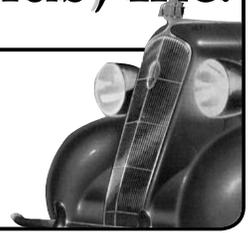




Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

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



Volume Eleven, Issue Eleven

November, 2010

Founding members honored at 10th Anniversary meeting



FOUNDING MEMBERS WERE HONORED WITH PLAQUES AND NAME TAGS AT THE OCTOBER, 2010, CPPC MEETING IN HONOR OF THE CLUB'S 10TH ANNIVERSARY.

Front: L-R; Joyce Catt, Jeanne Mowery, Dolores Call, Patti Brost, Marlys Sanford.

Back Row: L-R; Larry Catt, Les Conner, Dennis Mowery, Bill Call, Tom Shepherd, Pat Brost, Mel Nilsen, John Sanford, D.J. Freeman.

FOUNDING MEMBERS STILL ON THE CPPC ROSTER BUT NOT IN ATTENDANCE:

Harris Berg, Doreen Berg, Todd Call, Nancy Conner, Bob Dimick, Jeanette Dimick, Jim Foreman, Burdetta Foreman, Cynthia Freeman, Richard VonAllmen, Liliane VonAllmen, Steve Heaton, Jeff Jolly, Sandi Jolly, Jerry Klinger, Ann Klinger, Duane Luckow, Tom Nachand, Kris Nachand, Sue Nilsen, Dave Pollock, Clare Rogers, Sandra Rogers, Ray Splinter, Deborah Splinter, Harriet Sweeney, Vicki Williams, Dave Williams

NOTE FROM THE EDITOR: If some of these contents seem like old news, you're absolutely correct. From Page 4 onward, the left-hand pages were lifted from old CPPC newsletters which spoke to the same issues we're addressing today. It's always interesting to see what changes over time – and what remains the same!

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Highlights from October meeting

CPPC Officers 2010

President, Mike Bade
503-206-4652, Happy Valley, OR
Vice-President, Robin Will
503-285-3437, Portland, OR
Secretary, Cari Catlow
503-427-0155, Tualatin, OR
Treasurer, Dolores Call
503-723-5118, Milwaukie, OR

Standing Committees

Activities

Gary Rusher 503-638-5521
Don Hufschmid 503-577-7899
Knut Austad 503-260-0044

Membership

Bill Call, Chair 503-723-5118
Duanne Luckow 503-761-9411
Gary Rusher 503-638-5521
Robin Will 503-285-3437

Refreshments Coordinators

Dennis & Jeannie Mowery 503-760-3184

Technical Advisors

Ken Van Coelen 503-310-7228
Dave Williams 503-266-4287

Mayflower Tours

Newsletter

Robin Will 503-285-3437,
robin@robinwill.com

Jerry Dixon 360-891-2660

*Please submit newsletter contributions
by the 2nd Wednesday of each month.*

Membership & Dues:

Cascade Pacific Plymouth Club, Inc. dues are
\$20.00 per calendar year

Membership runs February 1 through December 31.

Concurrent membership to the

National Plymouth Owners Club is required.

<http://www.plymouthbulletin.com/members.htm>

Mailing Address:

P.O. Box 2988, Clackamas, OR 97015

Advertising Rates:

Advertising is free to current

Cascade Pacific Plymouth Club members.

1 column by 1 inch (black and white only)

Vendor Rates:

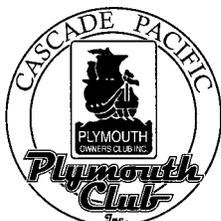
\$25.00 for 11 issues, 3.5" x 2"

Photos accompanying classified ads are

\$10.00 per newsletter.

Advertisements should be

Plymouth-related services.



The physical head count was 48.

Donna Bade provided snacks and birthday cake for the refreshments in honor of the CPPC 10th Anniversary.

Guests: Gabe and Maria Montoya are restoring a 1951 Plymouth 4-Door Sedan that belonged to Gabe's grandfather. They became members at the end of the evening. Gerry Peterson and his son Gary attended. They are members of HACO and just purchased a 1940 Plymouth Sedan. They also joined the club during the meeting. Chris Winchell is a new member and attended his first membership meeting. He purchased Ken VanCoelen's 1949 Plymouth.

Minutes of the September 28, 2010, meeting were approved as published in the October newsletter.

Treasurer Dolores Call reported a balance of \$13,029.87 in the Club treasury as of October 26, 2010. The report was approved.

Membership: Mike circulated a copy of the updated roster for any further corrections prior to publication.

Member Care: Lorraine Griffey reported that on his way in to the meeting Larry Catt fell over a curb in the parking lot. He was bleeding and his glasses were damaged after hitting the sidewalk face first. Various members helped patch him up and he stayed for the meeting, being the good sport that he is. Lorraine asked if the curbs could be painted because several people have tripped over them in recent months. Nancy Conner and Sue Nilsen are having back problems and could not attend the meeting. Sharon Tiffany has recovered from her bout with shingles. Jeanette Dimick's mother took a turn for the worse and Jeanette was in Vancouver, B.C. taking care of her. Gary Rusher is scheduled for knee replacement surgery October 27.

Mayflower Tours: The December Mayflower event will be an open house at the home of Dennis and Barbara Rice on Friday, December 8 at 10:30 a.m. in Keizer. Their collection of 200+ Santa Clauses will be on display and Dennis will provide a tour of his collection of license plates from around the world.

