

Upcoming Events September 2004

28 Membership Meeting

October 2004

7 Tech Committee Meeting

2 Silver Falls State Park
Silverton, OR

12 Board of Directors Meeting

16-17 Northwest Car Collector Show
Portland, OR

26 Membership Meeting

November 2004

4 Tech Committee Meeting

9 Board of Directors Meeting

23 Annual Membership
Meeting & Potluck/Officer Elections

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.



1966 Barracuda
w/63-65 Dodge
Dart front end.

Plymouth Parts/Cars for Sale/Wanted

For Sale

Machine Shop built 218 engine.
Zero miles on it. Have build sheet.
\$1800.00.

1979 225 Slant 6, 89,000 miles, complete engine and automatic transmission, \$125.00 Dave Williams; 503-266-4287

For Sale

1936 Plymouth Coupe 5 window, Standard model, right hand steering. All original, complete, needs (minor?) restoration - paint, upholstery, some assembly. One owner for last 19 years. Retired, moving to condo, must sell. Reasonable, negotiable. mowleyes@yahoo.com
Gresham, Oregon. M. Ramirez

For Sale

Two 1933 PD front fenders and one PC or PCXX for \$50.00 apiece. They are rusty, but very solid.

Tony St.Clair 503-515-7492

For Sale

1966 Barracuda w/63-65 Dodge Dart front end. 360 v-8 w/ 3 speed Automatic transmission, great interior.
Ryan Lewis 503-913-2812

For Sale

1953 Ford F100 - Runs, drives, straight, solid. Stock w/Y block, v-8 and '54 grill. \$3,500.00

1967 Mercury Monterey 2 Dr. hardtop, strong 390, rebuilt c-6 transmission. Beautiful original white interior, more. \$3,500.00

Contact: Tim McCarthy
503-620-8438 or 503-913-1205

For Sale

1955 Plymouth Wagon 4-Dr. Belveder - 6 cyl., 3 speed. Engine and transmission out of car but engine runs. Body has been restored only a couple of spots left to do, interior is still good. Salem, OR
\$1,500.00 OBO
Chuck Foster 503-371-1491

For Sale

1950 Plymouth P-19 Turtleback
Restore or Parts Car - or Car will go to the crusher at the end of September. Car located: Oregon City/Beaver Creek, OR \$500.00 takes it!
Tony 503-631-4735



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc.

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

Volume Five, Issue Nine

September 2004

Don and Bonnie Turners 1949 Plymouth Business Coupe

This month's Plymouth Club member car feature is a 1949 Plymouth Business Coupe owned by Don and Bonnie Turner of Newberg, OR.

Don and Bonnie have been 49 Plymouth owners for many years. I say this because they have three, that is two others; a 4-door that they owned and drove for 25 years, then sold and after another 20 years bought back; and a Club Coupe in untouched but rough condition that they found recently in Corvallis.

Their 49 featured this month, was purchased three and a half years ago at the Portland Swap Meet. The former owners brought the Plymouth in on a trailer from the John Day area of Eastern Oregon.

The 49 needed a lot of work and the project would end up being a complete frame-off restoration.

First thing to be replaced was the floor pans. Don had the Plymouth P-23 flat head engine that he found in the car rebuilt, so there would be no doubt that the finished car would be ready for many tours and cruises in the future.

He converted to power brakes with discs on the front for quicker stopping. The brake conversion meant he had to go to a 79 Lebaron wheels to fit around the new disc brakes. This then led to a problem with the wheel covers. With the wider Lebaron wheels, the original 49 wheel covers would no longer fit under the rear fender skirts. And the fender skirts were an important styling feature that Don had been planning on from the beginning of the project. So he had to use the wheel covers from the 79 Lebaron also, since they have a nice flat profile that clears the skirts by about a half an inch.

Don did all the paint stripping, body work, priming and sanding of the car, then he had the car painted in Newberg, at Spring Brook Auto Body. The paint he chose is a PPG base



Don and Bonnie Turners 1949 Plymouth Business Coupe

coat, clear coat catalyzed enamel.

Bonnie chose the color, which the CarQuest dealer in McMinnville said is a Honda color they call Fawn Metallic. The color is not exactly an original Plymouth color but it does make the car stand out amongst the rest.

After some research on the internet Don taught himself how to woodgrain the dash of the 49 and has woodgrained all the window trim to match the dash. He finished all of these items off with some of the PPG clear coat.

Don converted the 6 volt electrical system to 12 volt, rewiring it himself. Most of us would probably have someone else have the pleasure. He has also started to reupholster the interior. He has finished one of the door panels which turned out great and now is ready to finish the other. Don has gone so far as to redo the carpets, without the aide of fancy sewing machines, even hand stitching some of the rubber edging on the fire wall cover to give it that factory finished look.

With the help of CPPC members Troy House acting as mechanic, and Neil Riddle supplying the parts, Don

has rebuilt the transmission, overdrive and differential, so they will be in perfect shape for the many trips ahead.

