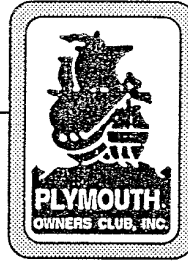


Plymouth

OWNERS CLUB, INC.®



FOUNDED 1957

JUDGING

GUIDE

CLASS # _____

OWNER _____ REGISTRATION # _____

GROUP 1 1928 - 1939 JUDGING SUMMARY SHEET

(DESIGN 12 - JUNE 2004)

YEAR _____ MODEL _____ MEET _____

DATE _____ SENIOR CAR YES NO (CIRCLE ONE)

INSTRUCTIONS: OWNERS

1. IMMEDIATELY FILL OUT THE TOP OF THIS SHEET, RETURN IT TO TELLERS
2. PUT YOUR NAME AND REGISTRATION NUMBER ON EACH WORKSHEET AND PLACE THEM ON THE FRONT SEAT, INCLUDING THE ACCESSORIES WORKSHEET
3. PLEASE REMAIN WITH YOUR CAR DURING JUDGING TO AID JUDGES (OPEN HOODS, POINT OUT ACCESSORIES, ANSWER QUESTIONS, ETC.)

AUTHENTICITY IS ONE OF THE MAIN PRINCIPLES OF THE CLUB

JUDGING IS BASED ON AN IDEAL FACTORY ORIGINAL. EXCEPTIONS ARE NOTED IN OUR BY-LAWS

MAXIMUM SCORE IS 100
 MINIMUM POINTS FOR BEST OF SHOW IS 92
 MINIMUM POINTS FOR FIRST PLACE IS 90
 MINIMUM POINTS FOR SECOND PLACE IS 85
 THIRD PLACE MUST SCORE 75 OR MORE POINTS

CLASSIFICATION	SCORE
A. CLASS	MAX. 5
B. TOP OR ROOF	MAX. 5
C. TIRES	MAX. 5
D. BODY, HOOD, FENDERS, SHEET METAL, TRUNK, RUNNING BOARDS	MAX. 10
E. UNDERCARRIAGE	MAX. 4
F. PAINT	MAX. 10
G. WHEELS	MAX. 4
H. ACCESSORIES	MAX. 10
I. INTERNAL TRIM AND INSTRUMENTS	MAX. 4
J. UPHOLSTERY	MAX. 5
K. FLOOR COVERING	MAX. 9
L. LIGHTING	MAX. 10
M. EXTERNAL BRIGHT WORK	MAX. 4
N. MECHANICAL CONDITION	MAX. 8
O. ENGINE COMPARTMENT	MAX. 7
	MAX. 10
100 POINT MAX. TOTAL	

DECISIONS OF THE JUDGING TEAM ARE FINAL

Group 1
1928 - 1939

PLYMOUTH OWNERS CLUB
JUDGING GUIDE

Group 1 1928 - 1939

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Revised – January 2010

I - Club Policy

The purpose of the Club is to encourage the use, preservation and restoration of Plymouth and Fargo automobiles and trucks, 25 years of age or older, particularly the **AUTHENTIC** restoration of these models, to provide and regulate meets, tours and exhibitions for members vehicles, to provide high judging standards at these meets, to publish in the club magazine information of interest and value to the members, and to discourage any activities, ideas or philosophies contrary to these aims.

This paragraph certainly gets directly to the issue we are dealing with. We are to promote the **AUTHENTIC** restoration of Plymouths and Fargo vehicles. That means we need to judge these cars against a **standard of a factory shipped car**. Original Plymouths did not come from the factory with modern modifications. Changes made due to state safety requirements are acceptable, such as safety glass, seat belts and turn signals.

If any vehicle has been modified in such a way as to obviously alter horse power, and components to include; rear end, transmission, suspension, electrical system, sheet metal, such as a street rod, it shall be ineligible for judging. Minor changes for safety and ease of driving such as seat belts, safety glass, radial tires and turn signals do not make a car modified and the car may be judged. Installation of overdrive units in vehicles that did not originally offer them shall be cause for point deductions. The car will lose points for these changes unless required by state laws.

The original model engine must be installed in the said model. For example, a PB engine in a PB model car. A non-original engine installation shall result in **ZERO** points for the engine category at all Plymouth Owners Club judged meets. If a vehicle has been modified so that it has a non-stock engine (6 cylinder or 8 cylinder in a car that originally came with a 4 cylinder), it is considered modified.

If a factory replacement engine between the years 1935 and 1949 has been installed, there will be no penalty. Factory replacement engines can be identified by the lack of a serial number stamped on the engine number pad of the block. They can also be identified by a tag reading "For Parts Specify Model 220". Although Chrysler did build other replacement engines, only replacement coded 220 is correct for any Plymouth passenger car from 1935 through 1949, including all Plymouth PT commercial models. Vehicles equipped with a replacement engine other than the Model 220 would be judged as if an incorrect model engine were installed in the vehicle. Questionable replacement engines - those, in which the replacement engine tag is missing or incorrect, would disqualify the vehicle for Best of Show. A missing tag should also have points deducted for this flaw.

If a car comes with a color that was offered by another Chrysler Division in a specific year, it will be eligible for judging and **no points will be deducted if the vehicle owner provides proof, that the color was available that year. This applies to the years that special colors were offered by Plymouth.**

Here are the 1993-94 major changes that have been made to our previous judging criteria:

1. With the vote to admit all Plymouth-bodied cars (mostly Canadian) to the club roster and for judging at club meets, the following cars are now eligible for recognition by the Plymouth Owners Club.
2. Plymouth bodied Dodges and DeSotos will be judged in the class of the Plymouth equivalent. Also, owners of these cars can contact Tech Advisors of the equivalent Plymouth for technical advice since chassis, drive train and most sheet metal is identical.

The list shows just a single series for the Dodge equivalent years 1936-1938 when Plymouth had two. Research is still being done to determine if the Ply-bodied Dodges had both standard and deluxe models those years and whether they each had a series number or were considered sub-series.

Another sure way for judges to determine the eligibility of a particular Dodge is to check the wheelbase. If it doesn't match that of the equivalent Plymouth, it's not Plymouth-based. The years 1932 (the DM is extremely rare) through '39 may necessitate a series/serial number and/or wheelbase check since Plymouth and Dodge sheet metal was somewhat similar during those years. The club now recognizes plymouth-bodied Dodges.

<u>Plymouth</u>	<u>Dodge equivalent</u>
1932 PB	1932 DM
1933 PC	1933 DQ
1934 PE	1934 DT
1935 PJ	1935 DB
1936 P1, P2	1936 D3
1937 P3, P4	1937 D6
1938 P5, P6	1938 D8
1939 P7, P8	1939 D12, D13

II - Classes

Plymouths are recognized for judging when they become 25 years and older.

Group 1 1928 - 1939

Class 1 - 1928-1932

Class 2 - 1933-1939

Group 2 1940 - 1959

Class 3 - 1940-1948

Class 4 - 1949-1954

Class 5 - 1955-1959

Group 3 1960 – 2001 Rear Wheel Drive

Class 6 – 1960 – 1976 A-body

Valiant 1960 – 1976

Duster 1970 – 1976

Scamp 1971 - 1976

Class 7 – 1962 1978 B-body

Savoy 1962 –1964

Satellite 1965 – 1974

Belvedere 1962 – 1970

GTX 1967 – 1971

Fury 1962 – 1964, 1975 – 1978

Road Runner 1968 – 1975

Sport Fury 1962 – 1964

Sebring 1972 - 1974

Class 8 – Full Size

1960 – 1961 Savoy, Belvedere, Fury

1965 – 1977 C-body Fury 1965 – 1974, VIP 1966 – 1970, Gran Fury 1975 - 1977

Class 9 – 1964 to 1974 Barracuda

Class 10 – Commercial

Fargo trucks, sedan deliveries 1928 – 1930, 1936 – 1972

Plymouth station wagons 1934 – 1988

Plymouth sedan deliveries 1935 – 1941

Plymouth pickups 1937 – 1941

Trail Duster 1974 – 1981

Voyager RWD vans 1971 – 1983

Arrow pickup 1979 – 1982

Scamp pickup 1983

Voyager FWD minivans 1984 - 2000

Vehicles in Class 10 are judged together but compete for Best of Show trophies in the Group related to its year of manufacture.

Group 4 1971-2001 Front Wheel Drive & Imports

Class 11 – Rear Wheel Drive

1976 – 1980 F-body Volare 1976 – 1980

1978 – 1989 M-body Caravelle (Canada) 1978 – 1989, Gran Fury (USA) 1982 – 1989

Class 12 – Early Front Wheel Drive

Horizon 1978-1990 (L-body)

TC3 1979-1982 (L-body)

Reliant 1981-1989 (K-body)

Turismo 1983-1987 (L-body)

Caravelle 1985-1988 (K-body)

Class 13 - Late Front Wheel Drive

Sundance 1987-1994 (P-body)

Acclaim 1989-1995 (AA-body)

Neon 1995-2001 (PL-body)

Breeze 1996-2000 (JA-body)

Class 14 – Imports

Cricket 1971-1975 (USA 1971-1973; Canada 1971-1975)

Arrow 1976-1980

Sapporo 1978-1983

Champ 1979-1982

Colt 1983-1994 (Canada 1976-1994)

Conquest 1984-1986

Laser 1990-1994

Class 15 – Prowler 1997-2001

Senior Class - All previous Best of Show Winners

Decisions of the judging teams are final. If there are any MAJOR disagreements due to the judging of a vehicle that is not resolved at the Meet, do not get in an argument. Ask the owner to describe the point of contention in writing and include copies of any material, which supports the point. You are to put your point of view in writing along with any supporting material and mail everything to the National Technical Director, with a copy going to the President, for resolution of the problem.

Awards & Trophies

Point Requirements to win a trophy

Best Of Show - minimum 92 points
First Place - minimum of 90 points
Second Place - minimum of 85 points
Third Place - minimum of 75 points
Mayflower Award – minimum of 87 points

There shall be a 1st, 2nd and 3rd Place trophy given in each class. Multiple trophies will be given in actual ties only.

There does not have to be a Best of Show, first, second or third place winner in each group or class. If cars do not have sufficient points to win according to the above requirements, then no trophy is presented in that category.

Group 1 - Best of Show 1928 to 1939 - Chrysler Cup

A rotating trophy is awarded to the vehicle between the years 1928-1939, winning Best of Show at each National Meet. The winners are to keep the original trophy for one year, until the next similar National Meet (i.e. from the Spring Meet to the next year's Spring Meet). The Region presenting the award is also responsible for supplying an appropriate Best of Show trophy in addition to the traveling trophy. The vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Group 2 - Best of Show 1940 to 1959

Awarded at each Meet to the vehicle between the years 1940-1959. Vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Group 3 - Best of Show 1960 to current recognized year (25 years old)

Awarded at each Meet to the vehicle between the years 1960 and current recognized year. Vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Senior Class (Initiated in 2001)

Once a car wins a Best of Show award at a Plymouth Club National Meet, it will advance to the Senior Class. Cars in Senior Class compete for First, Second and Third place trophies.

Frequency of winning Best of Show

The Board of Directors and Officers voting in February 2000, **decided to eliminate** the restriction on winning multiple Best of Show awards within a 3-year period.