Annual Meeting Potluck: Lorraine circulated the sign-up sheet for the potluck on behalf of Retha Harden who is

the organizer.

Calendar: Mike displayed previous club calendars as examples of what we could create for 2011. General discussion followed. The prevailing opinion was that black and white photos and 8-1/2 x 11" would be acceptable.

2011 Activities: The floor was opened to discussion about whether to host a 2011 Hot Dog-ust Day Cruise-In. Consensus was in favor of less work and more fun activities, including sharing activities with other clubs.

Many possibilities were suggested from the floor, and a committee meeting will be scheduled for Thursday, November 11 at 6:00 p.m. to tentatively schedule activities for 2011. This will include a review of The Yellow Book of NW Car Events that will be newly published for next year.

Technical Committee: Plans were to meet at Tim McCarthy's for the third valiant attempt to install a functioning master cylinder. Saturday, November 6 at 9:00 a.m. was announced but later postponed.

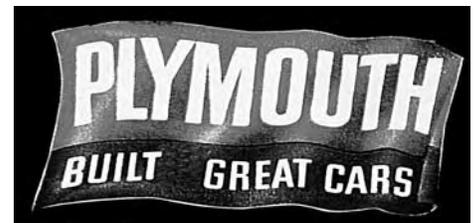
POC Bulletin: Mike submitted a 27 page layout for the 2010 National POC Meet as well as the front and back covers of the next issue of the POC Bulletin.

CPPC 10th Anniversary: The founding, and still active, members of CPPC were recognized individually and presented with plaques and name badges identifying them as founding members.

Joanne thanked Mike and Gary for their research and preparation for tonight's founding member presentations.

Raffle: The winners were Marlys Sanford; Don Hufschmid; Gary Petersen; Jeanne Mowery; Pat Brost; Maria Montoya; Allen Tiffany; Dave Benfield; and Chris Winchell (selected the car artistry gift certificate).

50/50: Larry Catt won the \$45.50 share which he plans to apply to expenses of his event earlier in the evening.



The Steering Column, A Message from the President

Looking back over the last ten years of the club, it is amazing to see the growth in the club. The continual growth of the club is due to the hard work of the membership, officers and board. Right now we are the largest region of the Plymouth Owners Club on paper. There are those of you who have stepped up to the plate and given your all and to you we are all grateful for your service to the club.

We have burned out a few folks along the way. I hope after a little R&R you will be back in the mix. The club is ever evolving and changing, but the focus will always be the people and the cars.

With Officer Elections coming up at the November membership meeting, the opportunity to serve the club as of-

Non-judged meet!

Talls Pines Region plans touring only for 2011 Fall National Meet

To All Regions,

The 2011 Fall National Meet (TOURING EVENT, NONE JUDGING) will be held in Rochester Minn, about 75 miles south of St Paul MN. The Meet will be hosted by the TALL PINES REGION. The dates are Aug 30,31, Sept 1,2,and 3 2011. Please share this with your members via your next newsletter and future meetings.

Specific details will appear in the Plymouth Bulletins in 2011. Come and see a different part of Minnesota. Encourage members to start making plans to attend. It would make a great vacation trip and we would like to have participation from as many regions as possible. Any comments or questions can be addressed to me email RICHARD ajorj@aol.com

Phone 651-433-2707 Or Carl Wegner at cwegner2@msn.com Phone 218-326-5965.

Thanks. RICHARD TETZLAFF

ficers or serve on committees is crucial for the continued success of the club.

This year we will be stepping back from the fast pace of the first ten years and enjoy each other, the cars and mix it up a little with other clubs and activities. There will not be an Annual Cruise-In for the immediate future, which has been a moneymaker for the club. A greater effort in the spring for the Portland Swap Meet will be the primary source of income for the club.

The special recognition program for the clubs 10th Anniversary at the October 26th membership meeting came off very well. We had special name tags for each of the Founding Members and a small framed award to go along with kind words expressing thanks for their long commitment to the club. The Board has met in early November to determine the activities for the upcoming year, so we can post them on the website and you will have time to plan to come to more events for the upcoming year. If you have activities that you would like to see the club support or would like to sponsor let us know. Robin Will and I will be making a 2011 calendar with many of the major activities for the year along with photos

Mayflowers meet at Rices' on December 8

On Wednesday, December 8, 2010, the Mayflower tour will be at the home of Dennis and Barbara Rice.

The tour will feature: 1) A unique collection of more than 200 Santa Clauses; and 2) A shop tour that includes an extensive license plate collection, both domestic and foreign, including many unusual plates dating back nearly 100 years.

Plan to arrive at the Rice residence (858 Lawnview St. NE, Keizer, OR) at 10:30AM.

Lunch will follow the tour at a quaint Keizer café, The meny includes soups, salads, sandwiches, a daily special, and delectable desserts.

Please let Barnara know if you plan to attend. She needs to let the café know how many will be dining. You can call

from club activities and events from last year. There will be a nominal cost per calendar, only 50-75 will be ordered so there will not be any leftover and sitting around. If you are not able to make it to the membership meeting to pick-up your calendar arrangements can be made to mail one to you.

So as we begin the next 10 years of the clubs history, be involved and make a difference where you can.

Respectfully, Mike Bade

mdscbade@msn.com

503-206-4652 home

503-702-2480 cell

2011 POC Summer Meet will be July 13-16

Pacific Grove, California, will be the location for the National Plymouth Owners Club summer meet, and July 13-16, 2011, will be the date.

Pacific Grove is pretty much in the middle of California's long coastline on the Monterey Peninsula, 735 miles from downtown Portland if you do most of the drive on I-5.

