



Cascade Pacific *Plymouth*® Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

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

Volume Three, Issue Two

February 2002

Dave and Vickie Williams, 1947 Coupe & 1948 4D Sedan P-15's

When Dave and Vickie Williams began looking for a antique car they chose a Plymouth, because they were less common and were more affordable compared to the Ford and Chevs.

In October of 1993 Dave and Vickie Williams saw an ad in the "Old Car" Trader for a 1947 Plymouth Coupe, just south of Missoula in Corvallis, Montana. They drove to look at the '47; the car would need paint and a new interior, but it ran great. They bought it and drove it back to Canby, OR where they live.

Since then they have put a 318 Chrysler automatic in it and had all the upholstery redone. It is a semi-hot rod, but still retains the basic look of the original car.

Dave is currently installing disk brakes on it and next month he plans on new carpet as soon as possible.

They were surprised to see their '47 was featured in the program for the 2001 Rod Run to the End of the World. They have been told it was also in a commercial for the Drill Doctor, that was filmed at a Cruise-In in Lebanon, OR.

In 1995 Dave and Vickie found a 1948 Plymouth 4 door Sedan, it was a friends, neighbors car

in Oregon City, OR. The wife of the owner wanted him to sell it, but he was reluctant to part with it.

They were negotiating on it before they drove to Montana to buy the '47 and it would take almost a year to actually finalize the deal.

The Owner of the '48 backed out of the deal, which was a major disappointment to Dave and Vickie. The car came up for sale a year later. It was like "Stealing a baby's security blanket", said Vickie.

They bought the car on August 3, 1996. They had to pick up the car when the husband was not at home. They had to go back a second time to get the title from the husband. He

held on to the title so hard it almost tore in half.

Since buying the '48, Dave has had the door panels recovered and carpet added. It still had the original interior and headliner, which for it's age is in good shape.

Originally the the '48 was beige, it has since been repainted a metallic Silver Fern, a color we took off a 98 Chrysler mini van. The idea for silver happened by coincidence, when a picture they had taken of the '48 when it was beige came back from being developed and because of the lighting it looked silver, so it seemed like it was destined to be silver.

Cont. Page 3



Dave and Vickie Williams 1947 Coupe P-15

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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 Committee Report Highlights

Activities Committee, by Jeff Jolly

The Portland Swap meet will be April 5-7, 2002 at the at the Portland Expo Center. The Cascade Pacific Plymouth Club has reserved 2 booths sell or swap, so bring your extra Plymouth or whatever parts and help recruit new members for the club.

At the next regular Plymouth Club meeting there will be a sign-up sheet for volunteers to man 2 booths at the swap meet.

Finance, by Dennis Rice

A reminder to members that dues for club membership are \$20.00 per year. If you have forgotten to send in money for your dues, please send as soon as possible.

Membership, by John Sweeney

Allen Faltus of Ellensburg, Washington, is the newest member to the Cascade Plymouth Club.

Newsletter, by Tom Shepherd

A note from the newsletter committee that we are always looking for interesting information to include in the club newsletter. Places where you found parts, memorabilia, vendors, car collections, technical information or Photos.

Tech Advisor, by Robert Dimick

The Tech Committee is putting together a list of Vendors as a resource to members to help you find services and technical help from A-Z.

January Meeting Recap *by Club Secretary, Vicki Williams.*

January 22nd meeting:

Vice-president Scott Farnsworth presided in place of club president Steve Heaton, with 32 members in attendance.

Larry Catt made a presentation about patches that could be ordered through a Plymouth website and a sign-up sheet was passed around for those interested in ordering.

The committee chairman gave their reports:

Dennis Rice, Finance, reported there was \$8,063.40 in the club account.

He also stated that about 70 percent of the members had paid their 2002 dues and reminded members to pay as soon as possible as payment was due by January 1st.

