



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE
PRESERVATION & RESTORATION OF ALL
PLYMOUTH AUTOMOBILES



Volume Twenty-Two, Issue Two

Clackamas, Oregon

February 2022

First activity of the year – touring Finn’s Restoration & Custom

CPPC members are invited to tour Finn’s Restoration & Custom shop in Woodburn on Saturday, February 26, followed by lunch at Arrowhead Golf & Athletic Club.

CPPC members met Denny Finn at the January membership meeting – he

is working on a car for Jake Higginbotham, and Jake brought him to our meeting.

Denny and Maggie Finn own and operate Finn’s Restoration and Custom, in Woodburn, Oregon. They have been in the auto restoration and customizing business for more than 27 years, and they’re able to take on almost all aspects of a restoration project on the premises in their Woodburn shop.

Visit their website at finnsautorestore.com for a look at the variety and scope of what the business offers.

We need a head count for the shop tour and lunch reservations at Arrow-

Valuable information for Internet-based vendors

It looked like a “no good deed goes unpunished” situation – eBay wanted Mike Bade’s Social Security number, and said they would issue a Form 1099 to report income from eBay sales.

Since Mike’s “income” from sales goes directly to the club, that didn’t look good.

“I called eBay today,” Mike reports. “They informed me that \$20,000 in sales is the level that triggers IRS reporting.

“I am around \$8,000 in sales for 2021, so I have a ways to go, and it’s a new year. The funds I was holding back to pay taxes can now go into the club treasury.” That sounds like a happy ending.

head Golf & Athletic Club. Sign-up sheets will be passed at the February 22 meeting with details and directions.

Interested in the tour but can’t attend the meeting? Contact Jake Higginbotham – his phone number is in the club roster.

Mike Bade will share pictures from SEMA at February meeting

SEMA stands for the Specialty Equipment Market Association. It’s an outgrowth of a group of speed-equipment manufacturers, back in the day, and now their annual Las Vegas show is enormous and extravagant, incorporating everything from manufacturers, warehouse distributors, sales agents, and subcontractors, to off-road manufacturers and media outlets.

The Bades went to the SEMA show last November, and – surprise!!! – Mike took a lot of pictures.

He’ll be sharing pictures and reminiscences from the event at February’s membership meeting.

Signups look good! We’re good to go for Portland Swap Meet

We’ve got the daily work schedule filled out, and we’re good for load-in and load-out, so Portland Swap Meet is a definite go for CPPC.

The Swap Meet will be held April 1-3 at Portland Expo Center.

CPPC will have the 5 booths we paid for in 2019.

Don’t let the full sign-up sheet keep you from coming to the meet to help and hang out.

One of the biggest parts of work at the Swap Meet is swapping Plymouth stories, and talking to folks about their projects. Friendliness and know-how is pretty much what our club is about, and it’s how we attract new members.

We’ll share info about parking, admission bracelets and all the rest in advance of the show by email with the folks who signed up to work.

**CPPC will be meeting
AT THE CLUBHOUSE
on February 22, 2022**



**SHINE UP YOUR CAR –
WE’LL SEE YOU THERE!**

**Our thanks to the
seventy-one members
who have already
paid their 2022 dues!
It’s easy and secure to
pay through the club
website!**

CPPC Officers 2021

President, Jim Wheat, 661-361-9378
 Vice-President, Jake Higginbotham,
 503-348-2428
 Treasurer, Dolores Call 503-723-5118
 Board Chair, Mike Bade 503-702-2480
 At-large, Joanne Dixon 360-608-6171

Standing Committees

Membership, Mike Bade 503-702-2480

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

Mayflower Events
 Susan Yates, 503-705-6416
 Mindy Benfield, ben1323@aol.com

Refreshments Coordinators
 Dennis Mowery 503-663-1204

Technical Advisors
 Randy Ealy 503-864-8111

Member Care
 Lorraine Griffey 503-666-2222

Club Activities
 Jim Wheat 661-361-9378

Portland Swap Meet
 Robin Will 503-285-3437

Down by the Riverside Car Show
 Randy & Pam Ealy, 503-864-8111

Membership & Dues:
 Cascade Pacific Plymouth Club, Inc. dues
 are \$25.00 per calendar year
 Membership runs January 1 through
 December 31.