Californians made an impressive show of support at our National Meet in June of 2010, and it would be great if CPPC could plan to return that support.

Barbara at 503-393-7231.

To reach the Rice residence from the north:

Go South on I-5.

Take the Keizer exit (#2690B)

Turn right on Chemawa Rd.

Go one (1) mile to Vedra Lane (you will cross RR tracks, stay to the right onto Lockhaven Drive):

Turn left onto Verda Lane;

Turn right onto Lawnview St (it is the first street to the right from Lockhaven);

Go to 858 Lawnview (last house on the right).

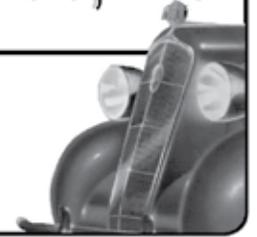
If coming from the south of Keizer, go North on I-5 and turn left onto Chemawa Road, then follow the remainder of the directions.



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Volume Seven, Issue Four

April 2006

The Portland Swap Meet, Success Thanks to Generous CPPC Members

Another Portland Swap Meet is in the history books and CPPC had another successful year thanks to the generous members who donated parts and their time working in the booth.

This year's new location on the west end of Hall D was especially good. Because we had four booths available to us we were able to utilize two corners giving us a very large area with a large opening in the center for members to congregate.

We have already purchased the same location for next year. For those of you who donated parts to go with the little that was leftover from last year we thank you immensely.

Bill Call had set a goal of making \$900.00 which seemed far out of reach with what we had for sale but obviously we had a good sales staff on hand as we sold \$840.65 worth of merchandise!

That's like getting 42 new members! What's most remarkable about this is that 95% of all sales were \$10.00 and less and 90% of those sales were less than \$5.00 per item. Those dollar items really add up.

We gave out many applica-

tions to Plymouth owners that aren't currently members and we signed up one new member and collected dues from two current members.

We touched base with many members from out of town that don't make the monthly meetings but stopped by to say hi.

Thanks to Don Amundson and Doug Hendrickson for bringing over some parts from their booths for the Club to sell.

This is truly a joint effort from a lot of members to make this a success from donating parts to sell, pricing and identifying parts, hauling everything out to the Expo Center and setting up, working the two hour shifts selling items and tearing down and hauling what's leftover back to Bill's shop to await the cycle to begin again next year.

Next year the Tech Committee may try some parts pickup days throughout the year where some members will drive around to other member's houses and pick up parts instead of waiting till close to the swap meet to gather up all the parts. This may result in even more donations.

Next year's swap meet will be April 13, 14 and 15, so start making plans.

by Vicki Williams



The Plymouth Booth attracted many a CPPC member, some that are not able to make it to the monthly mtgs and Tours stopped by to say hello.

Editors Note:

It should be noted that Vicki and Dave Williams, camp-out for the three days of the Swap Meet. They are critical part of the Success of CPPC Booth.

Thanks so much, Vicki and Dave.



CPPC Members: Gary Harden, Paul Taylor - from California, Retha Harden, and Bill Call taking in the Swap Meet



Scott Fansworth Checks on booth inbetween Swap Meet Duties, I think he was finally able to go home. Retha Harden makes a "Sale".

Think about the Swap Meet!

By Robin Will

April is not as far away as we think, and we need to be thinking about CPPC's traditional involvement in the Portland Swap Meet, April 1, 2 & 3 at Portland's Expo Center.

It's our chance to introduce ourselves and our club to just about every car nut and gearhead in the Northwest.

It's our chance to clear away a lot of the car-related artifacts (I'm not using the word "junk" here) from our garages and basements.

It's a chance to make a little money for our club. We should make the most of it, because at its last meeting the club decided not to take on another big fundraising event during the year. If we're going to get only one shot, let's make it count!

This is also a chance to have a heck of a lot of fun. Traditionally, if you work a shift or two in the booth, the club picks up your admission. When your shift is over, you have the run of the place until exhaustion sets in or they close the doors, whichever comes first.

Sort of like the 12 days of Christmas, there's a countdown, and it starts with getting your donations ready to be picked up. Think about it!

Mayflowers visit Albertina Kerr in October



Lunch is good and the cause is worthy. CPPC members visited Albertina Kerr Center, which has a long history of service to area youth. Pictured are: Front Center: Retha Harden. Next row: Mike Bade, Nancy Conner, Donna Bade, Stephanie Willis, Don Hufschmid, Lorraine Griffey, Signe Steed. Back Row: Dave Benfield, Virginia Dunn, Mindy Benfield, Don Ryan, and Chuck Willis.

NUTS & BOLTS: October Board highlights

Taken from minutes recorded by Cari Catlow

Present at the meeting were Board Members: Mike Bade; Robin Will; Cari Catlow; Dolores Call; Bob Westphal.

Also attending was Bill Call. Cari Catlow recorded the minutes.

Treasurer's Report: Dolores Call submitted the Treasurer's Report by mail and reported \$13,937.07 was in the treasury as of October 12, 2010.

October Membership Meeting, Club Anniversary Planning:

Some plans were made to honor founding members.

There was discussion about cost and format of a 10th anniversary newsletter, but no conclusion.

Mike and Donna Bade are scheduled for refreshments and plan to provide a cake for refreshments.

Member Care: Mike announced that Josee Stewart had hip replacement recently. She is up and moving and on the mend.