In the near future Don plans on getting a split exhaust manifold so that the 49 can have dual exhaust and that great sound that the right mufflers on a flat head 6 will give.

He has already installed the speakers and now he needs to find a radio with remote control to fit under the seat. He doesn't want to spoil the classic look of that 49 Plymouth dash.

The detail on Don and Bonnie's 49 is not what you see everyday. Some people put on a nice paint job and call it good. From top to bottom, from the engine compartment and soon the interior, I am sure when they are done this 49 will look as if it were just off the showroom floor, but with a few features that weren't available when it was new.

Don has done quite a lot in just three and a half years. Look for Don and Bonnie and their 49 at the next club event. Maybe we will be hearing from them again, when they get their next 49 restored.

*Article by Mike Bade and
Edited by Don & Bonnie Turner*



Cascade Pacific
Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc.

P.O. Box 2988
Clackamas, OR 97015

Officers 2004

President **Scott Farnsworth**
PH:503-254-8300 Portland, OR
Vice President **Dennis Rice**
PH:503-393-7231 Salem, OR
Secretary **Vicki Williams**
PH:503-266-4287 Canby, OR
Treasurer **Dolores Call**
PH:503-698-2301 Portland, OR
Member at Large **Jeff Jolly**
PH:503-656-7779 Oregon City, OR

Standing Committees

Activities **Jerry Klinger**
PH:503-665-8330 Gresham, OR
Co-Membership **Bill Call**
PH:503-698-2301 Clackamas, OR
Co-Membership ... John Sweeney
PH:503-281-5159 Portland, OR
Newsletter **Mike Bade**
PH:503-653-8102 Milwaukie, OR
Refreshments ... Dennis Mowery
PH:503-760-3184 Portland, OR
Co-Tech Advisor **Jimmie Fox**
PH:503-774-3441 Portland, OR
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PH:503-266-4287 Canby, OR
Publicity **Russ Ashley**
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email/mail articles to:

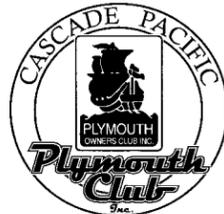
Mike Bade mdsbade@msn.com
P.O. Box 2988- Clackamas, OR 97015

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 August Regular Meeting Highlights

There were 63 in attendance at the August membership meeting. The evening began with "Hot Dog-ust Nights" planned by the Membership Committee.

Unfortunately, the weather had taken a turn for the worse after a glorious continuous summer and rain threatened the outdoor event. But Plymouth people being prepared for everything didn't let it affect a very fun evening. Lots of Plymouths braved the possible rain and showed up to fill the Club's parking lot.

Chuck Willis grilled dogs and tables were set up inside the clubhouse for a fabulous feast of dogs, salads, chips and desserts. Stephanie Willis coordinated games and lots of prizes were won. Tim McCarthy set up his acoustics and played wonderful music all night.

After the feast an abbreviated member meeting was held. The long distance award went to Gary Harden's brother-in-law, Hershel Taylor who came from Florida to the meeting and to Cari Catlow, Lorraine Griffey's daughter who was detoured to her mother's after breaking her ankle before heading home to Los Angeles.

New member Barry Braa was introduced. He has a 41 4door.

Dolores Call reported that there was currently \$4,018.63 in the treasury. Mike Bade requested that all members and especially new members contact him with information about their cars so he can write a feature article about them. Mike also thanked Vicki Williams for her tireless efforts to provide articles and stories for the news letter.

Jerry Klinger gave a rundown on all the upcoming activities and reminded those going to Sumner that the meeting time was 7:00am at the NW Portland McDonalds. Steve Parker would be towing a trailer in case anyone should break down.

Sign up sheets were passed around for the Car show in Oregon City on September 18th and the Silver Falls Tour on October 2nd. Anyone not attending the meeting who would like to attend these events should contact Jerry Klinger.

The NWCC Swap Meet will be on October 16th and 17th. Scott Farnsworth has been attending monthly meetings with NWCC trying to get our Club included. At the

last meeting it was reported that all their Clubs had signed up for duties and there were no openings at this time but in the future our Club is first in line to replace any openings.

Jimmie Fox reported for the Technical Committee on work that had been done on John Sweeney's 39. The September 2nd Tech Committee meeting will be at Dave Williams' garage.

Lorraine Griffey reported on the Mayflower's trip to LaTeaDa tea house in Tillamook and reminded everyone of the September 8th tour to the Salem area.

Next month's speakers will be from Insurance agencies talking about insuring classic automobiles. Harris Berg passed around a list of vehicles that were going to be up for auction at the LeMay auto collection in Spanaway, Washington in case anyone was interested while on their way up to Sumner. *By Vicki Williams*

September and October Guest Speakers

By special arrangements we have been able to secure Mr. Randy Bollinger Vice President of Bollinger and Sons a leading General Insurance Agency and will have direct representatives from Safeco Antique Insurance and Hagerty Insurance, compare coverage and cost.