Bob Dimick, Technical, reported his committee was still working on the users pamphlet and asked for members to submit any resources they have used in the past to put in the

booklet.

John Sweeney, Membership, reported that there were currently 118 members.

Tom Shepherd, Newsletter, reminded members to fill out the information sheet that was included in the January newsletter for use in future newsletters.

Jeff Jolly, Activities reported that the club would have two booths at the Portland Swap Meet, one for membership information and one to sell parts. He will be arranging sign up sheets by the next member meeting to man the booths and donate parts to sell.

There was no representative from the East/West Tour committee.

The speaker for the evening was Steve Williams from Portland Powder Coating. Members are offered a 10 percent discount for any work prior to June 1st.

P15-D24.com, Informational web site

by Larry Catt

The '46-'48 (and 1st series '49) Plymouths are some of the favorites among the long line included in the national Plymouth Owners Club. The P15 group is also the most predominate in our club as well.

The P15-D24.com web site has been mentioned before as a great spot to get technical information, parts lists, and specifications. It also has, in my opinion, the best forum for the exchange of ideas and problem-solutions for P15's. As noted in a prior newsletter, the site often applies to other Plymouths due to the commonality among mechanical systems over the years.

A new club has been started by one of the prime contributors to the P15-D24 web site. It includes an internet newsletter, at no cost to join, that features technical information and parts for sale, as well as other topics for '46-'48 Plymouth, Dodge, Chrysler, and DeSoto.

The current issue includes a detailed story on installing a new Poly gas tank into a P15 Plymouth...and the modifications that need to be made to the car to make it work.

If this is of interest to you, you can enter the site by going to: www.indfloorcoating-repair.com/p15-d25news2.htm

Air Cleaner Update,

by Larry Catt

The "Forum" section of the www.p15-d24.com web site includes an extensive exchange regarding the merits of the AC oil bath air cleaner. It is original equipment on P-15, and many other models of Plymouths. A big concern is that over the years the filtering element in the housing becomes so dirty, that the prescribed washing doesn't really get it clean. One post includes pictures of the removed filter element. After soaking for a week, it's still black rather than the original white or gray, and dirt can still be shaken out of it.

The solution (according to several postings) is to gut the AC housing and then install a throwaway paper air cleaner element. It was reported that AC#A432C, Fram#CA6370, Rockhill#66184, an equivalent K&N units, will fit the housing.

This conversion retains the original appearance of the OEM equipment and provides superior filtration.. at least in the combined opinions of several postings.

Dave and Vickie Willams, 1947 Coupe & 1948 4D Sedan P-15's

Cont. from Cover Page

Dave replaced the engine with the stock engine from the '47 Plymouth from Montana.

This 4 door has suicide doors that appeal to young kids, so when their grandson went to the prom, he chauffeured him and another couple to the Portland Art Museum in downtown Portland. After the prom, Dave parked next to the Commercial Limo's and chatted with the drivers. Vickie made Dave dress like a limo driver, so the other drivers thought he was cutting in to their business.

Dave and Vickie have one other Plymouth a 1951, which is unrestored.

Dave and Vickie have driven their Plymouths to many Northwest car events like, Rod Run to the End of the World, Homer Davenport Days,

Gladstone Chautauqua Festival, West Linn Old Fashioned Fair, Thunder on the Mountain, Sandy Fly-in/Cruise-In, Elks Cruise to the Park, Lebanon Fall Cruise-In, and the McCleay Country Cruise-In.



Dave and Vickie Willams
1948 Plymouth 4Door Sedan P-15

In Memoriam

With sadness we note the passing of Sharon, wife of Jim Thorkildson, on February 11, 2002 after a long struggle with MS. Sharon had been an active lady who accompanied Jim on car club activities, and who enjoyed riding her horses before her deteriorating health no longer allowed it.

Our thoughts are with Jim and his children and grandchildren.

1948 Plymouth still “All in the Family”, 50 plus years later!

Here is a story that will bring a smile to your face — I know it did to mine.

