

Upcoming Events

April 2003
 8..... Board of Directors Meeting
 19..... Garage Tours
 22 Regular Club Meeting

May 2003
 13 Board of Directors Meeting
 27 Regular Club Meeting

June 2003
 10 Board of Directors Meeting
 24 Regular Club Meeting

Meetings are held on the
 4th Tuesday of each month at the
 Clackamas Community Club
 15711 SE 90th - Clackamas, OR
 6:30 PM Kick the Tires,
 7:00 PM General Meeting.

Plymouth Parts/Cars for Sale/Wanted

For Sale

'55 Plymouth Belvedere Sport Coupe. V-*, A-T, P-S, Restored. Original Simonize Scarlet (red) and Black exterior & interior. Beautiful!
 Phil Gamelgard \$15,995



For Sale

1933 PD Coupe Total restoration, all records, Has won many awards Appraised at 26k...Need Room.
 Dan Eaton \$18,000
 PH: 503-657-7733
 14576 S.E. Bonnie Way
 Milwaukie, Oregon

Parts Wanted

1930 U Plymouth Coupe
 Rear fenders , windshield crank mechanism, bench seat, misc.
 Mike Bade
 PH: 503-653-8102
 email: mdsbade@msn.com



Cascade Pacific
 Plymouth® Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

P.O. Box 2988
 Clackamas, OR 97015

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*Dedicated to the
 Preservation and Restoration of
 Plymouths
 25 years and older*

Volume Four, Issue Four

April 2003

Don and Norma Sadler are passionate about their classic cars

Don Sadler and Norma Ford of Southeast Portland, OR are what I would call true classic car enthusiasts. On a recent visit with Don and Norma I found out that they have had more than their share of Plymouths of over the years.

For a guy, you always remember the first car you ever owned when you were a kid. Well for many of us it is only a memory, but for some the memory can be recaptured. Such is the case for Don Sadler.

In February of 1955 Don had just returned home to the Bay Area of California, from Korea after serving in the Army. The first car that he bought was a 1953 Plymouth Convertible. Unfortunately he didn't have it for very long, he traded it for a '56 Plymouth.

Before moving from California in 1985. Don had become interested in the restoration of antique and classic cars. Don says he has owned every year of Plymouth, Dodge or Chrysler beginning with 1934. Even today they are Chrysler product enthusiasts. Don stated "Norma is the Ford allowed in the driveway"

To mention a few of his former cars are: Fury's, Chargers, Valiant, all 7 body style of '40 Dodge, and a couple of unique vehicles, a '41 Plymouth Tow Truck; '66 Plymouth 9 door station wagon to mention a few.

Don and Norma have been active in car clubs over the years belonging to 7 clubs at once. Norma said for a while they were club

poor, buying all the jackets and shirts for each club. Clubs have included the California Chrysler Restorers Club, Walter P. Chrysler Club, Plymouth 4 & 6 Cylinder Club, Convertible Club, Military Vehicle Club, and Stray Angels.

Don & Norma have also owned several Military vehicles including: three M21's, two M37's, two D.U.W.K. Amphibious Vehicles - 27' long. You may have seen Don on the Willamette River in the past trolling down the river enjoying the scenery along with 8 other DUWK's in the area.

One day, two years ago Don came home and said to Norma, "I want to show you something". Norma replied, "what do you want to buy now"? Don wanted to show Norma the 1953 Plymouth Cranbrook Convertible that he found at Memory Lane Classic Cars in southeast Portland. As they were test driving it, Norma saw THAT LOOK on Don's face

that says, "I really want this car."

The down payment for the '53 convertible included: a '66 Plymouth Convertible, 1946 CJ2A Jeep, and a 1954 Plymouth Plaza plus some cash.

The '53 is original and painted with a nice shade of red. It has the original 6-cylinder 230 cubic inch engine, which sounds nice with the split manifold and dual glass pack exhaust system, when Don downshifts. Don has replaced the wheels with a nice set of chrome spoke wheels. The only major repair has been a blown head gasket.

The '53 has been in the 2002 Northwest Collector Car Show. Don and Norma have driven it on a National Mini tour to the Napa Valley, with the Contemporary Historical Vehicle Association.