This program should be one of the best for the year. Bring your questions. This is for Sept. Meeting. Bill Call will make introductionsAddress. Mr. Randy Bollinger 511 S. E. Belmont Ave. Portland d Oregon, P.O. Box 14130 Portland Oregon 97293-0030.

In October we have Murray Finn of Murray Finn Auto. Murray is an expert on all types of Car finishes especially Wizard, as he represents there products in the Northwest. Murray will be introduced by Lauren Matley who is a member and leading paint expert. Murray can be reached at Box 1883 Oregon City, 97045 .

These speakers have all been screened by a member of the membership committee. *By Vicki Williams*

Wanted:
*Member stories, articles,
and photos need for the
CPPC Newsletter.*

Columbia Gorge Interpretive Center "Show N' Shine"

On Saturday, September 4th the Columbia Gorge Interpretive Center in Stevenson, Washington hosted a show and shine. CPPC's own Sharon Tiffany is Executive Director of the museum and she and Allen work hard putting this show together.

This was the 8th year and over 100 cars showed up on a somewhat gray day. There was a large turnout of CPPC members. Twelve members brought cars and entered them in the show and several other members came to check out all the cars.

CPPC came in second place for Club participation. The first place club had 15 cars in the show. Many CPPC members volunteered to help with registration and parking of vehicles.

Congratulations go out to Club member Duanne Luckow who does not own a Plymouth but showed his beautifully restored 1965 Corvair and won a trophy. Unfortunately he had to leave early and wasn't there to bask in the glory!

By Vicki Williams



Donna Bade, Mindy Benfield, Scott Farnsworth and Vicki Williams visit while awaiting results of the voting.



Alan & Sharon Tiffany's 1928 Q Rumble Seat Coupe
Mike & Donna Bades' 1933 PC Business Coupe



Scott & Linda Farnsworth's 1950 P-19 Club Coupe
Chuck & Stephanie Willis's 1939 Business Coupe



Duane Luckow and his 1965 Corvair Corsa



James Thorkildson and his 48 Coupe
Les Conner and his '41 Cadillac Convertible Series 62



Dave & Vicki Williams's '47 P-15 Coupe



Pat Brost visits with Allen Tiffany and his '28 Q



Dave Benfield and Lloyd Schultz checking-out Pat & Patty Brost's '33 Convertible Coupe



Linda Farnsworth checking scores, while Allen Tiffany, Stephie & Chuck Willis take a break

Sumner Tour and Graham Car Show, Continued from page 10

tain bolt would fix the problem. Tom Nachand happened to have one so the oldest car passed a part on to the newest car. Unfortunately, not the fix required.

Now, Steve and Gene with the car trailer kept eyeing an old farm that was full of "junk" just across the street. They couldn't resist their junk yard dog ways any longer and had to go take a peak at what was there and maybe come up with the right part for the repair. Pretty soon here they come back, Gene carrying a treasure, an old window. He paid \$1.00 for the window and the guy just happened to throw in a clutch fork push rod for nothing.

The guys thought they had it made then BUT no, turns out the problem was a little more serious and Jerry had to finally admit the car needed to go

on the trailer and be towed home. (See photos on page

The bellcrank for the clutch was broken beyond roadside repair. "Just in case" became absolutely necessary and Jerry and Ann piled in the back of Dennis and Jeannie Mowery's '48 and were transported home with their car on Steve Parker's trailer right behind.

At this point the group headed for the freeway. We couldn't make any more wrong turns that way! Everyone arrived safely home and the long awaited tour to Sumner was completed with many amusing (and for Jerry and Ann not so amusing) memories.

Thank you Gary and Arlene for all the work you put in to making our tour one not to be forgotten.

Thank you Steve and Gene for dragging that trailer everywhere and being there when it was no longer "just in

case".

Thanks to our Washington members who we don't get to see at meetings for participating and showing off their beautiful Plymouths.

They included Ken and Joann Morgan from Issaquah and their 1950 4D; Bruce and Karen Huntley from Anacortes and their 1933 PC Convertible; Don and Lynda Amundson from Auburn who brought their 1959 Dodge; Jim and Eldeen Simmons from Burlington and their 32 4D; Larry and Kathe Simpson from Buckley who left their 33 2D at home still in progress and finally potential new member Jack Hagglund and his beautiful 1934 convertible.

Finally, thanks to all the members who went along in their old cars including Jerry and Peggy Skinner who came in their new truck for another "just in case". *By Vicki Williams*

Sumner Tour & Graham Car Show, continued from page 9



Unidentified 1929 Plymouth 4-door Sedan



Dennis and Barbara Rice's 1951 Plymouth 2 Dr. Hardtop

A few in the group left early to enter their cars in the Sunbust Car Show in Graham. The remainder of the group left the hotel later in the morning to head to Graham to look at the cars before going home.

Jerry Klinger had us back on track for the trip to Graham and everyone arrived together with no wrong turns.

The cloudy weather had now turned sunny and warm and we walked around the car show and swap meet for a while.

Dennis Rice, Larry Davidson and Jim Simmons won trophies at the car show. Mick DeSantis also entered the show.