Concurrent membership to the National
 Plymouth Owners Club is required. plymouthbulletin.com/members.htm

Mailing Address:

P.O. Box 2988, Clackamas, OR 97015

Website:

www.CascadePacificPlymouth.org

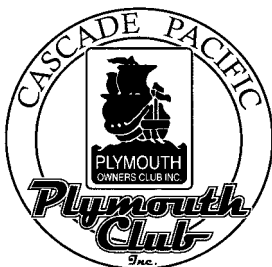
Email contact:

info@cascadepacificplymouth.org

CASCADE PACIFIC
 PLYMOUTH CLUB

DUES
\$25⁰⁰ per year

Concurrent membership in
 National Plymouth Owners
 Club is required.



Minutes of January's membership meeting

From minutes taken by Robin Will

Members of Cascade Pacific Plymouth Club met on January 25, 2022 at 7:00PM at the Clackamas Community Club, 15711 SE 90th Ave., Clackamas, OR. Twenty-four members and friends attended in person, seven more attended via Zoom.

President Jim Wheat called the meeting to order at 7:00PM and led the flag salute.

One guest was introduced: Jake Higginbotham introduced Denny Finn, owner of Finn's Restoration and Custom in Woodburn, Oregon, who spoke briefly and invited the club to a garage tour followed by a short cruise to lunch at Arrowhead Golf & Athletic Club in Woodburn, on February 26.

Gary Rusher discussed this year's Portland Swap Meet, and passed a sign-up sheet for workers. If we can fill the work schedule, CPPC will go ahead with our traditional participating in the April 1-3 event at Portland Expo Center.

Minutes from the November 23 meeting need to be amended: Joanne Dixon pointed out that the Cruise-In committee's report was mislabeled as originating from the Tech Committee.

Mike Bade reported Internet sales of \$9406 as of today. Internet sales have been keeping the club afloat financially in the pandemic years without fundraising events.

Mike announced he had fresh items from the printer: sponsorship forms for the Cruise-In, brochures for donors to the CPPC scholarship fund, half-sheet flyers with registration forms on the back for the Cruise-In, and updated membership applications.

Election of Officers: CPPC's current officers all agreed to stand for re-election, and were elected by acclaim in a voice vote. The club still needs one or more secretaries to keep things in order. Contact any board member for information.

Editor/Webmaster Robin Will reported that CPPC member Scott White-man has submitted another encyclopedic article – this time on wheels and tires – which is now on CascadePaci-

ficPlymouth.org under the Plymouth History tab. Scott's articles are heavy with facts, and they draw a lot of visitors to our club's website.

Randy Ealy announced the next meeting of the Cruise-In Committee will be on the first Tuesday in March at Black Bear Diner in Wilsonville.

Forty people had paid their 2022 dues at meeting time; however, several more stepped up during the meeting.

Mike Bade spoke briefly about attending Jeanne Mowery's memorial service on January 15. Jeanne passed away on November 6, 2021.

Phil Hall announced that yesterday (January 10) was the 65th anniversary of the day the 10-millionth Plymouth rolled off of the assembly line.

Donna Bade offered a donated club jacket for bids from the audience (no takers) and announced that she had two nylon jackets for sale at \$25 each.

Randy Ealy reported for the Tech Committee. He has had no interest yet in the 1937 Plymouth advertised in the last newsletter and on the club's website. He reported a phone call out of California from someone searching for an engine for a 1935 Plymouth.

Phil Hall was the evening's guest speaker, running quickly through a great many pictures of the ground-up restoration of his 1954 Plymouth Belvedere, which Phil and Rose Ann undertook at home.

Gary Rusher won the 50/50 drawing. Door prizes were taken by Jerry Dixon, Phil Hall, and John Cooper.

The meeting was adjourned at 8:45PM.