Mayflower 4 Door Sedan Award

A rotating trophy, awarded at each Meet to highest scoring 4-door sedan not winning a Best of Show in its Group. Must score a minimum of 87 points. Vehicle does not win any class awards in addition to the Mayflower Award.

Hard Luck Award

Awarded to the member who unfortunately has the most problems driving to or during a National Meet.

Long Distance Award

Presented to the member who **drives** his or her Plymouth the longest distance to a National Meet.

III - Restoration

Many times throughout the year the Plymouth Owners Club receives letters from members asking what does the Club look for in judging. Other letters ask why members cars did not score as high in Plymouth Owners Club judging as it did in other forms of judging, such as AACA.

The purpose of the Plymouth Owners Club is, of course, the “*preservation and AUTHENTIC restoration*” of the Plymouth automobile. It is to that goal that the Club’s judging sheets are aimed at. In fact, bonus points are added for cars with original factory installed upholstery and for cars with soft-top roof inserts. It is possible for a car to score zero points in two categories if the car has the incorrect model-year engine installed or if the car has been repainted in an incorrect color. It is for this reason that a car may score higher in other club judging than it would in Plymouth Owners Club judging.

Read the Club judging standards carefully, then with them in mind, take the judging sheets out to your car and judge the car yourself. Be honest and fair and ask yourself “Would a judge at a meet deduct points for this item?”. Those items or categories that have the most deductions are those areas of your car that need improvement.

Policy

The Club recognizes all Plymouths and Fargo vehicles 25 years old or older and certain foreign Plymouths with Dodge, Desoto and Chrysler nameplates.

A. GLASS

No car with a plate glass (non-safety) windshield will be judged at all at official meets. This vehicle shall not be considered safe for any officially sponsored or conducted tours. Other glass panels may be of the non-safety type but it is highly recommended to have safety glass throughout the car

B. TOP OR ROOF

A bonus point is given to all soft tops (closed and open cars) for more equitable judging.

F. PAINT

The Club does not possess a complete set of original paint charts. However a complete list of paint names does exist, together with most paint chips. For official judging purposes white, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models. Metallic paints prior to 1934 are not authentic except for a brown in 1933. Any member’s car being judged at an official meet will receive ZERO points for the paint category if the above colors are used.

H. ACCESSORIES

Some states require turn signals and or seat belts on motor vehicles regardless of their date of manufacture. The Club will not deduct points providing the lights are not mounted on the outside surface of the fenders unless within a dual tail lamp feature. Wires and plugs for a detachable signal system mounted to the bumper irons shall be hidden from normal view during judging. Seat belts should also be hidden from view during judging. Any other state imposed requirement will not be cause for a point deduction to the Plymouth being judged.

J. UPHOLSTERY

In the interest of authenticity and the promotion of Plymouth history, one bonus point is to be awarded each of the judged, club classified Plymouths, which retains the **original factory installed upholstery**. The car is to be judged in the upholstery category as any other Plymouth.

N. MECHANICAL CONDITION

The replacement of 1928 through 1930 fabric universal joints with metal universal joints is allowed for safety reasons.

O. ENGINE COMPARTMENT

The original model engine must be installed in the said model. For example, a PB engine in a PB model car. A non-original engine installation shall result in ZERO points in the engine category at all judged meets. This policy does not mean that the original engine that came with the car from the factory must be installed. Any vehicle in violation of this policy is not eligible for first place, even though it may have an otherwise perfect score.

The Carter BB-1 Universal Updraft is an officially acceptable replacement for the 1932 PB Carter types 4A2 and 4A3.

All 1928-59 cylinder heads shall be silver except high compression. Some high compression heads are not painted red. All 1928-59 electrical accessories shall be black. Vacuum advance units, carburetors and fuel pumps shall be the natural "as cast" color. Fuel, oil and vacuum lines were generally a natural color but may be black. Intake manifolds of 1928-34 models shall be black while 1935-59 may be black or silver. Cylinder blocks, timing case covers, and clutch housings of 1928-34 shall be black. Generally 1935-59 models used silver on the above three places although black will be allowed. Research has shown that some 1935-1941 engines can have blocks as cast finish.

Judging

A. NON-MEMBER

Non-members' cars will not be judged at Club meets, however these cars are welcome to be exhibited if within the Club's years of coverage. Vehicles may be accepted as a potential member's vehicle.

B. MEMBER

In the event of a disagreement over a point of authenticity of any judged Plymouth at any official meet of the Club, the Technical Director, or in his absence, the Chief Judge of the meet shall be the sole judge on this point.

C. CHIEF JUDGE

The Technical Director may act as Chief Judge when present at official Club meets.

D. OFFICIAL JUDGING SHEETS

At every official judging meet of the Club an official judging sheet shall be used. A copy of the official judging sheet for a judged car will be provided if the owner puts the request in writing and submits it to the National President. Allow 2-3 weeks to receive the copy.

Note - Some of the information provided in this package may contradict previous judging guides. If an individual has restored his/her car to the old guide, it is suggested that the area of disagreement be reviewed. The judges may decide to take no points off due to this, depending on the severity of the difference.

IV - GROUP 1 1928 - 1939 WORKSHEET GUIDE

A. GLASS

1. Windshield must be safety glass. **CARS WITHOUT SAFETY GLASS WINDSHIELD WILL NOT BE JUDGED** - contact Chief Judge immediately. (By-Laws 1b)
2. Use judgment on yellowing and scratched penalty. We mean excessive - if all panels are very slightly colored uniformly, suggest no penalty.
3. Delaminating (i.e. at frame borders usually) should exceed 1/4" before deducting.
4. Do NOT judge rear window size of open body cars. (To be done in Category B).

B. TOP OR ROOF

1. All soft-top cars (open and closed bodies) receive a bonus point allowance of 1 in order to equalize the metal top advantage. In any event the maximum score is 5.
2. Open body top color should be tan for early years. Black exception on 1928Q, 1929U.
3. Closed body top material color should be black.
4. Open body top material should be canvas to 1939. Black, grained oil cloth-like material exception on 1928-Q, 1929-U.
5. Zippers not used on rear window of 1928-32 models (flaps in pockets on each side were used).
6. Open body rear window size:
1931-32 ROAD. 6" x 18"
1928-30 TOUR. 7" x 21"
1931-32 PHAETON 6" x 18"
1930-31 Conv. 8" x 24" Oval or Rectangular
1932-39 Conv. Coupe & Sedan 6" x 24"
1932 Conv. Sedan 4 3/4" x 24"

C. TIRES

1. Two or less unmatched, suggest ½ pt. off; Three or more unmatched, suggest 1 pt. off.
2. Bald - 1 point each.
3. Excessive wear means greater than 50%.
4. Imitation white walls accepted 1946-1950 models only.
5. Radials available from factory about 1971.
6. No letter series before 1967.
7. No tubeless before 1954.

D. BODY

1. Sheet metal refers to running board splash pans, radiator apron, and gas tank shield, et al.
2. Please circle the location of the defect on the WORKSHEET (RF equals right front)
3. Running board pattern incorrectness is most likely to occur on 1928-31 cars where a replacement mat is easier to install.
4. Serial no. tag is on the instrument panel of 1928, 1929 models. All other models on right front door hinge pillar post.
5. Do NOT judge paint or finish (To be done in Category F).
6. Poor fit refers to an extra wide gap or uneven gap from top to bottom or front to back.
7. Use judgment in all items - add any additional penalty in OTHER spot and give brief detail.

E. UNDERCARRIAGE

1. Use judgment on cleanliness - if it had been raining just prior to the Meet, then do not penalize - this item is to penalize the person who never attempts to remove years of accumulated mud, grease, rust, etc.
2. Color - black is always correct. 1928-1932 cars may have color of fenders on chassis and under fenders.
3. Do NOT judge exhaust system.
4. Do NOT judge any leaks (To be done in Category O).
5. Excessive holes could mean unplugged holes from an earlier hot rod influence. Also modern shock absorber mounting.
6. Excess dents could mean obvious hammer dents on frame from old collision work.

F. PAINT

1. Do NOT judge wheels, undercarriage, engine compartment (To be done in other categories).
2. Metallic paint on pre-1933 Plymouths means ZERO points in this category. White, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models.
3. Indicate location of defect, i.e. stripe missing on hood.
4. Excessive runs mean more than two.
5. Excessive orange peel means over a significant area, i.e. 1/4 of door, etc.
6. Poor surface preparation refers to visible sanding or grinder marks, painting over dirt, rust or grease. Welded cracks are judged in Category D.
7. Typical over spray errors can be found on hood handles, hood protectors, trim, serial no. tags, etc.
8. Typical sections not painted are doorposts.
9. Incorrect color - all Plymouth trucks had a light to medium gray color on door sides and jams (visible after opening door).
10. Stripe (1933 & 1934 can have 2 or 3 stripes)

G. WHEELS

1. Only 1930-1933 (30-U-PD) wood wheels may be natural varnished.
2. Painted wood wheels must have stripe:
3. Plymouth truck wheels could be with or without stripe.
4. Plymouth steel disc wheels generally were striped.
5. Check for proper tire size
6. 15" tires started in 1948

H. ACCESSORIES (For information only, see judging sheets & Tech Advisor sheets)

Note: Correct vintage accessories acceptable. Dealers often installed period items, such as heaters, prior to customer delivery.

- | | |
|--|----------------------------------|
| 1. Radio 30-U and up | 14. Shop or parts manual |
| 2. Heater - manifold or hot water | 15. One or more sales literature |
| 3. Dual horns - PB and up | 16. Tool kit - ½ or more |
| 4. Dual tail lamps - Q thru P8 | 17. Wide white sidewall tires |
| 5. Dual side mounts - Q thru P2 | 18. Wood wheels, PA to PE |
| 6. Dual windshield wiper | 19. Wire wheels, Q to 30-U |
| 7. Dual visor PC to P-14 | 20. Clocks |
| 8. Spare tire lock | 21. Wheel trim rings |
| 9. Side mirror (unless only 1 on Commercial) | 22. Deluxe radiator cap 31-33 |
| 10. Wind wings | 23. Others _____ |
| 11. Trunk rack | |
| 12. Trunk | |
| 13. Instruction manual | |

I. INTERNAL TRIM AND INSTRUMENTS

1. Important - this category is meant to judge authentic pieces as well as condition of plating or design.
2. Screws: Generally pre-1939 are of the STRAIGHT TYPE, NOT PHILLIPS HEAD. 1939 was a split year, 1940 & up Phillips head. ALL SCREW HEADS SHOULD BE OF ONE TYPE WITHIN A GIVEN SIZE.
3. Instrument panel on PA, PB, & PC should be engine turned on interior portion. (New plastic decal is acceptable if it is good workmanship).
4. Window & door handles had same style or pattern design.
5. Nickel-plated parts should be nickel.
6. Choke & throttle on PA, PB, PE, PF, PG should have "C" and "T" on knob head.
7. Check temperature gauges closely - look for same design as other gauges.
8. Wood grain dash panels were not used on open body styles prior to 1949.
9. Check for authentic knobs and switches.

J. UPHOLSTERY

Don't confuse material and pattern. Material refers to rubber or fabric, etc. Pattern refers to rib design or texture.