The rest of the group stopped in Centralia at Berry Fields restaurant and antique mall for a late lunch. From here some of the group went their separate ways and took the freeway back home or stayed longer to shop the antique mall.

Six old Plymouths and Steve Parker and Gene with the car trailer remained together. The plan was for Steve and the trailer to break off at Longview but remember the Twilight Zone?

The group wasn't too far out of Chehalis on the beautiful back roads



Larry and Viki Davidson's 1948 Plymouth Dlx. 2Dr.

when we came to a four way stop somewhat in the middle of nowhere.

We sat at the four way, and sat and sat and pretty soon it was evident someone must have a problem. Now there were two '33s, two '47s, one '48 and one '62 in the group.

We had all driven well over 250 miles since leaving Portland so it only stands to reason that one of those older cars was probably having some sort of problem.

However, nothing stands to reason in the Twilight Zone and it turned out, the newest car, Jerry Klinger's '62 was stubbornly not moving forward at the stop sign.

We should back up at this point and mention that Jerry was having a problem with his transmission at the hotel the day before but he was able to baby it and make it go.

So, the newest car in the bunch and the lead car at that was pushed through the four way stop over to a gravel corner surrounded by cows in the field and a couple of silos, one with a tree growing up out of the middle of it.



Sumner Host Gary Peterson with he and Arlene's 1937 Convertible with Rumble Seat



Bruce & Karen Huntley from Anacortes and their 1933 PC Convertible



Jim and Eldeen Simmons from Burlington and their 1932 4D



Jack Hagglund and his beautiful 1934 convertible



Ken and Joann Morgan from Issaquah and their 1950 4D



Harry & Judie Ebbert's 1933 Plymouth 4-door Sedan



Tom and Kris Nachand's 1933 PD Convertible Coupe

If you have to be stranded along the side of the road in the middle of nowhere there couldn't be a nicer bunch of people to be stranded with.

As the mechanics in the group assessed the situation the rest of us (i.e. the women) finally got out the lawn chairs and tried to find some shade. It had become quite warm.

There was actually a Kettle Corn vendor on the corner where we had turned in tempting us with the smell of his product. One of us finally resisted and bought a bag.

While we were there it created quite a commotion with the locals driving by. Probably for that area, six old Plymouths parked together on a corner looked like a car show. Many pulled in, got out of their vehicles to look at the cars and some even took pictures.

The repair process continued and as the day got later the two '33's decided they needed to leave before it got dark. Something about the brake lights and the headlights not working at the same time???

So we were down to four old cars and "just in case" Steve with his car trailer. At first it was thought a cer-

Membership Dues and Club Expenses

It is that time of year when the subject of membership dues comes up again. The subject has been one that brings up strong feelings one way or the other from the membership.

According to the CPPC by laws the issue of membership dues must be discussed at the September Board meeting. After some discussion it was decided that the dues would remain at \$20.00 for another year. The amount of the dues will need to be voted on by the membership at the September membership meeting.

Editors Note:

Over the years I have been involved with the CPPC we have lost members for various reasons and one of them is the cost of the dues.

I took some time to crunch a few numbers at the last board meeting to see what the dues pay for.

Most of us don't think about what it costs to have a club like the CPPC.

There are fixed costs like: **insurance** when we have club activities (which just increased by 50%), **meeting hall** expenses each month for the Clackamas Community Center, **copies** for applications etc., postage for the newsletter and other club business, printing the **newsletter** each month & the complementary copies sent to other regional Plymouth clubs, **gifts** for guests and door prizes, **refreshments** and sundries for potlucks and monthly meetings, **membership booths** at swap meets and car shows; just to mention a few.

I had not really thought too much about what my membership dues paid for, besides the monthly newsletter that comes in the mail.

Welcome to our Newest CPPC Members

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

Barry and Susan Braa - from Scio, Oregon joined August 24th and have a '41 4D. They were referred to the Club by Herb Watkins and Russ Ashley.

Richard and Kathie Bicknell - from Caldwell, Idaho were referred by Bill Call and joined August 26th. They have a '41 3 passenger coupe.

John and Jan Wells - from Jefferson, Oregon joined August 30th after seeing and talking with club members when they drove through Jefferson

Just the newsletter costs about \$16.50 per member per year for 11 issues of the CPPC newsletter. This leaves a total of \$3.50 of the \$20.00 dues for everything else related to the clubs expenses.

By Mike Bade

CPPC Member Care

On August 11th, Vickie Shepherd was moved to Rest Harbor, a nursing home on 282nd and Powell Valley Rd. in Gresham. She is now undergoing physical and speech therapy to help her in recovery from her stroke. It was a pleasant surprise to see Tom Shepherd at the hot dog feed and be able to give him best wishes in person.

We have a new broken ankle to report! Lorraine Griffey's daughter Cari Catlow missed a couple of stairs recently while vacationing in Washington and broke one ankle in 3 places and severely sprained the other.

