Whidbey Is
20: Show & Shine, Burlington	18: XXX Spring Operer, Issaquah	15: Fathers' Day shows in Burien, Everett, & Bothell's Country Village
26: Vintage Military Show, Issaquah XXX	18: Anacortes Waterfront Show	21: Lions Club Show, Olympia
27: Coming Out Potluck, Tenino	25: Boulevard Park Antique Auto Show, Bellingham	28: Greenwood Show, Greenwood
		28: Strawberry Fest. Show, Bellevue

**WPC CLUB
PUGET SOUND
REGION**

Next meeting: Tuesday, April 8th

Jay's Cafe

7520 NE Bothell Way, Kenmore

(425) 485-6267

Social Hour and dinner: 6:00 to 7:00 PM

Meeting begins at 7:00

WPC CLUB

**Larry Zappone
18618 NE 194th St.
Woodinville, WA
98077-8263**