This one starts back in 1949. Bill DeSon was 26 and just out of the Coast Guard/Navy after serving in the South Pacific during WWII. While still single and living in Chicago, he went down to the Plymouth Dealer and bought his 1948 Plymouth Convertible Coupe right off the showroom floor. At this point in time, most post-war cars had to be ordered from the dealer, then you had to wait awhile. But Bill insisted and probably paid too much — but he got his '48!

Bill moved to Southern California and got married in 1952. A year later, he and his wife (Genie) moved to St. Louis, Missouri. Yet a couple of years later, they again moved back to Southern California — driving the '48 and pulling a trailer. There was also one other addition — Chip DeSon (born in 1953). Upon resettling in Southern California in 1954, the '48 was the family car. Like most people during those years, who knew it would be around 50 years later!

By 1958 the '48 had been run into the ground. Bill could not get anything for it as a trade-in, so out of spite, he abandoned it in the back yard. As his son, Chip tells it, “most kids had a swing set in the back yard — he had a '48 Plymouth. It was his fort, playset, and stagecoach all rolled into one.”

Chip turned 16 in 1969 and the '48 (or what was left of it) became his. From 1969 to 1974, Chip did an on-the-



Chip's '48 won the best in class for cars 1942 to 1954, in a Regional Chrysler Club car show in La Palma, California.

frame restoration. Although certainly not show quality, it was a great looking driver. Unable to use the car during his early years as an IBM salesman, he stored it in his parent's garage — and there it sat for the next 24 years.

For years, Chip toyed with restoring the car a second time. However, a more-than-full-time job and three young children prevented Chip from taking on the project himself.

A year was spent trying to locate the right person(s) for the project. Four years ago, Chip located and contracted with Ken and Brad Brody (father & son). Ken & Brad love family projects and love to see these great old cars on the road. Upon hearing the history of the car, they couldn't help themselves from taking on the project. The finished '48 (is there ever really such a thing?) was delivered to Chip's family earlier this year where it is treasured as a fair-weather driver.

As Bill DeSon drove his Dad in this car in 1949, and Chip is driving kids (Will, Nicky, & Deanna) today. This car spans four generations and two restorations in the same family!

Recently a few of his friends talked Chip into has showing the '48 in a Regional Chrysler Club car show in La Palma, California and the '48 won the best in class for cars 1942 to 1954.



Chip DeSon's
1948 P-15 Convertible Coupe

P-15 Jacket Patches

At our January meeting, a project was presented that is being developed by a member of the national club.

David Maxwell is arranging to have Plymouth patches made in high quality chenille, and perhaps in colors like the factory colors of the P-15 cars. However, he needs some additional pledges of interest in order for the project to proceed at reasonable costs.

He has stated that he will sell at cost. Prices are estimated to range from \$15 for a large

shield and \$7 for a smaller one. The shields replicate the badge Plymouth used on cars and signs from 1950 and earlier.

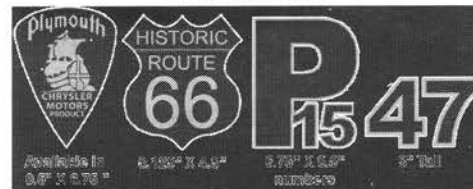
Several members at the meeting indicated their interest.

For those of you that did not attend the meeting, or if you want to view the pictures of the patches, you can see them at Maxwell's web site. It is <http://www.angelfire.com/ca/bojeta/indexpage2.html>

The club has purchased some of the patches as well as some to sell at he upcoming swap meet.



Copyright: taken from David Maxwell Website
www.angelfire.com



David Maxwell is selling Plymouth Patches. The Jacket is shown as example of what you can do with the Patches

Larry & Joyce Catt's '48 P-15 Plymouth

Even though Larry and Joyce Catt have not been Plymouth owners for as long as some, the enthusiasm they share for classic cars started long ago.