She is recuperating from surgery at her mother's in Gresham but has a long way to go before she can return home to Los Angeles. Cari must be tough like her mother as she was at our recent hot dog feed before her surgery. She was seated at a table with Linda Farnsworth and Ray Dunn. They were sharing stories about their "plates" and not the ones with the hot dogs on them!

Bonnie Fox recently took a "trip" and she didn't get many pictures other than x-rays after she caught her foot at home and took a tumble. She has a crack across her nose but otherwise is okay.

2005 CPPC Officer Nominations

The 2005 CPPC Nominating Committee consisting of CPPC Members, Bill Call, Scott Farnsworth, Jeff Jolly, Dennis Rice, and Mike Bade met last month to begin the search for the next slate of officers.

Prospective member candidates were contacted to submit to the membership for consideration for officers to direct the club for the upcoming year.

At the September Board meeting the results of the search were announced. Recommendations by the committee were as follows:

President- Duane Luckow
Vice President- Rich VonAllman
Secretary- Vicki Williams
Treasurer- Dolores Call
Member at Large- Andy Haugen

Please let the nominating committee know of other members you think would make good officers to direct the club for the upcoming year.

At the November Membership Meeting officer elections will be held and nominations can still be made from the floor.

Thank you!

The Cascade Pacific Plymouth Club is to be thanked profusely for all the wonderful volunteer assistance provided for the 8th Annual Show N' Shine, a fundraiser for the Columbia Gorge Interpretive Center Museum in Stevenson, Washington.

We would especially like to thank Scott and Linda Farnsworth and Chuck Willis for organizing the Club's participation. We had a record of 1,785 people attending even though the weather was slightly damp and cool.

Only 115 vehicles were in the show, an indication of how strong an affect the weather has on such events. We also are grateful for the \$100 donation to sponsor the event.

*Thank you.
 Sharon Tiffany, Executive Director
 CGICM*

October 2nd Silver Falls State Park Tour

Remember to mark your calendar for Saturday, October 2nd for the Silver Falls Park tour.

Members will meet at Clackamette Park at 9:30 a.m. and will tour into Silverton. There will be a stop at the City Park downtown which has nice restrooms.

The tour will continue on up to Silver Falls State Park.

There is a \$3.00 per car admission to the park. Lunch will be served at 1:00 pm at the Falls Conference Center for \$7.50 per person.

The return trip will take a little different route into Silverton and will go by the Oregon Garden. Some members may want to make a side trip to the Garden before heading

home.

This tour is hosted by Ray and Virginia Dunn and John and Marlys Sanford who live in Silverton.

More information will be available at the September member meeting.

I am sure there will be a sign-up sheet, at the next September 28 membership meeting, to get a good head-count of the members who will be attending.

Make your plans to come and enjoy. Bring your cameras to photograph some of the fall colors and some beautiful waterfalls.

This could be an opportunity to get photos of our Plymouths for the upcoming CPPC calendar.

“Adventures in Tire Changing”, continued

Last month CPPC Member Alan Tiffany chronicled his adventure to get new tires for his 1928 Plymouth model Q.

Due to technical difficulties, the photos which were to go with Alan and Sharon Tiffany’s article in last months newsletter, “Adventure in Tire Changing” were not available at the time of printing.

Alan’s article was of interest to me because, I also had the infamous “Clincher Rims” on my 30 Plymouth when I first owned it back in high school. I didn’t know there was a tool, I just forced the tires off and on with few crude tools I could find in my fathers garage.

I think one of the things that is so great about our club is that the members are so knowledgable and willing to help each other out.

Please enjoy the photos sent in by Alan and Sharon. You might also pull out last months article and re-read it now that there are photos.



Alan Tiffany demonstrates the use of three-legged rim tool for spoke wheels.

N.W. Collector Car Show October 16 & 17

The Northwest Collector Car Show is quickly approaching. The show features Classic Cars of all makes and models. The event will be at the Portland Expo Center October 16th & 17th.

Several of the CPPC members cars will be entered in the 2 day show, so check the plaquards of the Plymouths in the show for CPPC members.

I have been told there will be some applications for members who would like to have their cars entered in the show, at the upcoming September 28th membership meeting.

There will be a table near the member cars to try and recruit more members for the club.

Hours for the show are:
7am- 6pm on Saturday
8am - 3pm on Sunday

This unique classic car event is the last major car event until spring.

I am sure it will be worth the admission to see all the cars and of course, it is another excuse to meet CPPC members and perspective members.

Other Upcoming Events of Interest

October 3rd is the Annual Canby swap Meet, in Canby, OR.

This is another chance to bring those left over Plymouth parts you need to clean out of your garage to make room for the next project.

There are usually lots of parts and cars for sale and you can usually count on running into more than a few CPPC members out and about looking for something.

November 20th is the Albany swap meet in Albany, OR.

The same might be said for the Albany swap meet as mentioned for the Canby swap meet, but it will be the last swap meet before the Spring.

Finally a reminder to start making plans for the Annual CPPC Potluck at the November 23rd membership meeting.

As it gets closer to potluck, there will be more details and calls for help to get things organized.