1. Original FACTORY installed gets a bonus of 1 point, total score not to exceed 10. If one door panel has been replaced but with material, design and workmanship equal to original then no penalty is recommended.
2. Material used on all rumble seats was leatherette.
3. Door side panels of open body cars were leatherette.
4. On closed cars prior to approximately 1939 the door panels were generally plain colored and not same pattern or design as seats.
5. Open body cars could have cloth or leather front seats.
6. Some of the closed body cars could have leather seats (Owner must show acceptable proof - parts list, accessory catalog, etc.)
7. Headlining always-light tan, flannel type material, in early years.
8. Check for excessive wrinkles or bulges. Remember we are judging Plymouths not custom bodied classics. Generally the leatherette covered wind lacing was wrinkled on turns.
9. Seat belts standard starting in 1964. No deduction for seat belts.

K. FLOOR COVERING

1. Don't confuse material and pattern. Material refers to rubber or fabric, etc. Pattern refers to rib design or texture. An owner with cloth carpet in front should lose at least two points - one for incorrect material and one for incorrect pattern. Generally the early fours and sixes will have a universal rubber mat on the front which would be the correct material but incorrect pattern.
2. Rubber pedal pads were not used on Q, U, and PT50 & PT57.
3. All models used rubber in front and carpet in rear except some Business Coupes, which used rubber mat in rear.

L. LIGHTING

1. Wiring in this category is external only - not under hood or dash. Look for wiring to headlamps and tail lamps - does it have correct loom?
 - a.) 1928-1929 headlamps had woven fabric loom
 - b.) 1930-1932 headlamps had metal conduit loom
2. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. A small tracer indicated color. Some color was indicated by solid color also.
3. One of the main purposes of this category is to check working condition of the lighting system (burned out bulbs, defective switches, etc.).
4. Tail lamp lenses on 1928 to 1931 models was the "bee hive" type. Some early 1932 to 1935 models had "PLYMOUTH" on lens. None of the commercial models had "PLYMOUTH" on lens. Some early 1932 PB models used beehive also.
5. If seal beams are present and correct for that year, patterns of lenses on both should match.
6. 1937 PT50 truck headlamps & lens must be BI-RAY.
7. 1937 P3, P4 headlamps say RITE-WAY.

M. EXTERNAL BRIGHT WORK

1. This category checks authenticity of headlamps, tail lamps, bumpers, hubcaps etc. as well as plating condition.
2. The 1930-U, PA and PC models could have painted headlamps.
3. Incorrect radiator cap refers to the external types used on 1928-33 models. The standard caps for 1931-1933 did not have winged lady. The PA, PB accessory cap had a winged lady.
4. Bumper bolts: PA, P3, P4, PT50, PT57 center bolt had a shield shaped head: PB had a round head; PC to PG had a large oval shaped head.
5. Bumper: 1928 had double chrome bars with two grooves painted black; 1929 had double chrome bars. The PD (1933) and PE (1934) front had a dip in the center.
6. 1937 PT50 truck headlamps & lens must be BI-RAY.
7. 1937 P3, P4 headlamps say RITE-WAY.

N. MECHANICAL CONDITION

1. Excessive play means free travel greater than 1/4 total movement except steering. Steering play should not exceed 2 inches.
2. "Leaks" on exhaust system refer to worn holes, rust outs, bad misfit or visible soot at junctions.
3. Metal universal joints are permitted for 1928-1930 models (By-Laws 1f).
4. Dual master cylinder as of 1967, not before
5. Look for overdrive on pre-1951 models (3 point deduction)

O. ENGINE COMPARTMENT

1. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. A small tracer indicated color. Some solid color insulation is acceptable.
2. Color: The electrical equipment was always black. The cylinder heads were always silver (except hi compression which were red). The engine block & clutch cover could be all silver on 1935 & up models. Generally black on pre-1935 models.
3. Hose clamps were generally the double wire type with screwdriver tightening. The commonly found band type with worm drive is wrong.
4. Look closely for incorrect air cleaner and /or silencer. The owner's instruction manual shows the correct type.
5. Look for incorrect updraft carburetor on early 4 cyl. models. The Carter BB-1 is an acceptable substitute for PB models only (By-Laws 1c). The PT-50 commercial used a Chandler Grooves manufactured unit. Generally all other models used Carter.
6. Electrical equipment on 1934 and prior models was Delco Remy (Look for tags). On 1935 and later models the manufacturer was Auto-Late.
7. None of the models used rubber covered spark plug connectors.
8. Black firewall on all pre-1935 models. The border on 1928-1929 was the junction of the vertical panel to horizontal. Other models border was at the lacing mounting.
9. Look for extra holes in firewall. (Old radio or heater mountings).
10. Look for chrome parts. Penalize 1 point each if not original, check with owner for proof.

Check List for Group I Category O Engine

Engine number located on top-left-front side of engine block.

Year	Cyl.	Model	Sales Name	Engine Number Prefix
1928	4	Q	Chrysler/Plymouth	Q
1929	4	U	Plymouth	U
1930	4	30U	New Finer	U
1931	4	PA	New Plymouth	PA
1932	4	PA	Thrift	PA
	4	PB	New Finer Plymouth	PB
1933	6	PC	Standard	PC
	6	PCXX	Export	PC
	6	PD	Deluxe	PD
1934	6	PE	Deluxe	PE
	6	PF	New Plymouth Six	PF
	6	PF (PFXX)	Special	PF
	6	PG	Standard	PG
1935	6	PJ	Deluxe	PJ
	6	PJ*	Special	PJE
1936	6	P1		P1
	6	P2	Deluxe	P2
1937	6	P3		P3
	6	P4	Deluxe	P4
	6	PT50	Commercial	T50
1938	6	P5		P5
	6	P6	Deluxe	P6
	6	PT57	Commercial	T57
1939	6	P7		P7
	6	P8	Deluxe	P8
	6	PT81	Commercial	T81

Engine Color Reference Data

<u>Item</u>	<u>Year</u>	<u>Model</u>	<u>Code</u>	<u>Date</u>	<u>Source</u>	<u>Page</u>	<u>Document</u>
1	1928	Q	1 st Ed.	Jun. 1928	Ply. Instruction Book		See Note 1
2	1928	Q	2 nd Ed.	Aug. 1928	Ply. Instruction Book		See Note 1
3	1929	U	P-16-?; P-74		Factory Photos (2)		See Note 2
4	1929	U	none	no date	Ply. Data Book		See Note 1
5	1929	U	4 th Ed.	Jan. 1929	Ply. Instruction Book		See Note 1
6	1929	U	5 th Ed.	May 1929	Ply. Instruction Book		See Note 1
7	1929	U	6 th Ed.	Aug. 1929	Ply. Instruction Book		See Note 1
8	1930	30-U	1 st Ed.	Apr. 1930	Ply. Instruction Book		See Note 1
9	1930	30-U	2 nd Ed.	Jun. 1930	Ply. Instruction Book		See Note 1
10	1930	30-U	3 rd Ed.	Sep. 1930	Ply. Instruction Book		See Note 1
11	1930	30-U	573	no date	Booklet "A Trip Through The Factory	9	See Note 3
12	1930	30-U	none	no date	Ply. Data Book	VI-4	See Note 3
13	1931	PA	none	no date	Ply. Data Book	4	See Note 4
14	1931	PA	1 st Ed.	Jul. 1931	Ply. Instruction Book	46, 48	See Note 4
15	1931	PA	2 nd Ed.	Dec. 1931	Ply. Instruction Book	46, 48	See Note 4
16	1932	PB	1 st Ed.	Mar. 1932	Ply. Instruction Book	48, 50	See Note 1
17	1932	PB	3 rd Ed.	Apr. 1932	Ply. Instruction Book	48, 50	See Note 1
18	1933	PC	1 st Ed.	Oct. 1932	Ply. Instruction Book	50, 52	See Note 1
19	1933	PC	2 nd Ed.	Nov. 1932	Ply. Instruction Book	50, 52	See Note 1
20	1933	PC	3 rd Ed.	Dec. 1932	Ply. Instruction Book	50, 52	See Note 1
21	1933	PC	4 th Ed.	Jan. 1933	Ply. Instruction Book	50, 52	See Note 1
22	1934	PE, PF, PG	D2548	Jan. 1934	Ply. Maint. Man.		See Note 5
23	1934	PE, PF PG		1/2/1934	Ross Roy Data Book		See Note 6
24	1934	PE, PF	D3496		Ply. Shop Man.		No Photos
	1935	PG, PJ	D3496		Ply. Shop Man.		No Photos
	1936	P1, P2	D3496		Ply. Shop Man.		No Photos
25	1937	P3, P4	D3906		Ply. Shop Man.	5	See Note 7
26	1937	P3, P4	D4148	1936	Ply. Owners Manual	36	See Note 8
27	1937	P3, P4	D4148	1936	Ply. Owners Manual	41	See Note 9
28	1938	P5, P6	D4670	1937	Ply. Owners Manual	47	See Note 10
29	1938	P5, P6	D4670	1937	Ply. Owners Manual	54	See Note 11
30	1938	P5, P6	D4291		Ply. Shop Man.	46, 58, 59, 82	See Note 12
31	1938	P5, P6		Oct. 1937	Ross Roy Data Book	27	See Note 13
32	1938	P5, P6	8428-H	Apr. 1938	Sales Brochure		See Note 14
33	1939	P7, P8	D8096		Ply. Ply. Shop Man.	86	See Note 15

Note 1 – Shows engine with all dark color which we know is wrong; head always silver

Note 2 – Silver head; Black block; From Detroit Library

Note 3 – Silver head; Black block; shows a room testing motors for two hours

Note 4 – Silver head; Black block

Note 5 – No color in engine section

Note 6 – No actual photos of engine; one view of auto. Clutch but shown in white or silver which they were always black.