Don and Norma have a 25'x 40' garage where they can work *Don and Norma Sadler Cont. on page 3*



Don and Norma Sadler and their 1953 Plymouth Cranbrook Convertible.

Officers 2003

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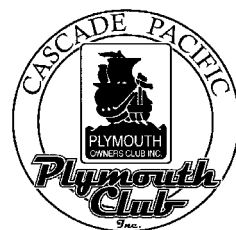
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Membership:

Cascade Pacific Plymouth Club, Inc. Membership dues are \$20.00 per calendar year and must hold a current membership to the National Plymouth Club. Membership runs Jan. 1 thru Dec 31.

Advertising Rates:

Advertising is free to current Cascade Pacific Plymouth Club Members. Advertising Rate for Non-members is: \$10.00 per newsletter, one column by one inch. Photos accompanying classified ads are \$10.00 per newsletter 1 inch buy 1 column (Black and White Only). Discount Rates: Available to long term advertisements. Advertisements should be kept to Plymouth related services.



CPPC March Regular Meeting Highlights

There were 41 in attendance at the March 25, 2003 membership meeting.

President, Scott Farnsworth was delayed in Seattle so Vice President, Duanne Luckow presided in his place. Bob Farmer was introduced as a guest and Hank and Angela Baker were introduced as new members.

After approval of the February meeting minutes, Dolores Call reported that there was \$8,039.98 in the Treasury as of the end of February and that an additional \$532.00 had been received so far in March.

Bill Call reported that there were currently about 138 members and that as a result of John Sweeney and himself doing some collection work, almost all dues had been paid.

Jimmie Fox reported for the Tech Committee and asked if anyone had any problems with their cars that they would like addressed.

Duanne reported that the Club Vendor list was being updated in order to be sold at the Portland Swap Meet.

Tom Nachand read an email from Ed Peterson, the Chairman of the East West Tour updating the club on the latest East/West Tour information. So far there are 9 vehicles making the entire trip and 3 of the 9 are the oldest cars in the National Club. The oldest is a 29 2D sedan from Maine. Tom reminded members to make their hotel reservations soon if they are planning any part of the tour. The plan is to stagger vehicles so that no traffic backlogs occur. There will possibly be about 20 cars each day of the trip. Our Club's portion of the tour from West Yellowstone to the Coast is about the same distance as Plymouth Massachusetts to Chicago! Tom is still working on banquet plans for the last night of the tour in Newport and will report on that later. He is going to try and arrange for a box lunch

in Walla Walla.

Jerry Klinger reported on the status of the picnic in Troutdale. He has secured Glen Otto Park's group picnic facility and up to two weeks prior to July 25th can get all but \$20.00 of the fee returned. He passed around a sign-up sheet for those planning on attending. Anyone, planning on attending that doesn't attend a membership meeting to sign up should contact Jerry Klinger. There will be another sign-up sheet later for potluck dishes. The club will provide a main dish (hamburgers, hot dogs or chicken) and soft drinks and there will be a \$5.00 per person charge.

Jeff Jolly reported on progress for the Portland Swap Meet. Parts could be donated at Bill's Hobby Shop on Saturday, March 25th and Wednesday, April 2nd. He also passed around a sign-up sheet for members to volunteer to man the two booths at the meet.

There is still and all points bulletin out for the Club Banner. It was lost, found and lost again. Everyone who has provided refreshments in the past might want to take another look!

Duanne Luckow reported on the Garage Tour for April 19th and passed out a sign-up sheet. Members will meet at Clackamette Park at 9:00a.m. and leave for Ken Hogan's garage in Aurora at 9:30a.m. There will be a stop for lunch and then on to Ken Austin's Garage in Newberg. The order of the tour may change in the future. Dale Matthews of Memory Lane Motors was the featured speaker.

The raffle prizes were won by Mel Nilsen, Duanne Luckow, Steve Parker and drawing her own num-

April 22nd Guest Speaker: Mr. Rich Moccandine, District Mgr. of CarQuest will be guest speaker for our meeting of April 22nd. Rich will be talking about old parts and their company. They have been very helpful in locating many old Plymouth parts. Should be good program.