The Steering Column, A Message from the President

Greetings to all of our members and friends of CPPC. The weather is changing and as it gets warmer its time to start getting those cars dusted off and get tires round again. The "Down by the Riverside" cruise-in committee has been working on setting up all the details for a successful car show and we are expecting a big turn out. Changes have been made to get cars in quickly and streamline the registration process. As you know, this event is an income producing event for the Club with generous proceeds going for scholarships to the Automotive Department at Clackamas College. Last week I received a letter from the Director of the Department thanking us for last year's donation for scholarships. We have had several stu-



dents tell us that if it was not for our financial assistance they would probably not be able to attend classes, it's a great feeling to know our Club made a difference.

As for other activities, we have the upcoming Swap meet that has been delayed for a couple years due to Covid. Board members and volunteers have met to plan the layout of the booth and one big change is that all the parts we plan to sell have been sorted and catalogued so we know what we have to sell. Remember that event we had last year where we emptied the trailer to see what rusty treasures we had? Thanks to all those that helped with getting us organized. This month we have an event at Finn's Restoration & Custom shop in Woodburn. Jake Higginbotham is organizing this event, he is having his 41 Plymouth Coupe restored there. The date is set for February 26, that's the Saturday after the

Membership meeting, details to follow.

I know the Zoom meetings have not been too successful. Mike and I are going to practice prior to the next meeting. If you have any technical experience we could use the help. My IT department is busy with high school but I will be tapping his brain for more help, hang in there.

Just a reminder, please get your dues in as soon as possible, this year seems to be going better than most, thanks for your support.

We will see you at the next meeting, keep the shiny side up.

Sincerely, Jim

Portland Rose Festival is looking for parade cars – convertibles only!

This news comes from Steve Heaton.

Portland Rose Festival Foundation is looking for owners of convertible cars who would like to showcase their cars and provide transportation to selected dignitaries in one or more of the Portland Rose Festival's three signature parades.

They only want convertibles.

Apparently you begin by going to www.rosefestival.org/f/45 to fill in a form to tell them about you and your car. If you have any questions or know of anyone who may be interested in participating, please call (916) 871-0025. The contact person is Mireya Sanders.

Club member needs referrals for work on her 1966 Valiant

Dear Mike,

Although you may not know me, I am a member of the Cascade Pacific Plymouth Club. Bob Westphal introduced me about three years back, before the covid pandemic.

The reason why I reach out is this.. could you possibly recommend a shop here in the Portland area which is willing to work on old cars, such as my Plymouth Valiant 1966.

In the past, I had been using Major Murray on SE 17th, Portland. They are very good in their work but are often booked out two months ahead. There are just a few things which need to get addressed, such as tune -up etc.

It would be helpful to know if there are other shops and I usually go by personal recommendation.

Once we are out of the worst with this pandemic, I will come and attend your regular meetings again.

My best,
Doris Oldenburg

Fifty-one percent of CPPC members had paid their dues as of February 8, 2022

It's time again – CPPC dues are payable in January for the 2022 calendar year.

A lot of CPPC members are on the ball, and have taken advantage of the PayPal link on the front page of CascadePacificPlymouth.org.

But the club still accepts checks made out to CPPC and mailed to P.O. Box 2988, Clackamas, OR 97215, and board members will be happy to take your cash at the February meeting.



If there's a car activity going on, D. J. and Cynthia Freeman will find it! The 2022 Winter Rod & Speed Show was held January 21-22 at the Linn County Fairgrounds in Albany, a happy alternative to the deficit in car events we have been seeing in the COVID era. It was an easy drive over from Philomath, and Freemans were there with their 1938 Plymouth business coupe.