Note 7 – Silver block; black oil filter Fig. 606 (9x22); Silver head, block; Black oil filter, dist. Cap Fig 706 (10x145); Silver block Fig. 820 (2x152)

Note 8 – Silver head; Black or as cast block

Note 9 – Silver block, black dist. Cap

Note 10 – Silver head; black block (15x96)

Note 11 – Silver head; As cast block (15x104)

Note 12 – Silver head, block; Black oil filter Fig 72 (9x22); Silver head, block Fig 82 (17x132); Fig 83 (10x145); Silver block Fig. 114 (2x152); Silver head, Black block Fig. (11x60)

Note 13 – Silver head; Black air cleaner, gen., starter, oil filter Gray as cast block

Note 14 – Silver head, Black elect. Parts, air cleaner; As cast block

Note 15 – Silver block Fig. 121 (2x152); Silver head; Black block Fig. 124 (11x60); Silver block Fig. 121 (2x152)

Spark Plug Chart

Model	Year	Brand	Code	Comments
Q	1928	AC	A	7/8" Size
Q	1928	AC	Y	7/8" Size; for the cast iron Hi-Comp. red head
U	1929	AC	G12	18mm size
30U	1930	AC	G12	18mm size
PA	1931	AC	G12	18mm size
PB	1932	AC	K12	14mm size; depending on heat range needed K9 and K10 are allowed
PC,PD	1933	AC	K9	14mm size; depending on heat range needed K10 and K12 are allowed
PC,PD	1933	AC	K9L or SL9	14mm size long; for Aluminum Head
PE,PF,PG	1934	AC	K9 or S9	14mm size; Ply Shop Man. Pg. 6; depending on heat range needed K10 and K12 are allowed
PE,PF,PG	1934	AC	K9L or SL9	14mm size long; for Aluminum Head; Ply Shop Man. Pg. 6
PJ	1935	AC	K9	14mm size; Ply Shop Man. Pg. P2B; depending on heat range needed K10 and K12 are allowed
P1,P2	1936	AC	K9	14mm size for early up to eng. 254912 Ply Shop Man. Pg. P3C; depending on heat range needed K10 or K12 are allowed
P1,P2	1936	Champion	J8	14mm size for after eng. 254912 Ply Shop Man. Pg. P3C; depending on heat range needed J11 is allowed
P3,P4	1937	Champion	J8	14mm size; Ply Shop Man. Pg. 5; depending on heat range needed J11 is allowed
P5	1938	Champion	J8	14mm size; Ply Shop Man. Pg. 155; depending on heat range needed J11 is allowed
P6	1938	Auto Lite	A7	14mm size; Ply Shop Man. Pg. 155;
P7	1939	Champion	J8	14mm size; Ply Shop Man. Pg. 173; depending on heat range needed J11 is allowed
P8	1939	Auto Lite	A7	14mm size; Ply Shop Man. Pg. 173;

V - Technical Advisors' Comments

This information should be used by the Chief Judge to help answer questions or to break possible ties. Unfortunately all years are not covered in detail. There will be questions that still may not be answered by the information provided. The Chief Judge should then use his/her "expertise" and make a decision.

If any year is missing, it is because the Tech Advisor felt the Judging Sheets and Worksheets were sufficient to judge that year, or because no input was received.

It is hoped that additional information will be added to this section to develop a better standard to judge the various years against.

1928 & 1929 Q

C. Tires

Should be 4.75 x 20, credit should be given for use of original Goodyear diamond tread.

D. Body

Serial number location, medallion on instrument panel.

Radiator core should be honeycomb type.

Radiator badge on the Q reads "Chrysler Plymouth".

F. Paint

Plymouth Standard Colors (per Plymouth Club Bulletin Jan-Feb 1994)

1928-29 Plymouth Colors

Body Color Combinations per Service Bulletin dated January 8, 1929

Model	Body	Beads & Molding	Stripe
Roadster	Desert Sand Pyramid Gray	Pyramid Gray Biscay Green	Packard Ivory Gold Bronze
Touring	Desert Sand	Pyramid Gray	Packard Ivory
2 Door Sedan	Desert Sand Moss Agate Green Bolling Green Medium	Pyramid Gray Ardley Green Black	Packard Ivory Packard Ivory Ditzler's Emerald Green Deep
4 Door	Bolling Green Medium Marine Blue	Black Black	Ditzler's Emerald Sedan Green Deep Gold Bronze
Bus. Coupe	Marine Blue	Coach Blue Deep	Moonstone Gray
Deluxe Coupe	Russet Brown Norman Gray	Tobacco Brown Black	Primrose Yellow Ditzler's Partridge Cream

Plymouth Standard Colors per Confidential Bulletin dated May 21, 1929

Model	Color	Molding	Stripe	Wood Wheels	Wire Wheels
Roadster	Ardsley Green Gualda Grey Lt. Chrysler Lt. Gray	Dundee Gray Gualda Gray Deep Cigarette	Swamp Holly Orange Mandarin Vermillion Emerald Green	Ardsley Green Gualda Grey Deep Chrysler Lt. Gray	Swamp Holly Orange Mandarin Vermillion Emerald Green
Touring	Desert Sand	Pyramid Gray	Packard Ivory	Pyramid Gray	Packard Ivory
Coupe	Black Dundee Gray	Black Ardsley Green	Flake White Packard Ivory	Black Ardsley Green	Cigarette
Deluxe Coupe	Mexican Turquoise Blue Thorn Maroon Buckingham Gray	Marquette Blue Chrysler Lt. Gray Thorn Maroon	Packard Ivory Extra Perm. Vermillion Swamp Holly Orange	Marquette Blue Thorn Maroon Thorn Maroon	Packard Ivory Extra Perm. Vermillion Swamp Holly Orange
2 Door Sedan	Atkin Gray Chrysler Lt. Gray	Black Chrysler Dark Gray	Orange Double Deep Packard Ivory	Atkin Gray Chrysler Dark Gray	Orange Double Deep Cigarette
4 Door Sedan	Top Gallant Blue Marquette Blue	Marquette Blue Marquette Blue	Swamp Holly Orange extra Perm. Vermillion	Marquette Blue Marquette Blue	Swamp Holly Orange Extra Perm. Vermillion

G. Wheels

Wood wheels should be painted. Wire and disc wheels were optional. Hubcaps embossed with an ornate "P", but the wood Q's were octagonal on the outer edge while the wood U's were mushroom-shaped, with the octagon behind the head. Wire wheel hubcaps had Old English "P" embossed.

H. Accessories

Front & rear bumpers, hot air type floor heater, header board mounted 8 day clock, cigar lighter & utility light combo, disc wheels, wire wheels, tire cover, Oakes stud-type tire lock, "Red Head" cylinder head (standard on roadster), spring covers, trunk rack (available only when equipped with side-mounted spare, trunk, top boot, top bow rests, windshield wind wings for open cars (standard on roadster), painted black letter monograms, applied type sterling silver monograms, special colors on body only, special colors on fenders, splash guards, frame horns, rear deck & tire carrier, leather upholstery for closed models, mohair for cope, broadcloth for coupe, 2dr & 4dr sedans, cowl lamps with chrome moldings, side mount fenders, special paint for chassis & running gear.

I. Internal Trim and Instruments

No temperature gauge. Pin stripe outlined wood graining on the sedan cowling.

J. Upholstery

Mohair upholstery is available at slight extra cost for coupe. Leather extra cost for sedans. Broadcloth for coupe, 2dr and 4dr sedans was an option. Roadster and touring were leather with door panels being leatherette. Rumble seat should be leatherette.

K. Floor Covering

No pedal pads. No floor mat in rumble seat.

L. Lighting

Headlamp lens are to be "Depress Beam" on the Q, "TwoLite" lenses on most of the U series. Headlamps should have woven fabric loom.

M. Exterior Bright Work

Bumpers on the Q had 2 chrome bars with 2 grooves (1/4" wide) in each bar. Grooves are to be painted black. Bumpers on the U were rounded. Headlamps are "Depressed Beam" stamped on top for Q.

N. Mechanical Condition

Fiber discs were used for universal joints. Metal universal joints are permitted.

O. Engine Compartment

Cylinder head is silver, except hi-compression which was red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 12 C. Engine number should begin with "Q". Spark plugs should be AC and blue base (In 1935 Chrysler Corp. stopped supporting AC and switched to Champion). Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall and should have "Lockheed" decal. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.

1929-1930 U

A. Glass

The rear window of the early 30U was rectangular while later cars were fitted with an oval shaped window.

C. Tires

Tire size was 19 inches.

D. Body

Radiator badge on the U reads just "Plymouth". The 30U had a new winged radiator cap and a new black and gold Plymouth emblem.

Most Striking differences of the 1930U were the wide chrome radiator shell and an externally mounted Klaxon Model 16 horn mounted above the headlamp bar. Hood louvers were now stamped into a flat side panel rather than in a raised panel like the U. The 30U became the first Plymouth to feature an all steel body.

Fenders, which looked identical to the old U pieces, were actually a new design of heavier metal. The rear fenders on roadster and phaeton models did carry over from the Q and U, however.

F. Paint

Plymouth Standard Colors (per Plymouth Club Bulletin Jan-Feb 1994)

1928-29 Plymouth Colors

Body Color Combinations per Service Bulletin dated January 8, 1929

Model	Body	Beads & Molding	Stripe
Roadster	Desert Sand Pyramid Gray	Pyramid Gray Biscay Green	Packard Ivory Gold Bronze
Touring	Desert Sand	Pyramid Gray	Packard Ivory
2 Door Sedan	Desert Sand Moss Agate Green Bolling Green Medium	Pyramid Gray Ardlsey Green Black	Packard Ivory Packard Ivory Ditzler's Emerald Green Deep
4 Door	Bolling Green Medium Marine Blue	Black Black	Ditzler's Emerald Sedan Green Deep Gold Bronze
Bus. Coupe	Marine Blue	Coach Blue Deep	Moonstone Gray
Deluxe Coupe	Russet Brown Norman Gray	Tobacco Brown Black	Primrose Yellow Ditzler's Partridge Cream

Plymouth Standard Colors per Confidential Bulletin dated May 21, 1929

Model	Color	Molding	Stripe	Wood Wheels	Wire Wheels
Roadster	Ardsley Green Gualda Grey Lt. Chrysler Lt. Gray	Dundee Gray Gualda Gray Deep Cigarette	Swamp Holly Orange Mandarin Vermillion Emerald Green	Ardsley Green Gualda Grey Deep Chrysler Lt. Gray	Swamp Holly Orange Mandarin Vermillion Emerald Green
Touring	Desert Sand	Pyramid Gray	Packard Ivory	Pyramid Gray	Packard Ivory
Coupe	Black Dundee Gray	Black Ardsley Green	Flake White Packard Ivory	Black Ardsley Green	Cigarette
Deluxe Coupe	Mexican Turquoise Blue Thorn Maroon Buckingham Gray	Marquette Blue Chrysler Lt. Gray Thorn Maroon	Packard Ivory Extra Perm. Vermillion Swamp Holly Orange	Marquette Blue Thorn Maroon Thorn Maroon	Packard Ivory Extra Perm. Vermillion Swamp Holly Orange
2 Door Sedan	Atkin Gray Chrysler Lt. Gray	Black Chrysler Dark Gray	Orange Double Deep Packard Ivory	Atkin Gray Chrysler Dark Gray	Orange Double Deep Cigarette
4 Door Sedan	Top Gallant Blue Marquette Blue	Marquette Blue Marquette Blue	Swamp Holly Orange extra Perm. Vermillion	Marquette Blue Marquette Blue	Swamp Holly Orange Extra Perm. Vermillion

Plymouth Color Schedule (Reprinted 1960 Plymouth 4 Cylinder Owners Club)

Specifications of November 1930

Model	Body	Beads & Molding	Stripe
Phaeton	Boone Brown	Tawny Brown	Vermilion
	Granada Jade Gray	Black	Gray
	Imperial Champagne Tan	Boone Brown	Medium Brown
	Desert Sand	Pyramid Gray	Ivory
	Boone Brown	Pyramid Gray	Ivory
	Granada Jade Gray	Black	Vermilion
Roadster	Tuormaline Gray	Blue Moss	Ivory
	Crescendo Green	Italian Cream	Green
	Granada Jade Gray	Black	Vermilion
	March Bloodstone Red	Black	Vermilion
	Green Valencia No. 1	Valencia Green No. 3	Green
	Trooper Tan	Golden Wheat Tan	Green
Sport Roadster 2 Pass. Coupe (Rumble Seat) Business Coupe Conv. Coupe	March Bloodstone Red	Extra Parm. Vermilion	Black
	Crown Maroon	Black	Vermilion
	Thorn Brown	Thorn Brown	Vermilion
	Marquette Blue	Marquette Blue	Ivory
	Marquette Blue	Black	Ivory
	Salamanca Blue Cigarette	Sea Gate Blue Black	Ivory Vermilion
4 Door Sedan	Crown Maroon	Black	Vermilion
	Ambassador Brown	Thorn Brown	Flame Capucino
	Marquette Blue	Black	Ivory
	Bolling Green	Black	Ivory
	Green Valencia No. 1	Valencia Green No. 3	Green
	Thorn Brown	Black	Ivory
	Packard Blue	Black	Gold Bronze
	Crown Maroon	Black	Vermilion

G. Wheels

Wood wheels should be painted. Wire and disc wheels were optional. Hubcaps embossed with an ornate "P", but the Q's were octagonal on the outer edge while the U's were mushroom-shaped, with the octagon behind the head. Early 1930U cars were fitted with the old style "P" hubcaps, while later cars got the new style that featured the word "Plymouth" inside a raised parallelogram design. Wood wheel equipped cars saw a change from the de-mountable type rims. Wire wheel equipped vehicles saw 2 changes - cars up to serial number 1518228 utilized a 5 lug bolt wheel, while most cars after that to car 1558001 used a 6 lug bolt pattern - cars built after 1558001 returned once again to a 5 bolt wheel pattern.