Dave and Mindy Benfield and their 1948 Plymouth

Recently I visited Dave and Mindy Benfield at their home in Mulino, Oregon to see their 1948 Plymouth Club Coupe.

Dave and Mindy have been CPPC members for about a year and Dave is a regular at the monthly meetings.

Dave found his '48 one Saturday in January 2002, when Dave was visiting Memory Lane Classic Cars in southeast Portland. He saw the '48 and immediately knew he wanted to buy it. Dave called lifelong friend, Lloyd Schultz to come and see the '48 to verify the find. There were several other people who seemed to have serious intentions about buying the '48, but the next Monday Dave made the purchase.

The '48 was in excellent shape and Dave has only done a little suspension work and new tires and wheels.

From the outside the '48 looks original, but the drive train has been updated over the years from the original flathead to a 340 Mopar painted in Hemi orange and the interior has been updated. The paint on the '48 is particularly nice and is even signed by the painter, a Mr. Von Heckman, painted 11/1/97.

The '48 really does not have



Dave and Mindy Benfield and their '48 Plymouth Club Coupe at their Mulino home.

a lot of bells and whistles and doesn't even have a heater. The dash is in great shape, which Dave is very proud of.

Dave says, that he has learned a lot about his '48 from some of the CPPC members, who have educated him as to what is original and not on the '48.

Dave has working to find out more about the history of his '48, but he has not been able to so he is looking for some help.

The only other classic cars Dave has had were a '55 Plymouth Belvedere and a '56 Ford 2 door

hardtop, when he was a kid.



Nice front profile of the Dave's '48, you need to see it in person to appreciate it.

Plymouth Replacement Engines

The 1946-1953 Plymouth service manual includes information, in section XII, about engines available for dealer replacement. Paragraph 17 states that "New factory-built replacement engines are available through the Chrysler Corporation Parts Division." It also says that these engines will have a metal tag containing the model number and the letters A or B, which designate a replacement engine. The letter A indicates that the bore is .020 inch larger than standard, and B indicates .010 inch thicker main and rod bearings.

A recent exchange of postings on the p15-d24.com web site provided more detail on this subject. First, Replacement

engines were delivered without a number stamped on the boss as on delivered cars. The Factory Engine Replacement Guide used by dealers directed that the serial number (of the engine being replaced) be punched into the boss of the new engine.

Not all MOPAR Replacement engines found their way into Plymouths. They were also used in combines, fire pumps, tractors, towmotors, amusement park rides, airport tugs, air raid sirens, generators, irrigation pumps, and many other applications. These other installations would be stamped with its applicable number (e.g. 6A prefix for a fire pump.) Incidentally, Caterpillar Towmotor still has the rights to

manufacture the 6 cylinder "L" head engine.

A little known fact is that Chrysler didn't build all their engines. During periods of high demand, Chrysler contracted with local engine shops for the work. The shops were provided factory parts, and they did the assembly work. This was the practice for Chrysler (and Ford) from 1935 through 1965. Incidentally, factory Rebuild engines do have serial numbers. Presumably, these could also have been reconditioned under the same subcontract arrangement as for the Replacement engines.

OK...everyone out to check your numbers!

Max Light Rail Maintenance Facility Tour

Cascade Pacific Plymouth Club president, Scott Farnsworth was the host on February 22, 2003 for a tour of the Gresham Max facility where Portland's light rail vehicles are maintained.



There was also a brief tour of the central control room and the paint and body shops. This photo did not make it into the last issue of the CPPC newsletter, so I thought you might enjoy it.

Most usual, trouble is a defective starting battery or corroded battery condition.

Another cause is a defective starter relay. Connecting a heavy wire from the "B" terminal of the relay to the starter terminal of the relay will permit the engine to start after the ignition switch is turned on.

Engine cranks but won't start? Possible: No fuel in the tank, or a defective fuel pump are the most usual causes. Check by disconnecting fuel line at the carburetor, and with the line directed into a container, crank the engine. A pump in good condition will deliver a strong stream of fuel.