Gary & Arlene Petersons Car Collection



1955 Chevy Convertible



'60's Corvair and Arlene's 1946 Dodge Convertible



1957 Chevy Hardtop



Newest Plymouth 1941 or '42??



Willis Truck



19?? Camaro



Gary Peterson's B Modle 1950 MAC Truck



1956 Chevy Convertible



1955 Chevy Convertible



This 1968 Dodge Custom Pickup with rear steering

everyone took in the spectacular view from their home on the point at Lake Tapps.

Unfortunately, the weather wasn't as clear as it needed to be to see the spectacular view of Mt. Rainier from their home. It looked like you could reach right out and touch it if the sky was clear.

The Petersen's were very gracious hosts and had their garage set up with beverages and as Arlene put it "re-presented" food from lunch for dinner.

Everyone left in different shifts from the Petersen's and now the Twilight Zone had become dark and for some even rainy!

In the breakfast room at the hotel the next morning everyone was relating their wrong turns from the night before.



Dinner is served at the Petersons

Just like their business endeavors Gary and Arlene are equally as dedicated to their classic car collection. **Dinner:**

It was agreed that the group at the hotel would meet and drive up to the Petersen's home on Lake Tapps together. We all had maps and we all had written directions but remember that Twilight Zone reference.

It looked like a scene from the Keystone Cops to be at the end of the line and all of a sudden one Plymouth after another made a u-turn back to where we thought we'd made the wrong turn.

Good thing we were all together. We made it to the Petersen's and ev-



CPPC Member visit in Peterson's back yard



Bob, Jeanette, and Karen



Ray and Bruce



Hosts Gary and Arlene Peterson



Donna, Vicki, Dave, Karen and Ray



Mick, Ruth, Pat and Gary



Vicki, Patty, Jim and Eldeen



Barbara, Karen, Peggy and Don

CPPC Members Tour to Sumner, Washington

Back to school came early for over 40 CPPC members who participated in the Sumner, Washington tour to the Petersen's restored schoolhouse.

The first group met at the NW Portland McDonalds at 7:00 am and headed out Hwy 30 over to Longview, Washington where they met up with 8 more, including Steve Parker and his friend Gene from grade school who were towing a car trailer "just in case".

Jerry and Ann Klinger had done a wonderful job of routing the trip through the back roads of Washington.

There were 16 vehicles in line after leaving Longview, 14 of them old Plymouths. Everyone kept together really well and followed Jerry's detailed instructions.

Much to our surprise when driving through Rainier, Washington our group became the "pre-parade" entertainment for the Rainier Round-up. I am sure the entire population of Rainier had lined both sides of the highway in anticipation of their Roundup parade and here comes a line of 14 stunning Plymouths and their backup vehicles along the parade route. Our members, being the good sports they are gave their best parade waves.

Luckily for us we got to drive the parade route as they were just about to close the highway before we made it through and we would have encountered a fairly long detour around the town. Also, luckily we made it through BEFORE the horses!

The next stop was the City Park in Yelm which was a perfect place to park the cars and take a potty break. Everywhere we stopped or drove through the cars generated a great deal of in-

terest.

At Yelm, our "just in case" vehicle took off for Spanaway to go check out the LeMay car auction. He would meet back up with us at the hotel in Sumner.

Once the group rolled into Sumner it was as if we had driven into the Twilight Zone. All bets were off for following directions.

The group of 15 vehicles that had stayed together so well for over 150 miles ended up separated once they got in to Sumner. Finally, all arrived at the schoolhouse relating which wrong turns they'd made. Little did we know that this was just the beginning of many a wrong turn and confusion.

Once at the schoolhouse about 1:00 pm we were greeted by Gary and Arlene Petersen. A group of ten had arrived before us from various parts of the nearby Washington area and their cars were proudly displayed in the parking lot.

They had just left for a tour of the Power House that is almost directly across the street from the Petersen's school. Gary and Arlene's brother-in-law had worked at the Power House which had closed in January and he was able to receive clearance to give us tours. He drove a van over and was allowed to let 10 people in at a time. I think everyone was really impressed with the tour.

The force of the water running down from Lake Tapps and through the pipes was really impressive. Thanks goes out to the first group who took the tour for beating down the cobwebs for the rest of us!

A local restaurant had catered a wonderful lunch for our group and one

of the Petersen's employees had decorated the gym in a 50's theme. So after filling up with barbeque ribs, chicken, beans, salad and dessert members toured the Petersen's schoolhouse and the power house.

After lunch some members went with Gary to see his car collection, some went shopping in downtown Sumner and some went back to the hotel. Believe me, everyone ultimately got to the hotel but by very different directions.