Larry started life as a Ford drag racer, but converted to Buicks in the mid-'50's. In the early 70's Larry lived in Seattle where he and a friend, Lauren Matley (also a CPPC member) were founders and members of a region of the National Buick Club.

He and Lauren have restored several cars, most recently a 7 passenger - 1929 Lincoln Touring Car, which won 3rd in class at the "1996 Pebble Beach Concours d' Elegance". This was the year Lincoln was the feature car.

After Larry retired from Boeing as a manager, he and Joyce

moved to Vancouver, Washington in 1991. At the Portland Swap Meet in April 1998, Larry and Joyce found a 1948 P-15 convertible, which they purchased and now is their pride and joy.

Larry says that his brother had a '47 Plymouth, which may have influenced him into getting into Plymouths (it had great dual pipes). Since buying the '48, repairs have been made to the floor, and Duanne Luckow has reskinned the right door to correct prior damage. The dash has been woodgrained in a beautiful (non-stock) burl by Lauren Matley. Les Conner has assisted in adding an overdrive, and engine modifications including an Edmunds hi compression head and dual carburetors, and complete rewiring. The exhaust manifold was split and Smithy mufflers added.

Oh, did I mention Larry was one of the original founders of the Cascade Pacific Plymouth Club and Joyce is also involved in the CPPC, Thanks Larry and Joyce.



Larry and Joyce Catt's 1948 P-15 Convertible

Tech Article, Update

I read Duane Luckow's article on window and door sweeps and I agree with him.

This is what I find works and looks good to me. I buy asphalt shingle staples, their staples are about the same size as the factory ones (width) and they won't rust. I drill out the factory holes to accommodate the new staple and cut the staple to the right length.

By using a curved jaw water pump plier to bend over the staple, you can get in the channels much easier, than with a flat jaw plier.

On weather strips sometimes the staples are not in a straight line from the factory, by using the existing holes you can maintain that factory appearance. I hope this gives restorers another idea.

by Larry Janecke

Portland Powder Coatings, Mr. Steve Williams

Would you like to have a durable, attractive and possibly less costly finish on your wheels or valve covers? Steve Williams of Portland Powder Coating, Inc offers his services to you.

Steve gave an informative presentation about his company's powder coating system during the Jan. 22 meeting. Judging by the number of questions he fielded and the length of time members kept him answering them, there seems to be considerable interest in powder coating.

According to Steve, powder coating is a viable alternative to paint. A large number of

colors and finishes are available. However, it works only on material that can withstand heat of 400*, so those plastic parts will have to be refinished some other way.

Portland Powder Coating will sandblast and coat your Plymouth's wheel for \$50, a frame can be blasted and coated for around \$400. There is a \$75 minimum so gather up a bunch of metal parts and give them a call at 503-236-9412 at their S.E. 25th Portland location.

Mention the Cascade-Pacific Plymouth club for a 10% discount through June of this year.



Copyright: Sasquatch Artworks/ Mr. Rob Butler

Did You Know? by Larry Catt

A recent exchange in the Plymouth Owners Club web site debated if Plymouth offered a vacuum assisted shift in 1941. Many who posted replies assumed the writer was thinking of the "automatic clutch" offered in 1932 through 1934.

That device, working off engine vacuum, pulled or pushed the clutch pedal as needed without the driver having to use the left foot. By letting up on the gas pedal, the car could be shifted without depressing the clutch pedal.

However, Jim Benjaminson, Secretary and Treasurer of the POC, confirmed in a posting that Plymouth did indeed offer "Powermatic" shifting in 1941.

It was a \$6.50 option that added a vacuum-assist cylinder to aid in shifting. This was also offered in 1942. While not included in the regular options list it could also be ordered on any P-15 model to aid handicapped drivers.

A complete list of handicapped controls was offered to aid these drivers, especially returning WW II veterans who may have lost use of body parts in the war.