OFF THE HOOK – Installing an electric fuel pump

By Phil Lapin, CPPC Tech Committee

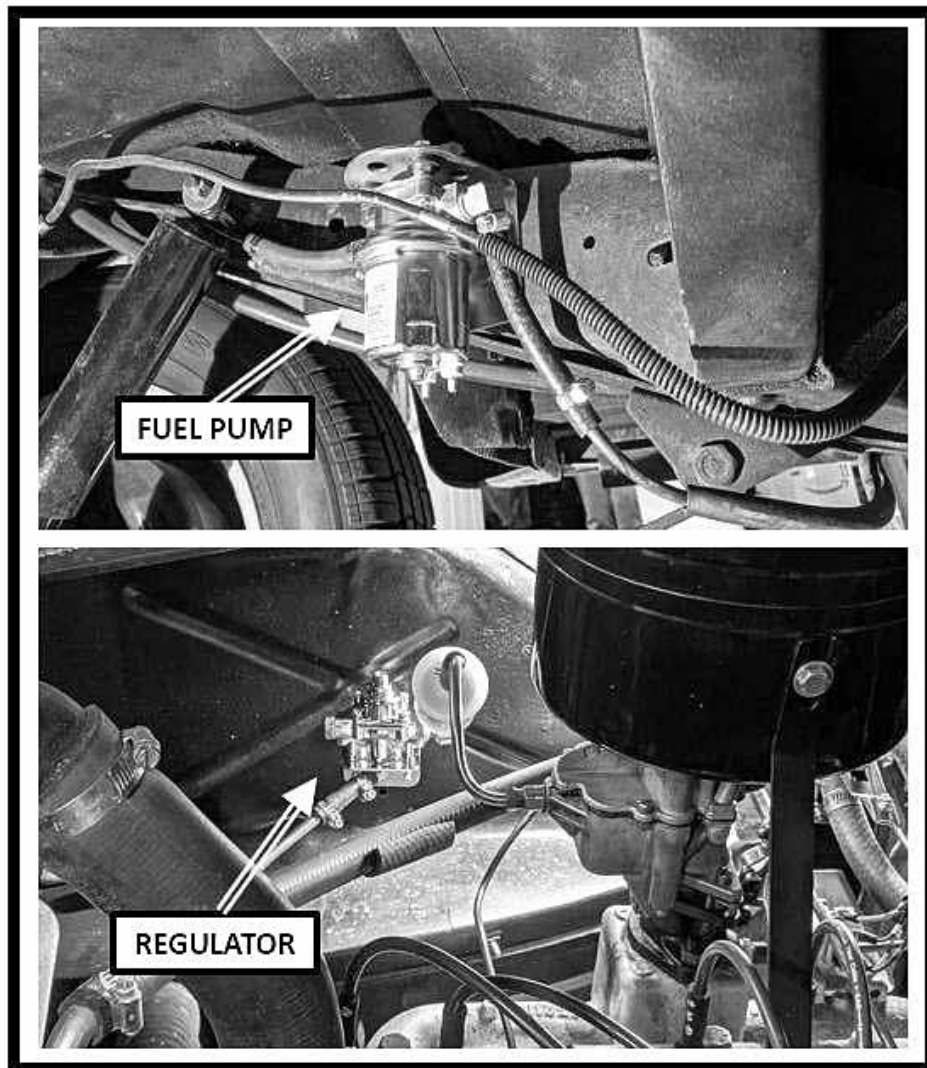
I recently installed an electric fuel pump on our 1942 Plymouth. Why? For several reasons: To prevent fuel boiling in hot weather (vapor lock), eliminating a mechanical fuel pump, getting the fuel line away from the engine and manifolds and to provide a constant fuel pressure to the carb. My main motivator was to prevent vapor lock, but other benefits became apparent. The following is what I learned.

I am not a fuel pump expert, but it seems there are two general types of pumps we can retrofit into our vintage cars. One is an “in line” pump that looks similar to a metal fuel filter. It uses an electromagnet, a piston or diaphragm and either points or electronics to pulse the electromagnet. The second fuel pump type is a motor driven impeller pump, which is what I chose. It seems to me that the piston pumps are much more prone to failure over time (moving parts, points and contamination buildup). A motor driven pump simply has a constantly rotating motor, with an integrated impeller pump (less moving parts). The downside of the motor driven pump is that it is tall and must be mounted vertically, whereas the “in line” pumps can be in most any position. Prices are somewhat lower for the in line models – but neither is a huge outlay.