H. Accessories

Front & rear bumpers, hot air type floor heater, header board mounted 8 day clock, cigar lighter & utility light combo, disc wheels, wire wheels, tire cover, Oakes stud-type tire lock, "Red Head" cylinder head (standard on roadster), spring covers, trunk rack (available only when equipped with side-mounted spare, trunk, top boot, top bow rests, windshield wind wings for open cars (standard on roadster), painted black letter monograms, applied type sterling silver monograms, special colors on body only, special colors on fenders, splash guards, frame horns, rear deck & tire carrier, leather upholstery for closed models, mohair for coupe, broadcloth for coupe, 2dr & 4dr sedans, cowl lamps with chrome moldings, side mount fenders, special paint for chassis & running gear. First Plymouth radios offered in closed cars in 1930.

I. Interior

No temperature gauge. Pin stripe outlined wood graining on the sedan cowling.

The interior of the 30U remained much the same as years past, although the instrument panel was slightly redesigned, the gauges nestled in the center of the panel in delicately designed nacelles. One item missing from the panel was the medallion type Fedco serial number plate. The serial number plate was moved to the right front door post.

J. Upholstery

Mohair upholstery is available at slight extra cost for coupe. Leather extra cost for sedans. Broadcloth for coupe, 2dr and 4dr sedans was an option. Roadster and touring were leather with door panels being leatherette. Rumble seat should be leatherette.

For the 30U, upholstery was in mohair, although open cars were fitted with leather, as were the rumble seat cushions.

K. Floor Covering

No pedal pads. No floor mat in rumble seat.

L. Lighting

Headlamp lens are to be "Depress Beam" on the Q, "TwoLite" lenses on most of the U series. Headlamps should have woven fabric loom.

Lamp buckets on the 1930U were now painted rather than chrome plated.

M. Exterior Bright Work

Bumpers on the Q had 2 chrome bars with 2 grooves (1/4" wide) in each bar. Grooves are to be painted black. Bumpers on the U were rounded. Bumpers of the 1930U were of the twin bar variety similar to those used in years past.

N. Mechanical Condition

Fiber discs were used for universal joints. Metal universal joints are permitted.

O. Engine Compartment

Cylinder head is silver, except hi-compression, which was red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 12 C. Engine number should begin with "U". Spark plugs should be AC Blue base. Champion not used until 1935. Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.

The 30U carried a U series engine but to differentiate between the old U engine & the new, engine numbers ran in a different sequence. The 1929U numbers ended at U110,000, while the 30Us U series engine began at engine number U200,001 and ran to U277,000.

1931 PA

PA built from May 1, 1931 to July 13, 1932. PA Thrift production began January 1, 1932 to September 23, 1932.

D. Body

Available in Phaeton, Business Roadster, Sport Roadster, Business Coupe, Sport Coupe, Convertible Coupe, 2 dr Sedan, 4 dr Sedan, Taxi & Delivery Sedan.

PA Thrift model was built in only the 2 dr & 4 dr models and all cars were fitted with wood wheels. It had no freewheeling transmission, no shock absorbers, no dome light & no instrument panel temperature gauge. At the rear was a 2-piece bumper flanking a fabric covered rear mounted tire. After April 4, Thrifts were upgraded, first by the addition of wire wheels. Also added were the free wheeling transmission & bodies were now offered in a series of color combinations.

F. Paint

Special colors for body, fenders & sheet metal at extra cost. Body had deep structural moldings stamped into them & these were painted contrasting colors for emphasis. See May-June 1985 Bulletin for colors & pin striping.

Initially PA Thrift available only in black. Also painted were the radiator shell, the grill, and the headlamp tie bar.

G. Wheels

Five 19-inch Bonderized wire wheels standard equipment, with spare mounted in rear. Full balloon cord tires 4.75 x 19. De-mountable rims & wood wheels mark early production PA Thrifts with 30U like hubcaps.

H. Accessories

Bumpers, trunk rack (side mount fenders only), top boot, cigar light & utility lamp, 8-day head type dial wind clock, fabric tire covers, metal tire covers, tire lock, cowl molding & lamp (chrome finish), chrome headlamps & tail lamps, chrome plated radiator grille, spring covers, windshield side wings, side mount fenders, Philco Transitone Radio & shatterproof glass. Special colors for bodies, fenders & sheet metal. Leather upholstery available for sedan & coupe.

I. Internal Trim & Instruments

Instrument gauges were nestled in "engine turned" panel in center of dash, free wheeling know is to left of panel. Garnish moldings were trimmed in walnut.

J. Upholstery

Sedans were fitted with broad cloth while open cars were fitted with genuine leather. Leather was an option on the conv. coupe. Interior of Deluxe Sedans had no pleats like other PA models. Driver's side rear door should have a pocket on the door panel.

L. Lighting

Lamps had chrome plated rims standard but chrome lamps were optional.

O. Engine Compartment

"Floating Power" engine mounts available. Freewheeling was used.

Early PAs had air silencer mounted low below carburetor while later PAs had vertical air silencer like the PB models. All later production PAs had 3 bolt manifolds & a steering shock eliminator on the left front spring.

1932 Model PB

C. Tires

Used size 5.25 x 18, but 6 in. tires were also used. Credit should be given for use of original diamond tread tires.

H. Accessories

Items that should be included:

Automatic clutch	trunk rack (only with side mounts)
Bumpers, front & rear	trunk
Top boot (open cars)	suitcase set
Cigar lighter	clock (3 types)
Tire cover, fabric	two trumpet horns (K-26)
Tire cover, metal	windshield defroster
Tire lock	double windshield wiper
Chromium plated radiator louvers	
Spring covers	leather upholstery
Shatterproof glass (mandatory)	engine Red Head

J. Upholstery

Taupe broadcloth or mohair

L. Lighting

Three types of tail lights lenses:

Beehive, Script, Reflex (flat) - The first was used on early models.

The second script "Plymouth" was used on later models.

The conv. coupe and conv. sedan used a flat non-script.

O. Engine Compartment

Horn should be Klaxon K-14 and mounted on steering column.

Oil filter standard

Crank hole cover was stainless.

The Carter BB-1 Universal Updraft is an officially acceptable replacement for the 1932 PB Carter types 4A2 and 4A3.

1933

B. Top or Roof

Canvas roof insert does not use a border welt.

F. Paint

1933 - Taupe Polychromatic is the only metallic paint color.

1933 pin stripe can go three ways. The thin line is approximately 1/16" to 3/32" wide and the wide line is approximately 1/8" wide. You could have one of the following patterns:

1. Two 1/16" - 3/32" lines.
2. Two 1/16" to 3/32" plus one 1/8" with the 1/8" towards the top.
3. Two 1/16" to 3/32" plus one 1/8" with the 1/8" towards the bottom.

This data is based on factory photos. In cases 2 or 3, the 1/8" line is within the two 1/16" to 3/32" and favors the outside 1/16" to 3/32" line. On all three, the lines join and form a spear point at the front of the hood.

H. Accessories

Radio is the Philco Transitone Model 5, cathedral head, steering column mounted.

M. External Bright Work

1. The PC (Oct 1932 - March 1933 build) had a fixed ornament. The radiator was accessed under the hood panel. Both fixed ornament and the radiator cap ornament were available without the winged goddess.
2. Bumpers - the 1933 PD with flat ends had a dip in the center, the PC and PCXX had a straight front bumper with flat ends.
3. Hub caps - gloss black on 2 places. Paint in "Plymouth" lettering and on the big semi spheres but not in grooves. (This has been checked by looking at a new one in a NOS box for verification. Hubcap and box came from a Plymouth dealer about 45 years ago. Earl Buton)

O. Engine Compartment

1. Color: The block was black and the head silver except the high compression Red Head.
2. The correct 1933 air cleaner is the helmet type. An optional oil bath is called out in the parts book and is also correct.
3. Carburetor: C6A1 to C6A4 is stock for 1933.

1934

A. Glass

Windshield must be safety glass. Many original cars have been found to have lightly tinted glass, suggest no point deduction if all windows have it.

B. Top or Roof

No rubber gasket between the black soft-top material and the metal roof on coupes or sedans. Original used a tar like substance, modern silicone acceptable, should be black. Conv. top should be tan. Original material looks like canvas.

C. Tires

Goodyear diamond tread was original equipment, (some factory pictures show straight tread on front and diamond tread on rear) original sizes are; PE - 6.00 x 16, PF - 6.00 x 16 or 5.25 x 17, PFX - 5.25 x 17, 6.00 x 16 w/wire wheels only, PG 5.25 x 17.

D. Body

PE available in R/S, business & conv. coupes, 2 & 4 dr sedans, Town Sedan & woody wagon.

PF available in R/S & business coupes, 2 & 4 dr. sedans.

PG available in R/S & business coupes & 2 dr sedan. Has I beam front axle.

PFX available in R/S & business coupes, 2 & 4 dr sedans & Town Sedan

Running board pattern has wide 7/16 strips with thin strips between them. Early production grille shells come with bead chrome plated and the rest of the shell painted body color. A chrome grille (37 bars) should come with this set up. Later models have the bead on the grille shell painted and a stainless trim piece around inside of shell. Grille (35 bars) would generally come painted fender color or satin finish (Valchrome) and chrome grilles later became an option.

F. Paint

		1934 Plymouth "PE"		
<u>PAINT CODE</u>	<u>BODY COLOR</u>	<u>FENDERS</u>	<u>STRIPE</u>	<u>WHEELS</u>
101,102 103,104	Black (LE-30VV)	Black	Gold Bronze	Black, Eng. Coach, Vermillion
201,202 203,203	Fisherman Blue #4 (IM-1444)	Black	Packard Ivory	Black, Packard Ivory, Fisherman Blue
208,209	Clipper Blue #4 Poly. (IM-1352)	Clipper Blue	Silver Bronze	Silver Bronze, Clipper Blue
504,505	Palm Beach Gray #3 (IM-1349)	Palm Beach Gray #3	Packard Ivory	Palm Beach Gray #3 Packard Ivory
601,608 615,619 623,624 625,626	Empire Maroon (IM-429)	Black, Emp. Maroon	Silver Bronze Packard Ivory	Black, Silver Bronze Empire Maroon, Packard Ivory,
801,802	Gunmetal Light Poly. (IM-1352)	Gunmetal Lt. Poly.	Silver Bronze	Silver Bronze, Gunmtl. Lt. Poly

Gunmtl. Lt. Poly & Clipper Blue was metallic colors.