Don & Karen Ryan, Jeanette & Bob Dimick, Harris and Doreen Berg



Don Amundson, Larry and Kathie Smith



Lynda Amundson, Jack Hagglund, Karen & Bruce Huntley



Mike Bade, Arlene Peterson, Ken & Joann Morgan



Gary Peterson, Dave & Vicki Williams, Donna Bade



Jerry & Peggy Skinner, Jeanne & Dennis Mowery, Ray & Virginia Dunn



Mick & Ruth, Patty & Pat Brost, Dennis & Barbara Rice, Larry Davison



Jim & Eldeen Simmons



Jerry & Ann Klinger, Nancy & Les Conner, Kris & Tom Nachand

A "BUN" Time at Hot Dog-ust Night, at the August Membership Meeting

Despite the inclement weather, there was still a great turn out for the August member meeting that was turned into a hotdog feed. There were lots of Plymouths parked in the lot and 63 people in attendance.

Chuck Willis donned the chef's hat and grilled the hot dogs and the rest of the Membership Committee assisted in decorating and putting out lots of great food and desserts.

Stephanie Willis did a bang up job

putting together games even though the weather sidelined a few of them but her "Plymouth Walk" was a big hit.

Large cardboard cutouts of white wall tires had a large number representing a year of car. Written on the tire were all members' names that have a car of that year. The tires were scattered throughout the parking lot and inside the club

house and when a horn blue every-one knew to stand on a tire and if the number on that tire was called the person standing on the tire won a prize.

The Club's own resident musician, Tim McCarthy set up his acoustics and played wonderful music throughout the evening and in conjunction with the Plymouth Walk.

By Vicki Williams



There was a good mix of regular and new members



Lots of stories to share throughout.



Lots of good food and conversation.



Chuck Willis cooked-up great food



Everyone had their fill and the desserts were great.



Members try their luck at winning a prize.



Lots of Plymouths fill the parking lot at the Hot Dog Feed



August Technical Committee Report

Due to inclement weather, the September 2, 2004 Technical Committee meeting had a small turnout. The meeting, held at Dave Williams' garage was attended by Dave Williams, Mick DeSantis, Ray Dunn and Chuck Willis.

No project was planned for the evening. Does that mean all yours cars are in perfect running order? The group talked about old cars and the importance of doing repairs safely and completely. They also talked about engine warning lights on newer cars and the different ways to reset them.

Everyone learns something new at these meetings. The next meeting will be on Thursday, October 7, 2004 at Jimmie Fox's garage. As is always stated, contact any of the Tech Committee members if you have a project you would like them to tackle.

Jimmie Fox and Dave Williams

September Birthdays

Happy August birthdays to the following members:

Steven Farnsworth - 2nd
Charlotte Winchell - 5th
Dennis Markovich - 5th
Sandra White - 6th
Harriet Sweeney - 13th
Richard Cerruti - 18th
John Wells - 21st
Tony St.Clair - 23rd
Angela Baker - 24th
Joanne Dixon - 29th

And any others who have not reported their birthdate!

Cascade Pacific Plymouth Club Technical Committee

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Pat Brost	503-761-2792	Email: (None)	Portland, OR.
Larry Davidson	503-632-6834	Email: lilponderosa@msn.com	Mulino, OR.
Bob Dimick	360-885-1113	Email: (None)	Brush Prairie, WA.
Scott Farnsworth	503-254-8300	Email: sfarnsworth@ltk.com	Portland, OR.
Jimmie Fox	503-774-3441	Email: w7chn@kon-x.com	Portland, OR.
Troy House	208-324-2562	Email: (None)	Jerome, ID.
Duanne Luckow ...	503-761-9411	Email: daluckow@aol.com	Portland, OR.
David Pollock	250-743-4859	Email: dpollock@pacificcoast.net	(Canada)
Philip Post	541-535-1860	Email: harrigerj@charter.net	Talent, OR.
Dennis Rice	503-393-7231	Email: barice45@aol.com	Keizer, OR
John Sweeney	503-281-5159	Email: (None)	Portland, OR
Paul Taylor	805-929-8504	Email: (None)	(California)
Dave Williams	503-266-4287	Email: ilikemopar@aol.com	Canby, OR.
Charles Willis	503-777-5069	Email: upandstuff@netzero.net	Portland, OR.

If you have a question for the Technical Committee, please call one of the above. We will do all we can to help you with your car. NOTE: Keep this list in a handy place for the future.

August Technical Tips, overdrive electronics

OVERDRIVE ELECTRICAL SYSTEM

The overdrive unit provides automatic fourth (4th) gear performance at speeds above approximately 25 to 30 miles per hour.

This is accomplished by a planetary gear arrangement within the overdrive unit which drives the propeller shaft (driveline) (10) ten revolutions for every (7) seven revolutions of the engine. Otherwise, the car will travel 10 miles of road to only 7 miles for the engine wear.

Another figure you can use is the engine when in the overdrive, is turning 30 % less RPM's while traveling on the roadway. Automatic mechanical shifting from conventional drive to overdrive and from overdrive to conventional drive is dependant upon the function of three (3) electrical control circuits; the control circuit, the solenoid circuit, and the ignition interruption circuit.

CONTROL CIRCUIT

The control circuit is a switching circuit to operate the overdrive relay which closes, or breaks the solenoid operating circuit.