Steve Williams, owner and founder of Portland Powder Coatings, talks with CPPC member Allen Tiffany at the January meeting.

Department of Corrections

Last month's new members, Larry and Betty Janecke own a 1956 Belvedere and a 1964 Sport Fury convertible.

I guess my '49 Plymouth and I were meant to be together

Brady Layman bought his 1949 Plymouth coupe in Fresno, California around 1970 for about 100 hundred dollars to use as a second car to drive to and from work. He was attracted to Mopars in general as his father had been a Chrysler and Dodge Brothers dealer in the 1920's in Toppenish, Washington. In the 50's his family cars included a '51 Desoto and a '57 "swept wing" Dodge. The families second car when he was in high school was a '49 P-17 wagon. Brady and his father always liked the comfort and dependability of the '49 Plymouths.

In 1970 he went through a divorce and found himself with no money and no car. His dad let him use the '49 Business Coupe until he got back on his feet. At the time he could neither buy it or return it to his dad. His brother Richard drove it up to Seattle from Fresno for Brady. He wrote his brother at the time that "If it blew up on the way to Seattle, just take off the license plates and destroy ID number and go off and leave it!"

Fortunately the car did fine on the trip north. In 1971 Brady decided to return to school to complete his college degree. His dad said that if he finished and got his degree he would give him the '49 Plymouth! In 1972 he got his degree and the car was his. Unfortunately it quit running and he decided to replace it. He sold it to a fellow who worked with his older brother.

In 1975 he went trough a divorce. Again he was without a car, but did have some money to spend. A friend and he went

through the Seattle Times want ads on their day off. One ad said, " '49 Plymouth Coupe, runs good". He told his friend that he had a '49 Plymouth and really liked it. As they drove out to see the '49 Brady joked about what if it was the same one he had sold a few years earlier. He arrived and it was! He bought it on the spot and again it was his every day car.

The '49 broke down in 1978 while he was living in Yakima. He parked it at his parent's property in Ellensburg with the intention of fixing it up when he got some money ahead. Then his son was born and a few years later his daughter was came along the next thing you know twenty years slipped by and the poor girl was still sitting and aging ungracefully on the farm.

Brady finally got the car "home" a few years ago, which

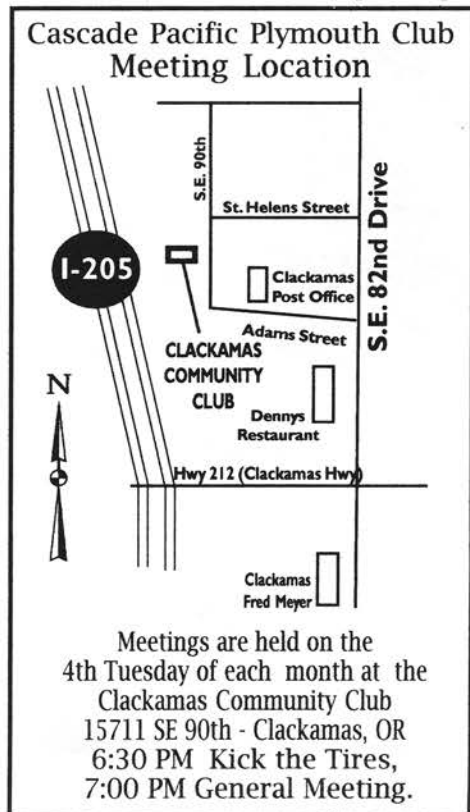
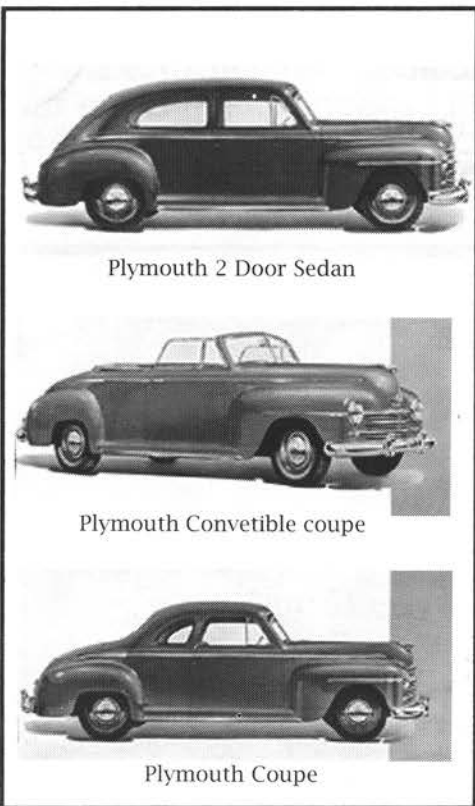
is now in the Tri-Cities in South East Washington state. His daughter and he had intentions of trying to get it running again. They found it difficult to find time, money, and had no place to work on it.