Here is a walkthrough of my installed system from tank to carburetor. The output tube from the fuel tank was cut, and an in line fuel filter installed there, coupled with flexible fuel hose. The hard tubing continues over the rear axle, then is connected to the fuel pump with flex hose. The pump itself is mounted upright on the inside of the frame just forward of the rear spring shackle. This keeps it from hanging lower than the frame. It mounts into a vibration dampening bracket. From the fuel pump to the front radiator – the original hard tubing continues.

At the radiator, I re-routed the fuel line upward and outward to a fuel pressure regulator mounted on the right inner fender well. This keeps it com-

(continued on page 5)



Cascade Pacific Plymouth Club Technical Committee 2021

The committee meets the 4th Wednesday of each month, and other times as they are needed, gladly making house calls where necessary. Call Randy Ealy at 503-864-8111 if you need assistance.

Randy Ealy, 503-864-8111 prealy48@gmail.com, Dayton, OR
 Jerry Dixon, 360-607-7628 jojoes@outlook.com, Vancouver, WA
 Marlo Edman, 503-936-4624 medman@teleport.com Portland, OR
 Phil Lapin, 503-816-5644 philzmap@gmail.com, Boring, OR
 Dennis Mowery, 503-663-1204 jenmowery@aol.com, Boring, OR
 David Pollock, 250-743-4859 dnpollock@shaw.ca Shawnigan Lake, BC
 Philip Post, 541-535-1860 harrigerj@charter.net Talent, OR
 Gary Rusher, 503-939-9320 chiefgr@hotmail.com, Wilsonville, OR
 Bob Westphal 360-334-6037 bobwestphal@hotmail.com, Vancouver, WA
 Jim Wheat, 661-361-9378 jawheat@gmail.com, Lake Oswego, OR
 Carmen Dannunzio, 484-886-6115, c.dannunzio53@gmail.com, West Chester, PA

We will do all we can to help you with your car. NOTE: Keep this list handy for future use.

Electric fuel pump,

continued from page 4

pletely away from the engine. From the regulator, there is a flex line connected to a hard line near the carburetor. There is also a second fuel filter mounted in this area. The system works flawlessly. There are several spots in this setup using flex fuel line and couplings – which I don't particularly like, but using high quality hose and couplings insures reliability.

Electrical connections start with an ignition switch (output) to a safety switch. The safety switch is actually an oil pressure switch – shutting down the fuel pump if the engine stops for any reason. Prior to the engine running with oil pressure, there is normally a bypass wire from the starter solenoid directly to the fuel pump. My car has a foot pedal directly the starter motor (no solenoid), so I put a momentary push-button switch on the dash to "prime" the pump. The oil safety switch only needs 5-10 pounds of pressure to close, so it is almost instantaneous when the engine turns over.

Since I eliminated the mechanical fuel pump, I removed it from the engine, and put a sheet metal plate over the engine block hole. I also removed the heat shield which was above the mechanical fuel pump – allowing for slightly better cooling air flow over the exhaust manifold.

That's it in a nutshell! The photo shows the fuel pump and regulator mounting setups.

Phil Hall offers postscript to 1st meeting's slide show presentation about restoring his 1954 Belvedere

By Phil Hall

I was pleased at our last club meeting to be able to present a slide show illustrating the restoration of our 1954 Plymouth. Mike Bade commented after the presentation that our project of restoring our car was not for the faint at heart. Mike is probably right about that but I want to make sure that a main point did not get lost in that blizzard of photographs. That point being that I believe that most anyone can execute an amateur DIY restoration with a really nice outcome. If I can do it, so can anyone. I had never restored a car before. I had never painted a car before. I had not done bodywork before. We had never done an interior before.

Rose Ann and I did not have anyone to show us how or to guide us along. This is not meant as a boast but as a message to any and all to give it a try. In addition to the work, how about the money. Well, money must be spent, no getting around it, however, our restoration was spread out over four years. So, it is like paying for something on the installment plan, with payments spread out over a substantial period of time. The good news is that one can make the "payments" when it is convenient. If funds are a little tight this month, not to worry. The car is not going anywhere. Just make the necessary investments when you can. If it takes a few years to get it done, so what?