Activities: The Yellow Northwest Automotive Activities Book will be published November 5. Robin suggested a planning meeting after the

5th, to get some activities on the club calendar.

Hot Dog-ust Day: Enthusiasm for continuing the summer cruise-in is low. Robin suggested that multiple planned activities might provide more club exposure and encourage membership participation.

Since the cruise-in and the swap meet are the primary sources of club income alternative fund raising efforts need to be explored.

Mike and Dolores suggested business-card ads in the newsletter as a source of revenue. Mike and Dolores will meet to review the club's budget needs.

Bill suggested a cooperative event with the Mopar Club, Slant Six Club, or possibly combining efforts with the Roberson All Mopar Cruise-In. The local WPC and Studebaker Club may be interested in a combined event. There were several other suggestions for activities and means for attracting new members, including hosting a booth at other large car collector events.

DECEMBER BIRTHDAYS

Julie Ann Edman	2
Doneva Ward	3
John Sanford	7
Don Amundson	9
Ana Marie Haley	10
Larry Hogeland	10
Tom Fox	11
Sue Nilsen	13
Dennis Fisher	16
Marty Eversole	17
Bill Robinson	18
Susan Kerslake	19
Carol Johnson	19
Joyce Catt	27
Pam Ealy	27
Jerry Paulsen	28
Sharon Tiffany	30

Shanghaied to Astoria, August CPPC Tour

On Saturday, August 20th under sunny skies, 17 cars met at the Glencoe Road/North Plains McDonalds on Hwy 26 headed to the Oregon Coast for a tour hosted by Dave and Vicki Williams.

Cari Catlow, Lorraine Griffey's daughter and CPPC member had flown up from Los Angeles to join the tour.

After traveling about 30 miles on Hwy 26 the group stopped at Camp 18 restaurant for lunch.

At Camp 18 the group was joined with Laroy and Catie Smith from Seaside and Tom and Kris Nachand from Lincoln City. Kris had recently joined the CPPC broken ankle club by breaking both her ankles in a fall so it was a major feat for her to travel all that way in their '33 convertible coupe.

The parking lot at Camp 18 looked like a car show was going on and the other guests really enjoyed looking at all the cars.

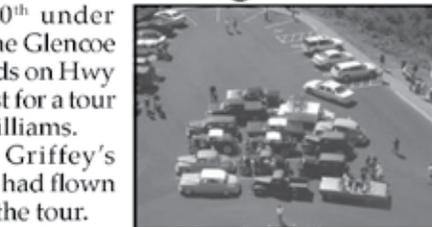
After lunch the tour backtracked about 5 miles to the Jewell cutoff toward Hwy 202 that heads in to Astoria.

Now the group was 19 cars strong and didn't find much traffic on the back road trip.

Just before entering Astoria the group headed up the hill to the highest spot in town- the Astoria Column.

There another member joined the group, John Chase from Ocean Park Washington. He had wanted to bring his 48 convertible but due to a slight mechanical problem he came in an old Ford instead. John and Sara are new members so it was great to meet them.

The Astoria Column has been beautifully restored and there are 164 spiral steps to the top. Several members hiked up and a few had purchased gliders to sail off the top. What is it they say about men and their toys?



Looking down from Astoria Column



Good food and conversation at Camp 18



their own before dinner.

Harris and Doreen Berg joined the group after arriving from the Seattle area on another tour.

Dinner was at Stephanie's Cabin Restaurant right on the Columbia River. Our group had the entire back room facing the river all to ourselves.

From dinner the group headed over to the Finnish Meat Market to watch the melodrama "Shang-

haied in Astoria".

This was the 21st anniversary of this production. It was great fun including being able to throw popcorn at the villain's when they appeared on stage. Jerry Klinger especially got into this.

During one number Larry Catt received a bright red lipstick imprint on his forehead from one of the "ladies of the night" in the play.

We heard later that despite not wanting to wash it off Joyce made him do so before he went to bed.

One of the catch phrases in the play was "We like sturdy women" referring to the toughness of the Scandinavian women depicted in the play.

CPPC's very own "sturdy woman" Kris Nachand was front and center

A f-
ter leaving
the column
members
checked in
to the Astoria
Red Lion Hotel
and had a
little time on



CPPC members pose for Photo at Fort Clatsop

enjoying the play not letting two broken ankles get in the way.

On Sunday morning a bus picked up some of the group for a tour of Fort Clatsop.

After the tour some checked out the Astoria Farmers Market, the second largest market in the state and finally before heading home some of the group took a tour of the recently restored Liberty Theater.

This is a tour well worth taking if you are ever in Astoria. The theater dates from 1925 and is an Italian Renaissance-style building. Even though the building has undergone several transformations over the years all of the original pieces were still there.

The Astoria trip was a great tour and well attended. It's always great when our out of town members join us since we don't regularly see them.

by Vicki Williams



CPPC members wait for "Shanghaied in Astoria"



Scandinavian women depicted in the play.



Liberty Theater



CPPC Members stop for a break on Hwy 202 near Jewell, nice line-up of Plymouths. Other times during the year you can spot Elk grazing in the fields.

Something to think and talk about:

Committee lists activities for every weekend in 2011!

By Robin Will

The committee that met on November 11, 2010, to suggest activities for next year learned specifically what we already knew in general: there is one heck of a lot available to the car hobbyist in the Pacific Northwest!

Here is a list of things that seemed easy, close, interesting or compelling in some other way. Nothing is set in stone: the point is to start a conversation about things we can do as a club, and we're deliberately starting early so we have time to make the plans we need.