Carrotte No. 3 was a "burnt orange" color that was part of the Special Demonstrator Package.

1934 Plymouth "PF", "PG"

<u>PAINT CODE</u>	<u>BODY COLOR</u>	<u>FENDERS</u>	<u>STRIPE</u>	<u>WHEELS</u>
101,102 103,104	Black (LE-30VV)	Black	Gold Bronze	Black, Eng. Coach, Vermillion
201,202 203,204	Fisherman Blue #4 (IM-1444)	Black	Packard Ivory	Black, Packard Ivory, Fisherman Blue
504,505	Palm Beach Gray #3 (IM-1349)	Black	Packard Ivory	Palm Beach Gray #3 Packard Ivory, Black
601,608 615,619 623,624 625,626	Empire Maroon (IM-429)	Black	Silver Bronze Packard Ivory	Black, Silver Bronze Empire Maroon, Packard Ivory
*	Orion Blue (IM-1443)	Black	Silver Bronze	Black, Packard Ivory

PFFX could come in chromatic Gunmetal w/black fenders & sheet metal unless ordered painted Gunmetal at extra cost.

* not shown on the Plymouth Service Bulletin dated March 1, 1934

Have seen three types of pin stripes; one with 2 stripes, the others with 3, all styles meeting in a point on the hood. The 2 stripe design has 2 thin 1/32" wide stripes. One approx. 3/8" down from the top edge of the body bead and the other approx. 3/8" up from the bottom edge of the body bead. It is believed the 2-stripe design is used on coupes. The lower stripe ended at the lowest side corner near the tail light stand and did not wrap around the body. The upper stripe followed the body bead around the back and was also on the other beads in the rear.

In one 3-stripe pattern, the top stripe is a thin 1/32" and is 3/8" down from the top of the body bead. Only 3/16" below that is a thick 1/8" stripe, and 3/8" up from the bottom of the body bead is another 1/32" thin stripe. The other 3-stripe pattern has one thin stripe above the door handle and then the thick over the thin stripe below the door handle. Widths should be the same as the other 3-stripe design.

1934 Gunmetal Light (Polychromatic) and Clipper Blue (Polychromatic) were both very fine metallic colors available from the factory.

Firewall should be black up to the hood lacing rivets; rest of cowl will be body color. Bumper brackets should be black. Have seen original non-black convertible with complete dash panel and door molding painted body color.

G. Wheels

PE came standard with steel artillery rim, wires were optional. PF & PG came with wire rims. PFFX original rim could be slightly different artillery style, it has 12 spokes and a grooved rim approx. 1" around the hub cap, wire wheel w/ 6.00 x 16 tires available in June 1934. A sunburst pin stripe pattern is seen in ads and literature but not on any factory photos. It is not thought to be factory original. Factory photos and original cars show a double circular pin stripe on rim, one on each side of valve stem.

US artillery wheel has 10 spokes while the Canadian wheel has 14 spokes.

H. Accessories

Per sheet, two types of Philco radios available, PE radio should have face matching instrument cluster (white w/black letters), PF radio has face matching instrument cluster (black w/white letters). Also, there are two different configurations of radios. One has 3 pieces (head, tube box, speaker), the other with 2 pieces (head, tube box & speaker combined). Additional accessories per catalog.

Side mounts, dual trumpet horns, passenger side taillight, cigar lighter, pass. side wiper, bumper guards, wheel trim rings, trunks with rack and bolt on trunks were options.

PFXX had "Accessory Group C" composed of:

Steel artillery wheels w/17 x 5.25 tires	Chrome windshield frame
Dual chrome trumpet horns	Chrome plated headlamps
Dual taillights	Grille finished in
Interior sun visor	Valchrome (Satin finish)
Glove compartment & ashtray (all PFs now came with glove compartment & ash tray)	

I. Interior Trim & Instruments

PE instruments have white face with black numbers. PF & PG have black face with white numbers.

No Phillips screws.

Interior plating should be nickel including headlight switch. Choke & throttle knobs should have "C" & "T" on them. Cowl vent handle could be chrome per Data Book but usually black.

Canadian model PE dome light, door handles and window handles different design than US. Canadian PE will have white onyx knob as do US models. PF will have metal knob as do US models.

No wood grain on dash or window molding for convertibles, they are black or body color.

PE wood grain on dash, window frames & rear ashtrays is Maple, PF wood grain is Walnut.

PE window knobs are Onyx; PF & PG are similar with metal knob on window handle.

Top irons on convertible should be "white" per parts manual.

J. Upholstery

PE could have Bedford Cord, Pile (Mohair), Leather or Broadcloth. Conv. usually had leather seat with leatherette panels and rumble seat. Conv. Plymouth ad shows front seat without any pleats as on coupes and sedans.

PF could have Bedford Cord, Pile (Mohair) or leather.

PG could have Bedford Cord or leather. No buttons or horizontal pleats on PG.

PFXX could have Bedford Cord, Pile (Mohair) or leather.

Leather was a rare option except in convertibles.

US PE 4 dr sedans have pocket in driver's side rear door. No pocket in doors of US PFXX sedans. Canadian PF sedan can have pocket in pass. side front door.

K. Floor Covering

Front floor material was rubber, sedans had snap-in rug in rear. Rumble & trunk area had rubber mat.

L. Lighting

Driver's side taillight was standard and stand held license plate bracket. Pass. side light was an option. Lens could be plain or have curved "Plymouth" script. Taillight base and bucket could be chrome or painted, usually on PE would have chrome base. PE headlight shell chrome, PF & PG chrome or painted.

Town Sedan (Close Coupled Sedan) has taillights which mount on the bumper bracket where it meets the frame, (similar brackets as 1934 Dodge sedan. Lens could be plain or have "Plymouth" script straight across. (Different than other 1934 lenses)

Coupe and sedan taillight brackets are different. Sedan is longer and bottom is angled to fit fender. Coupe stand is flat on bottom.

M. Exterior Bright Work

Stainless steel wings on PE hood vent doors.

Early grille shell had chrome bead on shell and 37 grille bars. Later grille shell had stainless trim pieces on inside of shell instead of chrome bead and had 35 grille bars.

PE could also have a dip REAR bumper, with the exception of the Town Sedan, which had a straight rear bumper.

Canadian door handles are different than US. PE can have cover over screws (similar to US) but the design of the handle is still different.

Canadian model hubcap has similar design as US but is more of a bowl (deeper) than US.

Canadian PE headlight bucket can have "FLEX ... BEAM" over "HEAD... LAMP" stamped on top & divided down the middle by the wing.

PE sedan rear windows have chrome edges on window channels.

O. Engine Compartment

PE engine number should begin with "PE", "PF" & "PG" engine number should begin with "PF".

Firewall should have body plate and red oval company plates in center.

Engine compartment should have the 3 black splash pans, one on each side of the engine and one in front.

Decals should be on oil filter, oil filler cap and air cleaner.

High compression aluminum cylinder head should remain aluminum and not painted red.

1935

A. Glass

All glass is clear shatter proof (Safety Plate) with a DuPlate logo, which was standard for the windshield and optional for all other windows.

B. Top or Roof

Material is long-grain black vinyl (oilcloth).

Top seal meets at the rear, centered.

C. Tires

Goodyear: 6.00 x 16; and 5.25 x 17 on most models. 6.25 x 16 on 7-pass and traveler sedan only.

Tread is the "Diamond" Pattern. Blackwalls were installed at the factory although the dealer sometimes added whitewalls.

F. Paint

Any Corporation color was available at additional charge. Black fenders unless ordered as body color. Synthetic enamel on 2 door sedans...lacquer on other styles. Body color stops at the hood lacing. All firewalls are black. All cars with black fenders must also have a black grille.

The Business Series (Commonly called "Standard") will have a black grille regardless of body color and a black enamel windshield frame. The rumble seat step plate bracket and rear spare tire carrier are always black enamel.

G. Wheels

PJ Deluxe: Double stripe, one runs over valve stem hole. Body color most always correct. Blue, Red and Gunmetal Light colors allow black wheels. Vista Gray allows Black or Vermillion only.

PJ Business Series (commonly called "Standard") has a single stripe dissecting the valve stem hole and the striping is on the spider, not the wheel rim.

I. Interior Trim and Instruments

PJ Deluxe (Except Convertible) The dash and garnish moldings are Wood grain.

All dash knobs on the Deluxe PJ are ivory bakelite as are the window crank knobs.

Convertible. The dash is painted brown.

The headlamp switch is of the draw type but uses a floor mounted dimmer switch.

PJ Business Series:

The dash is painted brown and all dash knobs, door handles and window cranks are nickel-plated trim. There are no embossed patterns on the door panels of later business series models nor is there a garnish molding for the windshield.

All models used slotted screws and wherever there is a recess requiring the use of an oval head screw, there should be a concave collar under each screw.

The PJ Deluxe emergency brake lever will have a chrome top and button whereas these are painted high gloss black enamel on the Business Series.

J. Upholstery

Upholstery is Broadcloth or Mohair. Bedford Cord was optional on the Business Coupe. Leather was found on Exports, 7-pass. sedan and convertible.

One sun visor was standard; a second one was available as an option.

Front arm rests are optional and all arm rests found on the business series are to be covered in Frieze as is the back of the front seat on all sedans.

The kick panels are common auto interior cardboard with a brown paint or coating and use brown painted button head fasteners for installation. The firewall insulator is also cardboard with a jute back. It is painted or coated black and uses black button head fasteners for installation.

A robe rail is also available for the back of the front seat on 4dr sedan models.

The heel board at the base of the rear seat is cardboard with a brown paint or coating and is glued to the seat base. All rumble seat cushions are upholstered in brown leather.

K. Floor Covering

Rubber mat in the front and brown hogs hair carpet on the rear floor, under and along side front seats.

The carpet should overlap the edge of the rubber mat about midway along the side of the front seat.

The rear carpet should be three pieces (right, left and center over the drive shaft tunnel with the right and left sides bound in brown leather. Headliners will be taupe in color.

Carpets are snapped to floor.

L. Lighting

Headlamps are Stabilite.

Tail lamps are PLYO and are assembled using rivets to secure the internal components.

Cloth looms from headlights to taillights. Taillight wires have 15" of metal sheathing for protection from the rear cross member up to the taillight mounting reinforcement pad.

The headlamp switch is of the rotating type with park lamps being one turn to the left of center and the low and high beams being one and two positions to the right of center respectively.

Chrysler offered a second tail lamp for the right side as optional equipment and either a plain or script lens is correct but must be the same lens used for both sides.

M. External Bright Work

Chrome headlights, taillight and windshield frame on all but the Business series. Chrome taillight stands and chrome rear license plate bracket were available.