AHRF Hot Rod of the Month is 1931 DeSoto coupe

Fans of very old MOPAR rigs will find it worthwhile to follow the Montana Dodge Boys on social media.

They are the rugged individualist who are trying to coax a land speed record out of a 1928 Dodge Roadster at Bonneville, and also the home of the EDGY performance heads for flathead Mopar engines.

Given that background, this amazing car can't really be a surprise: a 1931 DeSoto coupe, top chopped 2.5", powered by a 230CI Dodge inline six, boosted by a McCullough supercharger that came out of a Kaiser.


It's refreshing to see the imagina-



tion and superlative engineering that went into this car, while honoring both the appearance and the tradition of MOPAR automobiles.

There are good pictures and specs at ahr.com, and background about the Dodge Boys at moparmontana.com.

Clackamas Community College sends thanks. CPPC donations to date are \$20,400

<p>Board</p> <p>Jamie Damon, President</p> <p>Amy Crooks, Vice President</p> <p>Lisa Fajardo Faust, Treasurer</p> <p>Elizabeth Munns, Past President and Secretary</p> <p>Martha Bailey</p> <p>Summer Barraza</p> <p>Dr. Tory Blackwell</p> <p>Pam Bloom</p> <p>Jo Crenshaw</p> <p>Alex Crooks</p>	 <p>19600 Molalla Avenue Oregon City, OR 97045-7998 503-594-3129 give.clackamas.edu Education That Works</p> <p>January 21, 2022</p> <p>Dear Friend,</p> <p>Thank you for your contribution to the CCC Foundation in 2021. Please enjoy a complimentary transaction report of your philanthropic contributions to our organization for your tax and year-end summary purposes.</p> <p>The ripple effect of your gifts, each wave bigger than the last, is evident as students earn a living wage, families and communities are strengthened, and futures remain bright in 2021. Whether it be young high school graduates with</p>	<p>Our recent \$1500 contribution to the CPPC Scholarship Fund brought our total contribution total to \$20,400 since we began partnering with Clackamas Community College in 2014.</p> <p>That doesn't count direct contributions to the athletic teams who have worked as (literally) runners, helping us park cars and serve food.</p> <p>The funds will be awarded during spring term for students enrolling in the 2022-2023 academic year.</p> <p>With COVID winding down, CPPC will be adding to the fund with proceeds from our 2022 "Down by the Riverside" show.</p>
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BODY SHOP & REPAIRS

Lorraine Griffey is CPPC's Member Care contact. Please keep her update about members who need cards, letters, e-mails or phone calls.

Contact Lorraine at 503-666-2222 or lorrainegriffey@yahoo.com or send the messages directly to your newsletter editor: robin@robinwill.com

No news is good news in the member care department. Please keep us informed about members who could use cards, phone calls or visits.

NUTS & BOLTS: Board meeting highlights

*From minutes taken
by Robin Will*

The Board of Directors of Cascade Pacific Plymouth Club met on Tuesday, February 8, 2022, at 11:30AM at Elmer's Restaurant in Clackamas, Oregon.

Present were board members Jake Higginbotham, Jim Wheat, Mike Bade, Randy Ealy, Robin Will, Joanne Dixon, and guest Jerry Dixon. Robin Will took the minutes.

Minutes of the January 11 Board Meeting were approved as published in the newsletter.

The financial report was approved as submitted by Treasurer Dolores Call. CPPC remains in solid financial condition, between members' dues and proceeds from Internet sales of donated parts.

Randy Ealy reported on updates to the membership roster that Pam Ealy keeps up to date. It will be easier to keep track of dues payments, and also changes in members cars. CPPC currently has 120 members, and 71 of the households are current with dues (59%).

Forty members have yet to pay dues, and eleven of those are people without email who will need reminder letters.