Let me suggest some ways to evaluate the activities.

Think about events that the club needs to attend. When we decided we didn't want the wear and tear of hosting a cruise-in next summer, we committed to a path that might result in a financial shortfall for the year. Increasing membership is one way to avoid negative revenue, and finding people who love Plymouths is part of our mission in any case. Can we pick out an event or three where a strong club showing would actually benefit us?

Think about the events that need us. Even considering the above, we're strong in numbers and enthusiasm, and we're not destitute. Our booth at the Columbia River Concours, for instance, didn't gain us a lot, but it supported an event that is going to be good for the hobby in the long run. We can afford it.

Think about sheer fun for the club. We don't drive these cars and wear these jackets because we're shrinking violets, and the point of joining a club is being in the club. Let's find events where it's easy to show up as a group, have a good time, and encourage others to do the same.

January:

Roy Ashbarr - Gresham
16th Canby Swap Meet
Mayflowers

February:

12th Salem Roadster Show
19th & 20th Puyallup Swap Meet
Mayflowers
Garage Tour

March:

18th & 19th Ptl'd Roadster Show
Toy Museum
Mayflowers
Garage Tour - (Car Place Hillsboro)

April:

31st - 3rd Portland Swap Meet
Wooden Shoe Tulip Fields - Woodburn
Mayflowers
Garage Tour

May:

7th Portland Transmission Show
21st Eugene Swap Meet
Tour With Another Club?
Mayflowers

June:

11th Portland Art Museum -
Allure of the Automobile (16 Cars)
26th Orphan Car Meet - Ore City
Drive in the Park - Carlton, OR
Picnic to Someone's House
Beaches - P.I.R. (Wednesdays)
Mayflowers

July:

Carlton Harvest Days

9th Graffiti Weekend - Roseburg
13th-16th POC Pacific Grove, CA
Fletcher Andersen - Chehalis, WA
16th Mopar Show - Salem, OR
17th Homer Davenport Days, Silverton
24th Mopar Nationals - Woodburn
Beaches - P.I.R. (Wednesdays)

August:

6th & 7th Brooks Steam-Up
14th All Mopar Show-Oak Harbor, WA
21st Sunburst - Graham, WA
30th -2nd POC - Tall Pines, MN
Cruise-In with the Cops
Mayflowers
Beaches - P.I.R. (Wednesdays)

September:

3rd Columbia Gorge Interp. Center
11th Slant 6 Club Fall Meet - P.I.R.
17th Mt Angel - Octoberfest
Covered Bridge Tour - Linn County
Function in the Junction - Eugene
Mopar Summit - Newberg??
Mayflowers

October:

Ken Austin's - Newberg
Concours De Maryhill - up the Gorge
Pumpkin Farm Place - Woodburn
Mayflowers

November:

19th Albany Swap Meet
22nd Potluck - Annual Mtg
Mayflowers

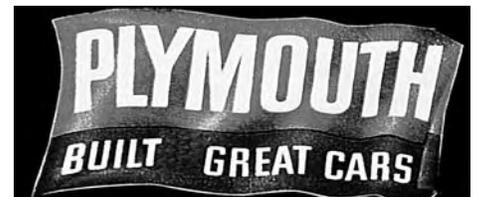
Overflow:

Some things didn't get arranged by month. Either we didn't know the date,

or we're not sure of the exact name of the event, or it's something that could happen anytime, or it was a total afterthought. Whatever. The point is, we can talk about it.

- Vancouver Concours
- Annual Picnic in September
- Overnight Tour
- Forest Grove Concours
- Wine in the Park, Yamhill
- Garage Tours
 - a. Drive over to retirement Centers
 - b. Join tours with other clubs
 - c. Steve's Auto Restorations
- Beaches (every Wednesday)
Washington Tour
- Woodburn Drag Strip- Mopar Nationals
- Oldies Drags, Hot Rod Nationals
- Driving tour to Astoria, "Shanghaied in Astoria"
- Big Mopar Show in Puyallup, WA
- Amity Pancake Breakfast & Antique Car Show
- Ride Ferry to Vancouver, Canada, car show??

There you have it. Taken altogether, it's probably more fun than we can stand. But there are certainly some great ideas for enjoying our cars, our club, and the country around us. Let's talk!



March Technical Committee Report

On March 8th, Chuck Willis and Jimmie Fox traveled to Tim McCarthy's home in Tigard, OR to do a brake job on Tim's 1940 Plymouth, four door Sedan.

Upon arriving at Tim's home, there was no one to open the door to Tim's garage, but prior arrangements had been made for Tim to go purchase an Air Compressor, as it would be needed for this project, and Tim wanted to have one in his garage for other uses as well, like checking his tires, cleaning parts, etc, but not necessarily to blow out cob webs in the carburetor, as Tim plans to drive his car.

He, like the rest of us, will be working on his car to make it a little more to his liking. Tim thought at first that he had a bent axle on the right rear, as the wheel wobbled somewhat. After investigating and checking that part, it had turned out to be that the mounting nut on the axle was not tightened up tight against the drum, naturally, that would make it out of round and straight.

On this date, March 8th, 2004, the new wheel cylinders were installed on Tim's car, and will receive a New Master Cylinder too, and the front wheel bearings were checked for wear and damage, and found that there was "pitting" in the race of both front wheels.

New bearings were ordered and are found locally at McGuire's Bearing, 947 SE Market Street, Portland, OR, phone number "503-238-1570" If you have a need, this would be a place to go to. How about your car??? Have you had your wheel bearings



Tim Mc Carthy and his '40 Plymouth 4 door



Inspecting the brakes



Chuch Willis under the hood

checked and re-lubed with new wheel bearing grease??? Might think about an inspection sometime.