The spring of 2001 he saw the car languishing in the driveway. He had saved some money and, so with the help of a local independent mechanic, Les Lippert who was successful in getting the '49 running. Brady was able to drive her home at the end of August. He had forgotten what a sweet sound that engine makes and what a treat the car was to drive.

Brady and his wife Peggy hope to get back to work on the '49 this spring with work on the body and interior.

They have not been able to attend any of the CPPC meetings, but hope they will be able to in the near future.

(Photo unavailable at time of printing)



Upcoming Events

February

- 5..... **Board of Directors**
 14-17..... **Rod & Custom Show**
Portland Expo Center
 26..... **Regular Meeting**
Guest Speaker: Lynn McCreery,
 Parkrose Hardware
Topic: *Fasteners, Bolts, Screws,*
Grades of Bolts, Standard & Metric

March

- 1-3..... **46th Portland Roadster Show**
Oregon Convention Center
 5..... **Board of Directors**
 26..... **Regular Meeting**

April

- 2..... **Board of Directors**
 5,6, & 7..... **Portland Swap Meet**
Portland Expo Center
 23..... **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

Wanted

1937 Chrysler/DeSoto
 Overdrive transmission, as complete
 as possible. E-Mail: tknach@teleport.com
 Tom Nachand Ph:503-764-2011

Wanted

1964 Sports Fury
 Service Manuals - Parts List Book -
 Operators Manual - Spinner Hub Caps
 & Trim Parts
 Larry Janecke Ph:780-672-7529
 4209 S. Ave., Camrose AB.

For Sale

1933 P.C. Engine
 [ran in 1995] \$200.00
1933 Transmissions [2] \$100.00
 Set of 5 spoke wheels [restored] w/
 4-600x16 Sears wide-white wall tires
 [new] \$600.00
 Misc. springs, steering gear and as-
 sorted parts Price negotiable
 Rich Von Allmen Ph:503-762-7857
 5500 S.E. 139 th - Portland OR 97236
 E-Mail: lilirichvon@c.s.com

For Sale

1939 right/rear fender in good
 condition \$25
 Tom Shepherd Ph:503-658-4366
 E-Mail tjsves@yahoo.com

For Sale

1949 Convertible \$14,750.00
 All original. Only needs paint and
 some chrome work. Top has been
 replaced.

1956 Fury \$7,750.00
 Completely original, needs total res-
 toration. Runs and has low miles.
 Allen Faltus Ph:509-925-1574
 E-Mail: afaltus@ellensburg.com



1949 Convertible

For Sale

1947 Plymouth Woodie Wagon
 Sheet metal pretty good, but bad
 wood. Most wood there for templates.
 Top wood could probably be used.
 Save it from the burn pile. \$2,200.00.
 Reese E. Gullickson Ph:503-550-4574
 P.O. Box 1179, Newberg, OR 97123



FOUNDED 1957

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Affiliate of Plymouth® Owners Club, Inc.

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