It is only in operation when the ignition is turned on, the control handle is pushed in when the car speed is above approximately 25 miles per hour. The circuit begins at the ignition terminal of the horn relay and runs down through the kick-down switch "A" Terminals, through a rail lockout switch; then to the governor which grounds the circuit whenever the car speed is above approximately 25 miles per hour.

The grounding completes the circuit, permitting flow of the current which operates the overdrive relay.

The Circuit can be broken at any point, and when broken, the relay points open cutting off current in the solenoid circuit.

The governor contacts will open when the car speed decreases below 25 miles per hour. The contacts in the kick-down switch separate and break the circuit when the kick-down switch is operated. When the control handle is pulled out, the lockout rail switch opens.

This will de-energize the entire electrical circuit when the overdrive is locked out so that there will be no current drain on the car electrical system.

SOLENOID CIRCUIT

The solenoid circuit controls the flow of current to the solenoid. The circuit starts at the battery terminal on the horn relay. *This Terminal* is used only as a source of current since it is a part of a direct current from the battery and is HOT at all times.

The circuit then run to the battery terminal on the overdrive relay; through a 20 amp. fuse; through the overdrive relay contact points and then to the number 4 terminal on the solenoid. The circuit within the solenoid is grounded at all times.

When current is flowing in the control circuit, the overdrive relay points close and the solenoid circuit supplies current to the solenoid. This drives the solenoid plunger inward and permits engagement of the overdrive gearing as soon as the driver releases the throttle and permits the engine to slow down.

IGNITION INTERRUPTION CIRCUIT

The ignition interruption circuit provides a means of shifting from overdrive to conventional drive rapidly.

The circuit starts at the distributor primary (front) stud on the ignition coil; through the two "B" terminals on the kick-down switch; then to the number 6 terminal on the solenoid. The circuit is normally open in the kick-down switch and is open in the solenoid until the solenoid has functioned to engage the overdrive gearing at which time a switch inside the solenoid is grounded.

NOTE: Use number 16 stranded insulated wire for ALL of these circuits.

Jimmie Fox Technical Tips

Plymouth Ambassador, Bill Call has busy Summer

Bill Call's summer vacation was a busy one to say the least.

In early July he loaded up his restored 1942 Plymouth military staff car in his newly painted car trailer for a cross country trip to the 32nd Annual Iola Car Show and Swap Meet and to the Walter P. Chrysler Car Show in Omaha, Nebraska.

Bill is very proud of his '42 Plymouth military staff car. A Marine veteran, who was stationed in Iwo

Jima, is very nostalgic when it comes to his service and supports the service of the men and women involved in present day conflicts.

Bill is a Plymouth Ambassador wherever he goes making contacts while in Iola and Omaha,

or stops along the way.

One of these days you may see Bill's staff car in the Walter P. Chrysler Car Museum. Bill is talking with the Chrysler Corporation about donating the '42 to the museum in Ann Arbor, Michigan.

Bill was also featured in the Oregonian newspaper just prior to his trip in July. There was a very nice article depicting the history of his '42 military staff car.



CPCC Member Bill Call at the W.P.C. Show in Omaha, Nebraska this summer

Bill Call featured in Oregonian

CPCC's own Bill Call was featured in the September 2, 2004 Oregonian.

The article titled "A Passion for Plymouths" was written by Dennis McCarthy who caught Bill out at the Walter P. Chrysler show at Clackamette Park in August.

The article features many of Bill's wonderful Plymouths and Bill makes sure to plug the Cascade Pacific Plymouth Club.

If you've already recycled your paper you can read the article by going to www.oregonlive.com and entering "Bill Call" in the search section. Scroll down to September 2nd and look for "A Passion for Plymouths".



Bill's Call's custom painted car trailer you need to see up close to really appreciate.

Les Connors '46 Plymouth wins award at the Forest Grove - Concours d'Elegance

Les and Nancy Conner's 1946 Plymouth 4 door was one of the hundreds of classic cars at the Annual Forest Grove; Cocours d'Elegance car show at Pacific University.

There was a good selection of Plymouths at the show including Les and Nancy's '46 4-Door.

As Donna and I watched the many

cars go across the stage and receive honors for their "Class", we were pleasantly surprised to hear the name Les Conner announced.

We watched as his '46 4-Door rolled across the stage and receive a second place plaque in it's class.

Congratulations Les and Nancy.



Les and Nancy Connors 1946 Plymouth 4 Door at Pacific University, Forest Grove, OR

"Plymouths, Out and About", recent Plymouth sighting

A new monthly feature to club newsletter is called "Plymouths, Out and About". Sightings of Plymouths, This months Plymouth photo submitted by CPCC member Vicki Williams of Canby, OR.

This Plymouth was sighted just outside of Chehalis, Washington being loaded onto a trailer a few weeks ago.

It looked like a 1962 Plymouth Sport Fury 2dr. Hardtop. Vicki didn't get the name of the driver, but if you see this car "Out and About", could you get the name of the driver for us so we can put it in the next newsletter.



Mystery 1962 Plymouth Sport Fury 2 Dr. Hardtop

Keep looking for those Plymouths whenever you are "Out and About".