Your Plymouth Club Technical Committee can do the job for you at NO Cost to you for this service, then if you have a need, they can be repaired on the spot. But, ... YOU have to move first to let them know that you would like them checked, All it will cost you is a phone call, or come to the Plymouth Club meeting on the fourth Tuesday of each month with the exception of December, there is no activities in December. Call Jimmie Fox, "503-774-3441", w7chn@msn.com, (while you have Jimmie's email address handy here, make a change in your directory as well) or Dave Williams "503-266-4287" ilikemopar@msn.com . You can also get help over the phone.

*Jimmie Fox & Chuck Willis
Technical Committee*

March Tech Tips, BRAKES

HARD PEDAL:

1. Booster inoperative.
2. Overheated brakes.
3. Restricted brake line.
4. Incorrect brake lining.
5. Burned or glazed brake lining.
6. Frozen brake pedal linkage.

SPONGY BRAKES:

1. Air in hydraulic system.
2. Undersize brake shoes.
3. Oversize brake drum.
4. Cracked brake drum.

PEDAL GOES TO THE FLOORBOARD

1. Fluid level of master cylinder low.
2. Worn brake linings.
3. Brake shoes not returning.
4. Scored Master cylinder cup.
5. Improper brake shoe adjustment.
6. Broken brake line.
7. Leaky wheel cylinder.
8. Leaking brake hose.

BRAKES PULLING:

1. Fluid or oil saturated brake lining.
2. Worn brake lining.
3. Obstructed brake line or hose.
4. Rough, scored or spotted brake drum.
5. Uneven tire tread.
6. Misaligned brake shoes.
7. Misaligned front wheels.
8. Incorrect brake lining.
9. Undersize brake lining.
10. Oversize brake drum.

BRAKES DRAGGING:

1. Incorrect brake adjustment.
2. Oil or Fluid saturated brake lining.
3. Obstructed brake hose or lines.
4. Frozen wheel cylinder.

By Jimmie Fox

Cascade Pacific Plymouth Club Technical Committee

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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.

The voice of experience:

Westphal corrects *Rod & Custom's* take on postwar Mopars

By Bob Westphal

Rod & Custom Magazine recently ran a feature on a '48 P-15 club coupe owned by Steve Frisbie (not a CPPC member) of Portland, Oregon. (See the article at; http://www.rodandcustommagazine.com/featuredvehicles/1008rc_1948_plymouth_coupe/index.html) The article made some slightly un-becoming remarks about postwar Mopars such as, "After all, postwar Mopars with mouse-colored mohair interiors are the stuff dreams are made of. No, they're not! If we could erase the last 40 or so years, a period that made anything old, cool, we would land in a place where Plymouths were most square. They were sensible cars; working-class fathers smitten with Chrysler's claims of sophisticated engineering and machining bought these modest transportation tools for their practicality, not their performance."

I took a little offense and wrote the following letter, which appeared in the Nov. '10 "Rappin'" letters column entitled "Mopar to Ya!"

I am a longtime reader/fan of *Rod & Custom* and have totally enjoyed your magazine for a huge part of my life. I would like to congratulate R&C on the feature on Steve Frisbie's Stunning '48 Mayflower in the Aug. '10 issue. Steve should be very proud of owning such a fine car.

Some of the comments made about postwar Mopars, however, are incorrect. Postwar Mopars didn't have mohair interiors. The closed cars wore broadcloth in grays and browns on doors and headliners with striped patterns on the seats, while the soft tops had leather. As for the late '40s cars, there were a number of people who saw frailties in the Fords and Chevys. These people went to the number three seller and enjoyed more comfort, better quality, economy, and performance. Yes I said performance! I have owned both Fords and Chevys of this vintage over the 55 years I have been driving. The only Ford I owned that I liked had a Nailhead 364 engine. The Chevy six-cylinder engines just weren't there. A stock engine couldn't take a

beating without throwing a rod or two. Granted there were only about four or five Plymouths around town but they were well known for dusting off the other guys. Where these cars had it was the tall second gear. When Fords or Chevys were shifting into high gear, the Plymouth was still winding up in second gear at the top of the torque curve, leaving the competition in the dust.

When I was 17, my stepfather bought me a lowered Limefire Green '48 Plymouth club coupe with full moons and fat whites (\$150). It was well known around town as a really cool car and more than held it's own from stoplight to stoplight. I later had a '47 sedan that had a souped-up original engine with dual 97s on a water-heated Edmunds manifold, Ed-



Bob's '47 Coupe: low 16s at Puyallup

munds 10-1 head (milled several times), ¾ cam, and homemade headers. This car mopped up the flatty Fords and Chevys as well as doing a super job against the new mouse motors. My times at the now long defunct Puyallup Valley Raceway, in Puyallup, Washington, were in the low 16-second range with speeds in the mid to upper 80s. I presently own a '48 club coupe with a dual-carbed '51 Plymouth engine. Attached is a picture of my '47 coupe in 1964.

Cascade Pacific Plymouth Club Technical Committee 2010

The committee meets at Jimmie Fox's garage the 1st Saturday of each month.

Please call for address and directions.

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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 handy for future use.



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 Two

February 2004

Dennis and Jeanne Mowerys 1948 Plymouth 4-door Sedan

Growing up in rural south east 152nd, in Portland during the late 1950's, Dennis earned the money working on the family mink farm. In 1958, Dennis was 16 years old, all he had for transportation was a motorcycle.