Excessive moisture on the ignition wiring and/or in the distributor cap will hinder starting, as the moisture directs the electricity to ground before it gets to the spark plugs for firing. Use an air hose to blow the moisture away from those areas and wipe them dry with a paper towel.

Loose or defective connections in the primary ignition system, the remedy is to tighten the connection.

Burned out primary resistor or resistor wire. Cut unit out or wire out of circuit as an emergency measure only. Prolonged operation will ruin the ignition coil and breaker points.

Worn or badly adjusted breaker points. Points should be smoothed and cleaned. Correct gap setting for your particular engine, most V-8's will be about .015 in. and on most 6 cylinders will be about .025 in. If the points are severely pitted, the condition can be improved by filing the points smooth. A finger nail file can be used in cases of emergency.

Dirty or incorrectly adjusted spark plugs will also prevent engine from starting. Correct gap for the spark plugs is .034 in.

A flooded carburetor will prevent engines from starting. In most cases, a strong odor of fuel will be noted. The best procedure is to wait for about 10 minutes for the fuel to vapor out and then try again. And, or, depress the accelerator to the floorboard but do not pump the accelerator, just HOLD it there while the engine is

April 19th Garage Tour Reminder

Come see and enjoy two wonderful car collections and the great guys that own them. Jack Hogan's early V8's and Ken Austin's variety. These two guys are very busy individuals and they have opened up their garages, Saturday April 19, for the Plymouth Club. A head count is important.

Members who wish to go should RSVP to Duanne Luckow (503)761-9411.

Tour members will meet at Clackamette Park, Oregon City at 9:00 a.m. and Depart at 9:30 sharp. There will be a No Host lunch in-between the touring sites.

started in the usual manner. In some cases it may be necessary to remove the air cleaner on the carburetor and note the position of the choke plate in the carburetor. If it is in the closed position, work the carburetor linkage to make sure the choke valve will open.

If engine is cranked at lower than normal speed, most likely the cause is a partly discharged battery, or, lose or corroded battery connections. If the cables are corroded, clean them before attempting to start the engine. What happens with corroded cables to the battery or the starting circuit, most all the current is directed to the starter motor, as that is the path of least resistance, ending up with not enough current going to the ignition coil for high voltage to cause a spark at the spark plugs.

by CPPC Tech Committee

Don and Norma Sadler Cont. from page 1

on their next Plymouth-Dodge-Chrysler project. There are usually several projects in progress at one time. Don has several outbuildings of parts which will he says, will last way beyond his lifetime.

They are currently restoring 2 '66 Dodge Chargers. One will be a complete ground up restoration with parts accumulated from other Chargers parted out over the last year or so. The other is complete, needing only paint and upholstery.

Don and Norma have been a little busy, but are hoping to get to a CPPC club meeting or some of the upcoming East/West National tour upcoming events.

I hope everyone can meet Don and Norma sometime soon. They seem to be very enthusiastic about their cars and possess great passion for all classic cars.



Don and Norma's 1953 Plymouth Cranbrook Convertible. How do you like the grill.



Don and Norma's 1953 Plymouth Cranbrook Convertible, nice interior.

Cruzin' Gears

Many of us have likely wished for a slower turning engine in our older Mopars, as we motored along the highways listening to the high revving "6" at work!

A 1995 item in Special Interest Autos includes a discussion on this subject. In it, it relates a reader's solution for his 1939 Plymouth. He explains that the stock differential carries a 4.11 gear ratio, which results in the engine turning nearly 3,000 RPM, which is likely overtaxing and old engine if it tries to keep pace with 60 MPH highway traffic.

He found that a 3.23 ratio rear end assembly from a 1958 Fury fit his '39 Plymouth perfectly. He did have to splice, and have balanced the old and new drive shafts. The bolt patterns on the newer brake drums matched the older wheels, so no changes were required.

After this modification, he found that 60 MPH cruising is now effortless, as the RPMs have

dropped to 2,325 at 60 MPH. Further his gas mileage has gone from 17-18 to 21-23 miles per gallon!

The adverse side of this change is a more frequent need to shift to a lower gear on hills, and startups on a grade must be more carefully made since "pulling power" is reduced with the higher ratio gearing. The above information was excerpted from January/February 1995 issue of SIA, #145.