The Business series came with painted headlamp buckets with a thin stainless trim ring surrounding the edge of the lens. Chrome buckets were optional on this series.

There are no stainless rings used on the hood sides of Business Series PJ's.

N. Mechanical

Exhaust system originally had an exhaust pipe, which was welded to a round muffler and the factory system was painted black.

Factory replacement mufflers have embossed part number. Look for exhaust pipe support bracket at bell housing.

The tailpipe should have a 90 degree angle cut (commonly called a 'baloney' cut) to the outboard side. An exhaust deflector was an optional item.

O. Engine Compartment

All wires are lacquered cotton braid in colors and covered by a black loom.

The Firewall engine block, bell housing and transmission are painted gloss black as are all of the electrical and mechanical items such as the air cleaner, oil filter, water pump, generator, starter, fan and pulleys.

The cylinder head is always silver as will be the water outlet.

The oil filter is the sealed cartridge type, originally painted black.

A heavy-duty air filtration package included a Triplex air cleaner (take-apart), ventilated oil filler cap and a HD crankcase breather pipe air cleaner.

Hose clamps were double flat strap type. PJ Deluxe cars had a regulator in place of the cutout.

The Business series PJ used a low profile water outlet and thermostat assembly with no by-pass.

Look for decals on the oil filler cap, oil filter and air cleaner as well as the filtered crank case ventilator (if so equipped).

1936

A. Glass

All glass is clear shatter proof (Safety Plate) with a DuPlate logo, which was standard for the windshield and optional for all other windows.

B. Top or Roof

Most closed cars have a material insert in roof. A steel insert such as used on the 1936 Dodge was available as an option although few if any are still around.

Material could be grained or plain design. All open cars have canvas tops, tan in color.

C. Tires

Goodyear: 6.00 x 16; and 5.25 x 17 on most models. 6.25 x 16 on 7-pass and traveler sedan only.

Tread is the "Diamond" Pattern. Black walls were installed at the factory although the dealer sometimes added whitewalls

D. Body

Running boards should be made of steel with proper 1936-molded rubber. The body should be all steel, no fiberglass.

E. Undercarriage

It should be painted black with proper grease fittings installed.

F. Paint

Any Corporation color was available at additional charge. Black fenders unless ordered as body color. Synthetic enamel on 2 door sedans; lacquer on other styles.

Body color stops at the hood lacing when the firewall is painted black, however, firewalls may be black or body color.

The rumble seat step bracket and rear spare tire carrier are always painted high gloss, black enamel.

G. Wheels

Should be artillery type with the correct stripe - two lines on the wheels of P-2 models; a single stripe on all P-1 models dissecting the valve stem hole and the striping is on the spider, not the wheel rim.

I. Interior Trim

Dash gauge cluster face should be white in color. All export models had a dark brown face.

Interior bright work must be nickel plated except the emergency brake lever handle on the P-2 models, which will be chrome. P-1 models will have black enamel paint on the entire assembly.

Brake and clutch pedals are to be oriented horizontally.

J. Upholstery

Should be mohair, broadcloth or leather. Pattern could be plain or pinstriped. Seats should match door panels in color.

One sun visor was standard; a second one was available as an option.

Frieze is used on armrests and the back of the front seat on all models.

The kick panels are common auto interior cardboard with a brown paint or coating and use brown painted button head fasteners for installation. The firewall insulator is also cardboard with a jute back. It is painted or coated black and uses black button head fasteners for installation.

A robe rail is also available for the back of the front seat on 4dr sedan models.

The heel board at the base of the rear seat is cardboard with a brown paint or coating and is glued to the seat base. All rumble seat cushions are upholstered in brown leather

K. Floor Covering

Rubber mat in the front in either black or brown and brown (It has a ribbed pattern to match the pedal pads)

Hogs hair carpet on the rear floor, under and along side front seats.

The carpet should overlap the edge of the rubber mat about midway along the side of the front seat.

The carpet should be three pieces (right, left and center over the drive shaft tunnel with the right and left sides bound all around in brown leather. Headliners will be taupe in color.

Carpets are snapped to floor. Trunk should be a ribbed rubber mat.

L. Lighting

Headlights should be bulb type, no sealed beams. Headlamp and tail lamp housings are painted and use a stainless steel trim ring around the lenses.

M. Exterior Bright Work

All exterior door handles should be chrome plated. Bumpers are chrome plated. Grille trim is stainless steel.

N. Mechanical

Exhaust system originally had an exhaust pipe, which was welded to an oval muffler and the factory system was painted black. Factory replacement mufflers have embossed part number.

Look for exhaust pipe support bracket at bell housing.

The tailpipe should have a 90 degree angle cut (commonly called a 'baloney' cut) to the outboard side.

An exhaust deflector was an optional item.

O. Engine Compartment

Firewalls may be black or body color.

Models using a silver block must use silver on the water pump, bell housing (Clutch Cover) and transmission.

Models using a black block must use black on the bell housing and transmission as well.

All of the electrical and mechanical items such as the intake manifold, air cleaner, oil filter, water pump, generator, starter, fan and pulleys will be finished in high gloss black enamel.

The cylinder head is always silver regardless of block color as will be the water outlet.

The oil filter is the sealed cartridge type, originally painted black.

A heavy-duty air filtration package included a Triplex air cleaner (take-apart), ventilated oil filler cap and a HD crankcase breather pipe air cleaner.

Hose clamps were double flat strap type. PJ Deluxe cars had a regulator in place of the cutout.

The P-2 (Economy Series) used a low profile water outlet and thermostat assembly with no by-pass.

All engine compartment components such as the radiator, baffles, splash shields, etc., shall be painted high gloss black enamel.

Look for decals on the oil filler cap, oil filter and air cleaner as well as the filtered crank case ventilator (if so equipped).

All wires are lacquered cotton braid in colors and covered by a black loom.

1937

D. Body

Early production convertibles had a vent glass that was in line with the window glass. Late production open cars had a full window with no vent glass. Late, late production cars may have a vent wing screwed to the outside of the door like the 1938s and 1939s. The 1940s and 1941s are similar, but have a longer side bracket and one more side mounting screw. The mounting pads on these vent wings may have a bead.

With the above exception, none of the exterior mounting pads or gaskets is beaded around the edge.

There is a difference in the size of the rear grommet where the bumper support goes through the fender. Early production 3½" x 2½"; late about 4½" x 4".

The painted grille center has a special bolt near the bottom that holds itself to the grille that is oval shaped.

There is a half round shaped piece of metal that fits down low in back of the grille. With the piece in place you cannot easily see the ground when looking down through the bottom of the grille.

The rubber between the headlight and bracket should be snug on both pieces because the rubber is molded to a piece of metal.

F. Paint

All models were not painted in enamel; Los Angeles built cars were finished in lacquer and may be slightly different in color because of Polychromatic or very fine metallic being in the paint.

Front and rear vent window frames on closed cars are black.

All P4s have three body stripes. The two outside stripes are 1/32" with a 1/16" gap on each side of the 3/32" center stripe. The outside stripes come to a point on each end and the center stripe stops just short of touching the points. The middle of the center stripe is ½" up from the beauty line on the body or edge of the hood. The coupe and conv. coupe stripes end where the beauty line fades away on the rear of the body and the sedans end where the seam is before the rear panel under the trunk. All body stripes start on the front of the hood.

G. Wheels

1937 cars have three openings where the center is attached to the rim.

The two 1/8" wheel stripes are ½" from the edge of the hub cap; the second is 5/8" from the inside edge of the rim. The second stripe almost divides the valve stem hole in half, but should end up a little high.

H. Accessories

Bumper guards have studs welded to the back, so no bolt heads show like the 1938s and later. Fender skirt emblems look similar to the hood ornament. Front and rear center bolts are shaped like the Plymouth emblem.

I. Interior Trim and Accessories

The only beaded pad is between the dash and the steering column bracket in the interior.

Early production cars have drawer type pulls for lights, throttle, choke and vent wings did not have a locking button release like the late production closed cars had.

All window, ashtray, glove box and cowl vent knobs should be a mottled gray and white or brown and white color. Windshield wiper knobs on closed cars are gray or steering column color.

All interior plating is nickel including the slotted garnish molding screws and finish washers.

The hand brake is plated and painted from the ring to the floor; the color should match the steering column.

Late production cars, all closed and perhaps open models, had round knobs for the throttle, choke and light controls. The fronts of these are silver faced slightly engine turned design covered with clear plastic; the plastic is held in place by nickel plated metal that forms the edge and the rest of the knob.

The wood graining on the instrument cluster, center panel and glove box door are done in a Herringbone pattern with a ½" semi engine turned silver stripe edged horizontally with a 1/16" black stripe. The three panels are edged with a 1/16" silver stripe 1/8" from the edges. The edge of the ½" silver engine turned stripe is 2 9/16" up from the edge of the glove box door. The background for the three panels is silver and the rest of the dash is much darker. All closed cars (P4s) and early production convertibles had wood grained dashes and garnishes moldings.

J. Upholstery

The upholstery on closed cars could be a gray or brown broad cloth with a molted stripe pattern or mohair. The open cars came in red, blue, green, neutral taupe, tan or black leather; same colors in closed cars for extra money, maybe with the exception of black.

M. Bright Work

There are no stainless steel edges on any of the window felts or channels.

1938

B. Top

Convertible tops were available in either tan or black.

C. Tires

Goodyear "Diamond tread" design black walls standard.

Standard size for P5 models: 5.50 x 16. (Except 7-passenger sedan – 5.25 x 20).

Standard size for P6 models: 6.00 x 16 (Except 7 passenger – 6.00 x 18).

D. Body

The running board pattern had 3/8" wide raised rubber treads spaced between 1/2" ribbed matting. The entire mat was made of rubber with no chrome trim.

F. Paint

P5 models: fenders were painted black, while the rest of the car was painted a different color.

P6 models: the entire car is painted a uniform color.

East Coast cars - 1st digit of serial number would be 1 or 2

Body	Wheels	Fenders	Stripe
Black	Black	Black	Gold
Middy Blue (light)	Middy Blue	Middy Blue	Ivory
Mercury Blue (dark)	Mercury Blue	Mercury Blue	Red or Silver
Garfield Green (dark)	Garfield Green	Garfield Green	Light Green
Avon Green (light)	Avon Green	Avon Green	Ivory
Stone Beige	Stone Beige	Stone Beige	Ivory
Silver Wing Gray (light)	Silver Wing Gray	Silver Wing Gray	Light Green
Plymouth Gunmetal (dark)	Plymouth Gunmetal	Plymouth Gunmetal	Light Green

West Coast car - 1st digit of serial number would be 3

Mercury Blue Metallic
Plymouth Gunmetal Metallic
Stone Beige Metallic
Middy Blue Metallic
Avon Green Metallic
Garfield Green Metallic
Silver Wing Gray Metallic

The body has (3) pin stripes that travel the entire length of the car. The center stripe line is 1/2" above the lip and is 3/32" wide. There are (2) smaller stripes, (1) 1/16" above and below the center stripe. These (2) stripes are 1/16" wide.

The pin stripes start at the front of the hood and travel around the entire car. Approximately 1" beyond each rear tail light lens face, the center stripe comes to a point. The (2) outer stripes join together and become (1) and travel down the fender, under the trunk lip and back up the other fender where they return to their original (3) stripe format as before.