Dennis's brother Ivan, had spotted a '48 Plymouth 4-door near where he worked. A Mr. Mann owned the '48. He had bought it new in 1948 and was selling it for \$250.00.

Ivan talked Dennis and his mom into buying the '48 Plymouth Sedan.

It needed a little work done to it. Dennis, his brother and a friend overhauled the motor and gave it a good tune-up.

He and his friends put a lot of miles on it. He would also drive his mom to pick up calves and other animals for the family farm.

Dennis parked the Plymouth when he and his brother joined the Navy in 1962 and went through "Boot Camp" in San Diego.

On a trip on the Greyhound Bus from Portland, back to San Diego, Dennis met Jeanne his future wife. Jeanne was a Texan, who was going to visit family in San Diego.

Jeanne got on the bus in Los Angeles and Dennis sat beside Jeanne on the way to San Diego. They dated a while, and then got married when Dennis got out of boot camp.

After overseas duty, Dennis was stationed in San Diego on the U.S.S. St. Paul, Flag Ship of the First Fleet on North Island (Coronado Island)

After they were settled in San Diego he came back to Portland to get his Plymouth.



Dennis, Travis and Jeanne Mowery and their '48 Plymouth on the CPPC Bridge Tour Linn and Marion Counties.

Below (left): Dennis and Ivan Mowery & the '48 4-door
Below (right): Jeanne in '48 daily driver

Dennis drove the "48 back and forth to the ship crossing on the ferry ("Nickel Snatcher"), transporting many of his Navy buddies to get to the North Island (Coronado Island).

He drove it for their daily transportation. Jeanne worked as a waitress to help pay the bills during that time.

When Dennis got out of the Navy in 1965, he and Jeanne packed up everything they owned, including a portable bassinet in the back seat for their 4 month old daughter in the "48.

24 hours later they arrived back in Portland moved to North East 152nd to begin the rest of their lives.

The '48 was their only transportation for a few years. There were many adventures including weekend drives all over Oregon.

Jeanne, a Texan, wanted to see Oregon and it's beauty. Dennis's mom also loved riding in the Plymouth and was always ready to go with them.

When Dennis bought a new pickup, the Plymouth became Jeanne's to drive, which she drove until there was money for a newer car for her to drive.

The '48 got a well deserved rest in the family garage for a long time. Dennis had a lot of offers to sell it, but kept it because of the many memories that were made driving it.

In 1992, Lee Matthews, talked Dennis into joining H.A.C.O. (Historical Auto Club of Oregon). Dennis met

Lee when they worked for the Multnomah County Road Dept., where Dennis was a truck driver and Lee was a mechanic.

After joining H.A.C.O. Dennis brought the '48 out of retirement,

giving it a tune up for the many miles it would get on the 6 to 8 tours a year with the H.A.C.O. Club.

Of all the tours they went on, only once did it have to be towed home. That was on the yearly Seaview (Long View, Washington) overnight weekend tour, the '48 only made it to St. Helens.

Now that Dennis belongs to the Plymouth Club, the Plymouth gets double the mileage. In looking back through the old issues of the CPPC, I noticed a cameo of Dennis and Jeanne '48 at the first meeting.

Dennis and Jeanne have 3 married children and 6 grandkids that live in Texas. They married Texan. There fourth child, Travis has been on a lot of tours. He started touring when he was 8 years old. He still gets out with his parents in-between being a full time college student, getting his Eagle Scout and now is an assistant Scoutmaster.



Seven feet tall, twenty feet long

1919 Cunningham will be parked at Columbia Gorge Interpretive Center

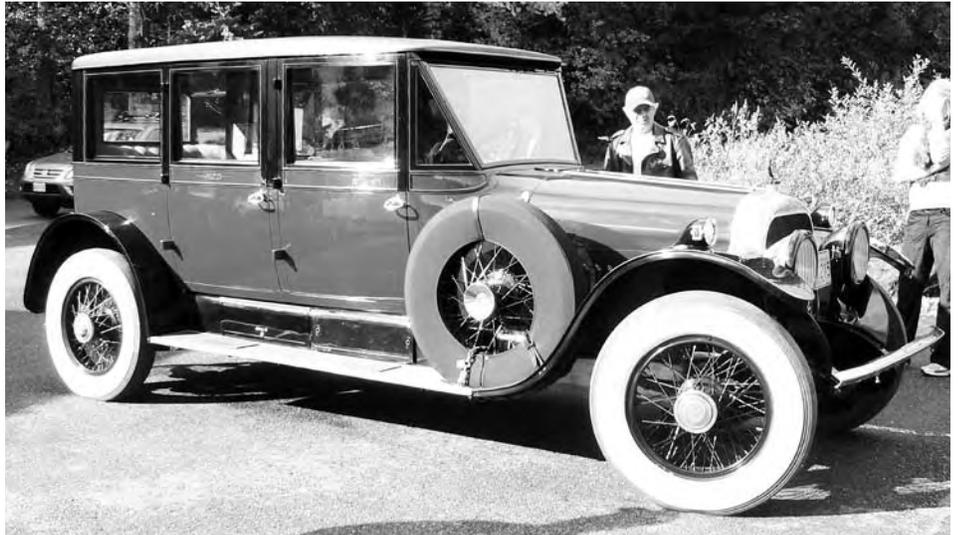
A stately yet sturdy 1919 Cunningham limo that once negotiated the rocky roads to Idaho silver mines is currently parked at the Columbia Gorge Interpretive Center Museum in Stevenson.