Another way to achieve reduced RPMs is installation of an overdrive, which will provide much lower rev's on the highway and retain the lower gear ratio when needed for hills. Several of our members have made this conversion, and report that engine noise is greatly reduced. Also, a 2nd gear overdrive speed is available when normal 2nd is too "slow," but 3rd is too "fast."

Reference to The Hollander

Welcome To Our Newest Members

We would like to take this opportunity to welcome the Club's newest members as follows:

Jim and Joanne Anderson of Scappoose joined in March and brought with them their 1936 4D Deluxe and their 1963 2D hardtop Sport Fury.

Hank and Angela Baker of Hubbard also joined in March and brought with them a 1949 4D Special Deluxe, a 1951 2D Concord and a 1948 Convertible.

David and Teri Compton of Gresham joined in April and have a 1948 Special Deluxe Club Coupe.

Knut and Elizabeth Austad of Portland joined in April and do not have a car at this time.

Bob and Dena Martin of Sedro Woolley, Washington also joined in April and they have a 1929 Model U Business Coupe

Don and Josee Osias of Seattle, Washington rejoined in April and are looking for a 33 PD Coupe.

interchange manual shows that 1941-1948 Plymouth transmissions are interchangeable. Also, the following later overdrive transmissions (without Fluid Drive) will interchange with the 1941-1948 models:

1951-1952 DeSoto "6"
1953-1954 Dodge
1951-1956 Plymouth (except Fury)

Hollander notes that the speedometer cable may need to be lengthened in some cases, where the connection is on the opposite side of the transmission from original. *by Larry Catt*

Raymond and Virginia Dunn's 1937 PT50 Pickup restoration

The drive to Silverton, Oregon is beautiful this time of year. The drive to Silverton was on official CPPC business to visit Ray and Virginia Dunn and see their 1937 PT50 pickup.

As I visited with Ray and Virginia they let me know a little about themselves. From 1950 - 1970 Ray worked with his father who was a service manager for a Chrysler, Plymouth dealership in Englewood, California. In 1970 the family moved to Silverton where Ray was self employed as an automotive mechanic for 14 years.

Over the years Ray and Virginia have owned a '39 Plymouth Business Coupe, '49 Plymouth Club Coupe and a '51 Plymouth Station Wagon. He said that all of their families were into Mopar, otherwise his dad wouldn't work on them.

About 5 years ago when Ray was at the Canby swap meet he saw a sign for a 1937 Plymouth pickup. The pickup was near McMinnville, OR in the town of Dayton, OR. Ray said that the owners wife wanted him to get it out of the garage so they would have more room. That was lucky for Ray.

Ray is almost finished with a complete frame-off restoration of the '37, with the help of Norm

Brown the owner of Rods and Relics of Silverton. Ray and Norm traded services to complete the restoration to benefit them both. Norm did the metal fabrication, body work and painting so far and Ray has done the rest.

The body is original except for the right front fender which originally had a spare tire carrier which Ray filled in.

Ray replaced the original engine with a 1955 Dodge Hemi 270 cu. in. V-8, which he rebuilt from scratch himself.

The front suspension was changed over to a Mustang II rack and pinion independent suspension with disk brakes. He found a Ford rear end that was 1/2" difference than the original which he finished off with a 4 bar-coil-over suspension.

Ray and Virginia have a son, Steve who works in Salem at a Mercedes dealership who has also had a part in the restoration. Steve was instrumental in finding a N.O.S. chrome grill in San Diego.

Ray found a guy in Woodburn, OR who has the patterns for glass to replace the damaged, original glass and he has changed the crank-out windshield to a stationary.

Remarkably the Pickup bed was in great shape and required very little work, Ray has lined it with Rhino-liner, which should protect it very well for years to come.

Fortunately there is not a lot of chrome on the '37 except, headlight rims, hood ornaments, some Plymouth decorative pieces and



Raymond Dunn shows rebuilt engine.

bumpers were all that needed chroming.

There is still work to be done on the interior, which is only painted. Seats need to be upholstered, and a set of new gauges need to be installed.