G. Wheels

All 1938 Plymouth rims have (3) slots where the center hub meets the rim. The rims have (2) painted stripes. One is located on the outer edge, approximately 1/2" from the edge of the rim. The other pin stripe is located on the rim, approximately 1" away from the hubcap.

H. Accessories

The vertically mounted matching spare tire was located in the trunk of the sedan model, held in place by a bolt-down clamp. Other models had the spare located behind the front seat.

Vent windows were not available on P5 models. The P6 models included vent windows, auxiliary wiper, auxiliary sun visor, auxiliary taillight and voltage regulator as standard equipment.

Accessories offered to both models included;

Dual front arm rests, electric clock (mounted in the glove box door), mechanical clock (mounted on the front passenger sun visor mirror or main rear view mirror), glove box lock, radio, rubber blade fan, heater, deluxe steering wheel, horn blower ring, cigar lighter, dual trumpet horns, fog lights, spot light, radiator insect screen, cover and shutter, trunk light, locking gas cap, white wall tires, wheel trim rings, wheel shields (fender skirts) with 4 sail medallion, front and rear super bumper guard, front bumper medallion plate, front bumper guard grille, exhaust extension deflector and chrome strips on the running boards.

I. Interior

Round nickel-plated headlight, panel light, throttle and choke cables replaced the pull-type drawer controls.

P5 models had (1) nickel-plated bar across the painted dashboard. P6 models had (3) nickel-plated bars across the wood grained dashboards. NOTE: Early model P6's had painted dashboards.

J. Upholstery

Broadcloth was the standard upholstery on all P5 models. Optional leather colors of blue, red, tan and black were available on all P5 models as well. Pile fabric was only available on P5 business coupes and 2 door (slant back) sedans.

Broadcloth and pile fabric were available on all of the P6 models except the convertible coupes. Leather was the only upholstery used on convertible coupes.

K. Floor Covering

Black was the color of the gearshift boot, clutch, brake, gas and starter pedals matching the black floor mat on all P5 models. P6's had brown boot, pedals and floor mats.

Rear floor coverings were made of cloth, matching the color of the interior.

L. Lighting

The door-less headlights, having a stainless ring around the headlight, were positioned higher & forward on the early production models. This was known as the "lobster eye" headlight. In early February, Plymouth relocated the headlights 2" lower and 4" back to give the car a more appealing look.

M. Exterior Bright Work

Radiator outer and center shell moldings, hood top and side panel trim, were stainless.

The radiator medallion was red.

The reddish orange paint between the feathers on the lower winged ornament located beneath the radiator grille, the word "PLYMOUTH" on the trunk ornament & ornament back plate is the same color of the Plymouth ship found in the center of the horn button. This reddish orange paint color is also found on the optional front bumper medallion plate and the (4) stripes on the optional front bumper guard grille.

The front and rear bumper guards have recessed holes so that the separate bumper bolts are flush mounted to the guard. In prior years, the bumper guard bolts were part of the guard.

The name "PLYMOUTH" found on the hubcaps is recessed and painted black.

Both ends of the front bumpers are open-ended or flat and curve back towards the body of the car. The ends of the rear bumper appear to be "pinched" closed somewhat and curve more sharply towards the body of the car.

1939

B. Top or Roof

Open body rear window:

coupe: frame is 24" x 4 ½" (14 screws)

sedan: frame is 24" x 6" (16 screws)

Black top optional on convertible and convertible sedan

F. Paint

Body and fenders were same color as standard paint. A \$30.00 option was second color on fenders (rare but OK if second color was on paint charts).

G. Wheels

Side mount spare was used only on Road King (P-7) Utility Sedan. This was not an official option on any P8 including convertible coupe or sedan. However, it is known that a few P-8s were made with side mount on right side only, as special order.

H. Accessories

P-7 had 9" diameter hubcaps.

P-8 had 10" diameter hubcaps.

Both had same center emblem size and design. P-8 hubcap was used on all 1940 models (10").

I. Interior Trim and Instruments

Screws: 1939 convertibles had slotted head screws (not Phillips head) in windshield/window sill trim, with conical washer under each screw.

Window & door handles: 1939 & 1940 had same design, but, 1939 had tan knobs, 1940 had ivory. 1939s were all nickel-plated.

K. Floor Covering

Pedal pads were brown in 1939, including accelerator pedal and starter. Open body coupes used rubber mats in front and rumble seat, similar to business coupes. Rubber mats were brown. Front mat for convertibles was a different part number from all others due to raised floor.

L. Lighting

Correct tail lamp lenses had sailboat motif and raised half-sphere "bulb" over reflectorized area at bottom.

1935 - 1941 Commercial

A. Glass

1939 featured new 2-piece V-type windshield.

C. Tires

1935 - 6.00 x 16, 20-inch high clearance optional.

1936 - 6.26 x 17, 20-inch high clearance optional.

1937 - 6.00 x 16

1938 - 6.00 x 16

1939 - P-7 series 5.50 x 16, PT-81 series 6.00 x 16

1940 - P-9 series 5.50 x 16, PT-105 series 6.00 x 16

1941 - P-11 series 6.00 x 16, PT-125 series 6.00 x 16

D. Body

1935 - PJ series Westchester Suburban (woody - mounted on the business PJ chassis with a wheelbase of 113"), Sedan Delivery

1936 - P1 series Westchester Suburban (woody - mounted on the P1 business chassis), Commercial Sedan.

1937 - PT-50 series Westchester Suburban (woody), Sedan Delivery & Pick-up. Only year that the woody was mounted on a commercial chassis.

1938 - P-57 series Westchester Suburban (woody), Sedan Delivery & Pick-up.

1939 - Roadking P-7 Panel Delivery & Utility Sedan, Series PT-81 Sedan Delivery, pickup & Westchester (woody).

1940 - Roadking P-9 Utility Sedan & Panel Delivery, Series PT-105 pickup & woody.

1941 - Series PT-125 Pickup & Panel Delivery, P-11 Utility Sedan, Sedan Delivery. Woody buyers had a choice of finished to be applied to outer woodwork. Panels could be finished in either white maple or Honduras mahogany.

F. Paint

See Jan-Feb 1988 Bulletin for commercial colors.

1938 - normally painted black, the radiator shell, headlamps & brackets, fenders and splash shields could be ordered to match the six standard body colors other than black.

G. Wheels

1937 right side spare wheel was standard.

1941 pickup used passenger car hubcaps.

1940 spare tire of the panel delivery was mounted forward of the right rear fender.

L. Lighting

1940 - Tiny parking lamps perched on top of the headlamps because they could not be incorporated in the new sealed beam lights.

M. External Bright Work

Bumpers: Front bumpers were standard; rear bumpers were options except on the Commercial Sedan.

1940 - 3 horizontal strips of bright trim adorned the radiator shell.

H. Accessories

1935 - bumpers including spare tire, dual side mounts, side mount covers, fender skirts, bumper guards, radio, heater, glove box clock, cigar lighter, seat covers, spotlight, clock mirror, locking gas cap, dual air tone external horns, license plate frames, radiator grille cover, right-hand sun visor, metal spring covers, wheel trim rings, right-hand wiper, oil bath air cleaner, ship ornament, Duo-Airstream heater, Deluxe hot water heater, standard hot water heater, 20 inch wheels.

1936 - front & rear bumpers, dual side mounts, fender skirts, heaters, spotlight, heavy-duty air cleaner, radiator ornament, metal rear spring covers, Deluxe steering wheel, 20 inch wheels, glove box clock, locking gas cap, Deluxe external "Airtone" horns, right-hand tail lamp, right-hand inside sun visor, radiator grill cover, hand brake extension lever, exhaust extension, chrome wheel discs, license plate frames, defroster, electric defrost fan.

1937 - chrome rear bumper (was standard on Commercial sedan), dual side mounts, bumper guards, Chassis accessory group incl. chrome radiator shell, chrome headlamps, & double acting shock absorbers, dual horns, coach lamps for Commercial sedan, long arm rear view mirror, sun visor, metal tire cover, chrome windshield frame, right-hand tail lamp, 4-speed transmission, painted sheet metal incl. fenders, splash aprons, running boards, oil bath air cleaner, Vortex air cleaner, governor, chrome headlamps, oil filter, chrome radiator shell, auxiliary seat - Commercial sedan, right side wiper.

1938 - dual forward-mounted spare wheels, rear bumper (pick-up), bumper guards, auxiliary tail lamp (Commercial sedan only), auxiliary windshield wiper. For dress up, chrome plating on the radiator shell, headlamps & windshield frame. Commercial sedan could have side-mounted coach lamps. Others were an oil bath air cleaner, engine speed governor; oil filter, double-acting hydraulic shock absorbers, metal spare tire covers & long arm rear view mirrors.

1939 - (for PT-81) Oil bath air cleaner, right-hand tail lamp, chrome headlamps, dual horns, colored sheet metal, chrome radiator shell, long arm stationary & adjustable mirrors, sun visor, 4 speed transmission, chrome windshield frame, right hand wiper, express type rear bumper, spare wheel lock.

1940 - (for PT-105) oil bath air cleaner, Vortex air cleaner with standard cap or Vortex cap, Airfoam seat cushions, right hand tail lamp, dome lamp, glove box lock, 32 amp generator, governor, chrome headlamps, grille guard, dual horns, heater & defroster, Deluxe Purolator oil filter, colored sheet metal, long arm stationary mirrors, sun visor, inside rear view mirror, 4 speed transmission, chrome windshield frame, RH vacuum wiper, LH electric wiper, dual electric wipers, Express type rear bumper, spare wheel lock, economy engine package group 1 & 2, asst tire sizes avail. . - 25 x 20 four ply, 5.25 x 20 six ply, 6.00 x 16 six ply, 6,00 x 18 six ply, 6,25 x 16 six ply, 6.50 x 16 four ply, 6.50 x 16 six ply.

1941 - (for PT-125) oil bath air cleaner, Vortex air cleaner with standard cap or Vortex cap, Airfoam seat cushions, right hand tail lamp, dome lamp, glove box lock, 32 amp generator, governor, chrome headlamps including cowl lamps, grille guard, dual horns, heater & defroster, Deluxe Purolator oil filter, colored sheet metal (no charge), long arm stationary mirrors, sun visor, inside rear view mirror, 4 speed transmission, chrome windshield frame, RH vacuum wiper, LH electric wiper, dual electric wipers, Express type rear bumper, spare wheel lock, economy engine package group 1 & 2,

I. Internal Trim & Instruments

1937 & 1938 instrument panel had 2 large circular gauges with Plymouth medallion between them. 1939 & 1941 had speedometer in center between 2 rectangular gauges on each side.

FARGO COMMERCIAL

The Fargo is a Dodge pickup with its own very obvious trim package including:

D. Body

The 1939 - 1947 used the same grille and front-end sheet-metal (exclusive of trim) as Plymouth pickups. Often due to scarcity, Dodge components are substituted.

L. Lighting

Spears on top of the headlights in 1937 - 1942 (longer in 1937& 1938)

O. Engine

Canadian production Fargos (except 1936) used the long Chrysler DeSoto block. This means that swapping another engine from most any Mopar six was possible. Correct engine numbers always start with "T".