The car has never left the family which purchased it new in 1920. Michael Whitesel, the great-grandson of original owner Harry L. Day, arrived with the truck that hauled the limo from Portland storage, and helped get it through the museum doors.

At a time when Model T's were \$525 new, Day paid \$7,468.75 in 1920; Whitesel still has the canceled check.

The Day family operated mines in Idaho that yielded millions, including during World War I. At one point the Hercules, Tamarack and other Day mines produced 6 percent of the country's lead.

This wasn't a pampered city car. The Cunningham was used to negotiate the rough mountain roads to and from the family mines. It was also used to drive



One of possibly 38 still in existence, this 1919 Cunningham remains in the family which purchased it new. After 140,000 miles on Pacific Northwest roads, it was lovingly restored in 1974. For its price when new, the family could have had 14 Model T Fords, plus change.

through the Columbia River Gorge on trips between Idaho and Portland, and made two trips to the Rose Bowl in Pasadena. It has logged 140,000 miles in its lifetime.

The car was mothballed during the

Great Depression, and restored in 1974 with more than 2000 hours of labor.

It was a hit in August 2000 at the Pebble Beach Concours for the 50th anniversary of the prestigious car event, according to the New York Times.

NUTS & BOLTS: November Board meeting highlights

From notes taken by Robn Will

The Board of Directors of CPPC met Thursday, November 11, 2010, at 6PM at the Monarch Hotel.

Present: Mike Bade, Gary Rusher, Robin Will, Dolores Call, Bill Call, Don Hufschmid, Tom Fox, Jerry & Joanne Dixon.

The first subject of discussion: less than a month before election of officers for 2011, we still have no candidate for secretary. The commitment for two meetings per month was mentioned as a problem. That led to discussion of holding board meetings before the regular membership meeting, or dispensing with regular board meetings and conducting more club business at membership meetings. The board will be revisiting those questions.

Members have raised concerns about Member Care announcements: personal information announced in meetings and reported in the newsletter. Conclusion: there is nothing we can do about

this as a board of directors.

Activities: club veterans Don Hufschmid, Tim Winchell and Tim McCarthy will work as advisors to anybody who wants to lead an activity. They are the been-there-done-that gang, and are happy to lend their experience.

There is still no structured Membership Committee. Don suggested that it should be possible to do without a Membership Chairman if every club member realizes he/she can help recruit new members. The need for dedicated membership help was stressed for events like the Swap Meet, when working in the booth requests for membership information are easily sidelined or lost.

The board didn't feel it necessary to go whole-hog for a 10th Anniversary newsletter, so go-ahead was granted for a 12-page edition with some articles from early newsletters. That will increase cost of the edition by a third, and will also lead to increased mailing charges.

Advertising in the newsletter: There are apparently businesses willing to pay to advertise in the club newsletter, and members who are willing to sell the ads. There is a question of what we gain by making newsletters larger in order to put paid ads in them, and Robin was asked to bring in some cost figures so the board could make sense of costs vs. benefits.

Bill Call suggested that Robin report regularly on the number of hits the CPPC website was getting, and Robin agreed to do that.

Don Hufschmid announced that the curbs had been painted at the Clackamas Community Clubhouse, and new floor surfaces and lighting are in place inside.

At that point the official board meeting adjourned, and members started discussing activities for CPPC to attend as a group, or to support, during the 2011 car show season.

Upcoming Events

November, 2010

- 9 (Tuesday) Board Meeting
- 16 Mayflowers at Albertina Kerr, 1:00 PM.
- 23 (Tuesday) Membership Meeting

December, 2010

No Scheduled Meetings HAPPY HOLIDAYS!

January, 2011

- 11 (Tuesday) Board Meeting
- 25 (Tuesday) Membership Meeting

*Regular Membership Meetings:
4th Tuesday of each month at the
Clackamas Community Club,
15711 SE 90th, Clackamas, OR
6:30PM Kick the Tires
7:00PM General Meeting*

*Board of Directors Meetings:
2nd Tuesday of each month, 5:30PM
Same address, front building.*

*Visit our website:
www.cascadepacificplymouth.org*

Hello,

I am looking for an early 50's (50-55) Plymouth. I already have a 57' Belvedere 4 dr ht., written about in an earlier article in the Bulletin. I don't want a points car, but, would like a good condition, driver.

If you have knowledge of anyone interested in selling a vehicle of this type please contact me at my email address lehu@comcast.net. I do belong to the POC and enjoy the magazine.

Thank You
Leon Hunt

WANTED 230 cu. inch Flat Head Engine for a 55 to 59 Plymouth. Allen Faltus 509 856 7857 afaltus@elltel.net

Wanted: I am looking for a pair of coil springs and possibly dropped spindles to fit a P-15. If any one has any info about someone who has some that they can part with please let me know.

Thanks, Bob Westphal

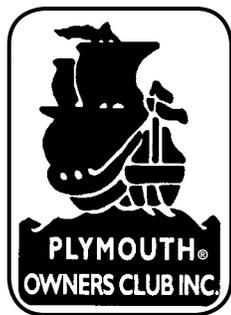
STARTING FRESH

Please renew your ads for the New Year by dropping an email to the editor at: robin@robinwill.com.

If I have ever run your ad, I still have it: just tell me who you are and what you're selling. Don't make me guess your name from your email address.

To submit a new ad, email the text and pics (above) or snail-mail them to

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