Mike Bade reported another \$1218 in Internet sales since the last board meeting. Mike commented that eBay and PayPal were now reporting sales to the government on Form 1099, in an effort to track taxable dollars. There was general discussion but no conclusion: the board will discuss the matter when there's more information available.

Guest speaker at the February 22,

2022 meeting will be Mike Bade, with a show of photos from his visit to the SEMA (Specialty Equipment Market Association) Show in Las Vegas in November.

CPPC has an activity planned for Saturday, February 26. The club will tour Finn's Restoration and Custom shop in Woodburn, then adjourn to lunch at Arrowhead Golf & Athletic Club. Denny Finn spoke briefly at our January meeting. He has three Plymouths of his own, and he is currently working on Jake Higginbotham's car.

Swap Meet Report – Our plea for help at the Swap Meet was successful, and Gary Rusher reports that the work schedule is now filled. That means we'll be able to go ahead with the April 1-2-3 event.

Newsletter / Website: Robin reported some issues with spam and phishing in the info @ CascadePacificPlymouth.org email forwarder, but it turned out he was the only one getting the messages.

Cruise-In: The Cruise-In Committee met on January 4, and will not meet again until March 1 at the Black Bear Diner in Wilsonville. Joanne Dixon had some questions about operating a silent auction in place of the big-ticket raffles, which will require some procedural changes for security. Randy Ealy has arranged for the coach and eight members of the track team to help park cars early in the event. Judging and trophy awards will be streamlined as much as possible to keep the event from dragging on in the afternoon.

The meeting was adjourned at 1:36PM.

MARCH- BIRTHDAYS

Marty Anderson	0
Donna Bade	1
Mindy Benfield	2
Nancy Conner	5
Rodney Vistica	6
Terry Byrnes	7
Jeana Pemberton	9
Geri Johnson	10
Rose Ann Hall	11
Tom Shepherd	14
Scott Whiteman	20
Lloyd Schulz	21
Stephanie Willis	25

REFRESHMENTS

January

Jake Higginbotham covered.

February

Mike and Donna Bade

March

SOMEBODY PLEASE

SIGN UP!!

April

SOMEBODY PLEASE

SIGN UP!!

January

Jake Higginbotham has us covered.

May

Dave & Linda Surmon

June

John & Katy Cooper

July

Dave & Mindy Benfield

August

Club Event

September

SOMEBODY PLEASE

SIGN UP!!

MOPAR briefly considered nuclear-powered tank

Steve Heaton shared this item from the Hagerty Drivers Club archives:

"In the 1950s, the American government was scrambling to find new uses for the nuclear genie it had unleashed. Cash flew into the hands of anyone with a halfway decent idea. Chrysler, wanting in on the action, turned to something it knew well: tanks."

Long story short, they couldn't figure out what to do if one of these took a direct hit on an actual battlefield, and decided not to follow through.

Source: Hagerty.com/media



Vintage Magazines! Approx 70 issues of Popular Science, Popular Mechanics, Mechanix Illustrated + others. 1930s thru 1950s. \$75 for all! Pickup in Hillsboro. ALL MONEY GOES TO CPPC!!! Email Dan Davis: dandavis1981@yahoo.com

1949 Plymouth P-17 Car Parts for Sale (Note: all parts listed are used take-offs.)

- Complete front bench seat (blk leather) \$200.
 - Complete front flip, upp & lower control arms, tie rod ends, shock absorbers, coil springs, front brake assemblies. \$300.
 - Complete rear axle with differential and carrier assembly, rear brake assemblies. \$250
 - Gas tankr with sending unit, holding steps (no rust) \$150.
 - Steering gear and column shift control. \$50.
 - Engine compartment panels, \$25.
- Contact Jake Higginbotham. 503-678-1712



450.C JOHN DERE CAT, 6-way blade, canopy, factory winch, clip-on brush blade. Needs some repair. \$12,950 OBO. Jon Erickson, 503-556-4541.