The exterior still needs to be painted. Presently it is in primer and there is a little finish work to be done before the final painting. Ray has chosen the color Candy Apple Red.

Even though Ray and Virginia are not finished, last summer they entered the '37 in a cruise-in at The Homer Davenport Days. It is a local Silverton festival, which has been celebrated since the 1800's. Ray with the help of his son, Steve towed and coasted the '37 to and from the cruise-in, where the '37 won "Best Under Construction". Maybe this is the start of things to come for Ray's '37.

Nice job so far and good luck on the rest of the restoration. We hope to see your '37 at club meetings and events.



The '37 PT50 Before Restoration



The '37 PT50 after Restoration



Raymond and Virginia Dunn's '37 PT50 Plymouth Pickup

Dennis and Caroll Markovich and their 1938 Plymouth 4-Dr Touring Sedan

By Dennis and Caroll Markovich

Sometime in 1997 a good friend of ours found the car at an estate sale. It had been stored in an old garage for about 20 years and undergone some vandalism during that time. The glass was either old or broken and there was damage to the body where someone had beaten it with a metal pipe. The trunk had been pried open, the hinges broken, and the metal badly warped. In addition, it had bad gas sitting in the gas tank, the brakes were stuck and so were the valves in the engine. Fortunately it was dry, and no mice had made their homes inside. A lube sticker on the door indicated the car had been driven only 1500 miles since its last service 23 years prior.

He bought it for a very good price, but after two years of tinkering was unable to build any enthusiasm for it. He and his wife were more interested in a vehicle that would be suitable for a hot rod. During those two years he did the brakes, made it run (barely) and found some replacement parts, but did little else.

Meanwhile, I had been standing in the background coveting his purchase, I made him promise us first choice if he decided to sell it. In September 1999, our opportunity came. He called and

I drove it home. Caroll followed the mile between houses for emergency support while water poured out of a hole in the bottom of the radiator. It was a close call, but we made it safely to it's new home.

Since then it has had a place of honor in our garage. The old blue treasure (as Caroll has dubbed it) had been cleaned up, has new glass, LOTS of rechroming, and a full tune-up. We found a local body man with immense talent who was able to finesse the body and trunk back into shape without using any bondo or filler. It has had lots of tinkering, but it drives very well.

The only major alteration to the car had been a rear-end ratio change from 4.0 to 3.55 using



The front profile of the '38 is striking.



Dennis and Caroll Markovich pose with their 1938 Plymouth 4-Door Touring Sedan

parts from a 1955 Dodge. Now the car can maintain a comfortable speed of 55-60 mph on the freeway, which really helps with distance driving.

The car still needs paint and interior, though both are still in pretty good shape, so we are in no hurry. In fact the car gets more attention than we expected because it is still original. We drive it whenever we can and plan on joining the club for the last day of the East-West tour to

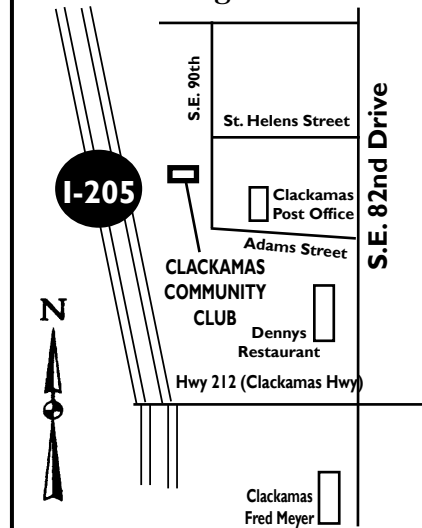
Department of Corrections

Correction to the Plymouth's go back to School, Wilson High School visit article in the March CPPC newsletter. The caption under the picture was incorrect and should read as shown below.



Bruce Rosenberg, with Bill Call's '41 Plymouth and Nicole.

Cascade Pacific Plymouth Club Meeting Location



Meetings are held on the 4th Tuesday of each month at the Clackamas Community Club 15711 SE 90th - Clackamas, OR 6:30 PM Kick the Tires, 7:00 PM General Meeting.