Original 1941 Chev Convertible, runs and is driveable, needs restoration. \$25,500, no tire kickers. Jon L. Erickson, 503-556-4541

For sale - (3) 1938 Plymouth steel wheels for sale 17.5" x 5" - great shape - \$200 (pictures on website) Clark Taylor - (360) 921-4636

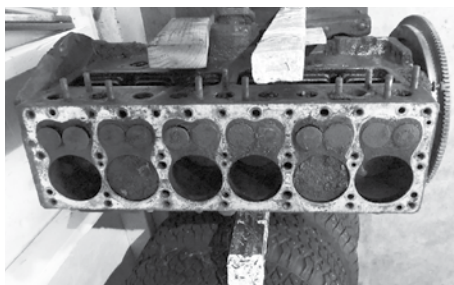
Looking for a 340 engine for my sons Dart. jbaileymed@hotmail.com

FOR SALE: complete windshield crank out mechanism, Part#CB230. \$200. Bill Zespaugh, 253-304-6285

1937 Plymouth 4-door sedan, exceptional condition. Lots more pictures on CascadePacificPlymouth.org. Randy Ealy has details. 503-864-8111. \$21,000

1928 Plymouth Q Roadster: Older restoration - a west coast car since new - currently on its fourth owners. Comes with a spare engine and clutch, all of the side curtains, and some extra flexible disks that functioned in place of u-joints in these cars. Also fittings remanufactured for the hydraulic brakes. The roadster is currently on display at the Columbia Gorge Interpretive Center in Stevenson, WA, which is open 7 days a week from 9:00AM-5:00PM. Call Allen's cell phone at 360-798-4041 or email sleatiffany@centurylink.com for more information. \$15,000 OBO.





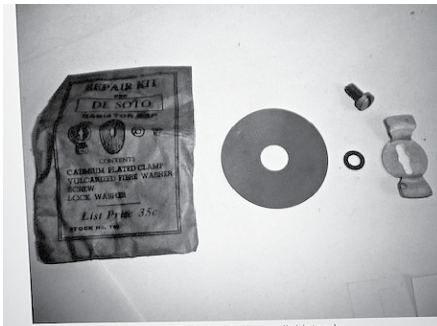
Rebuildable 1948 Dodge PW 230 ci engine.
Complete. \$200. Bill Zesbaugh 253-304-6285

For sale – (3) 1938 Plymouth steel wheels for sale 17.5" x 5" – great shape - \$200 (pictures on website) Clark Taylor – (360) 921-4636

Wanted – 1938 Plymouth Passenger side Headlight bucket. (will take drivers also if you have). Clark Taylor – (360) 921-4636

We want to keep old stuff in circulation, so advertising of Plymouth-related goods and services is free on a non-commercial basis. CPPC membership not required. Ads are published on a space-available basis, and edited ruthlessly to fit. Everything here is duplicated or expanded on CascadePacificPlymouth.org. Please remember to tell us when your stuff sells, so we can pull your ad. Contact the editor, robin@robinwill.com with your words and pictures.

I am trying to locate a rad cap repair kit . If anyone has one for sale could you please contact me at jbaileymed@hotmail.com



For sale, 1939 Ply 2dr Sedan. All stock. Work done on metal restoration. Fresh paint. All body work done. Orig power train plus extra engine & trans. More details on CascadePacificPlymouth.org. \$9,000 OBO. Jake, 503-678-1712.

1941 Plymouth parts for sale, running boards, 41 Plymouth chrome, radio, dash grille, rear window (curved & straight glass), front end metal, '41 hood, coupe doors, driver & passenger side, front & back bumpers, bumper brackets, front splash pans, radiators, interior window moldings. Steve Parker, 503 591 5847, cparker5847@frontier.com..



For Sale 1963 Plymouth clone. 440 block with Max Wedge carbs, intake,exhaust, and heads. Ran 12.60 spinning the old cheater slicks at Woodburn. \$40,000. Call Earl Ming 503-250-3314. Email earlming49@gmail.com. Car is near Woodburn Oregon

Cascade Pacific
 Plymouth Club, Inc.
 Affiliate of Plymouth® Owners Club, Inc.
 P.O. Box 2988
 Clackamas, OR 97015