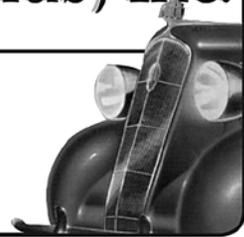




Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE PRESERVATION & RESTORATION OF ALL PLYMOUTH AUTOMOBILES



Volume Twenty, Issue Seven

Clackamas, Oregon

July 2020

CPPC members come home from Woodburn with awards

By Jim Wheat

In a season dominated by COVID-19 closures, it was good to learn that the 35th Annual Mopar Nations would take place as usual at Woodburn Drag Strip.

On Sunday, July 19 members of the Cascade Pacific Plymouth Club traveled to Woodburn, Oregon for the 2020 Show and Shine Cruise-In.

Rick Naranen and Susan Yates took first place in the convertible division with their 48 Plymouth.

Mark Childs won first place with his 1968 C-Body Plymouth stock station wagon, the "Great Pumpkin."

Jim Wheat received first place pre '50s with his 1934 Dodge "Business Man's Coupe."

Brad and Jody Groff received the "Ladies Choice" trophy for their beautiful red 1960 Desoto Adventurer.

Overall it was another great day for the Cascade Pacific Plymouth Club.



Mark Childs hosted the CPPC visit to the Show and Shine Cruise-In at the Woodburn Drag Strip on July 19. At the Woodburn event, participants can park together if they arrive together, so some coordination was involved in a pre-meet meeting and convoy to the event. Four members took five cars (Mark brought his "old" station wagon and his "new" Satellite), and the group brought home four awards.

CPPC's August 21st picnic is cancelled

We were holding out and hoping for the best, but word finally came down from West Linn's Park & Recreation people: shelters in Willamette Park will be closed until further notice, and - per state guidelines - groups of more than ten people are prohibited.

That torpedoed the picnic CPPC was planning to celebrate our 20th anniversary as a club. If you've got the date on your calendar, cross it off.

That leaves the CPPC Board racking its collective brain for something fun that we can safely do in whatever space is available to celebrate the 20th anniversary of the founding of our club, sometime this summer or autumn.

The board is thinking about a commemorative book of some sort, but we're hoping for something more fun, and we're open to ideas.

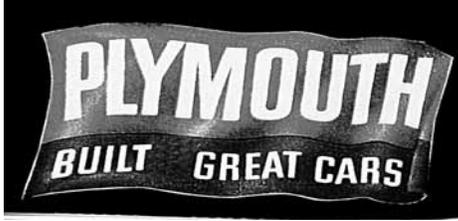
Should Martin buy the car, or look for something better?

QUESTION FROM MARTIN BALLELY: I am pondering a project to occupy my time. I am looking at a 1949 Plymouth 4 door special deluxe. The problem is, that it needs a few parts. A front bumper, a front fender pass side. Also the grill. With the corona virus, all swap meets are not going on. I was wondering if our club might have any of these parts. I do not want to buy the project and be stuck, not being able to obtain the parts. I just thought I would ask what your opinion is. Thanks Martin.

CPPC will be meeting virtually again on July 28. Watch your email for updates!



**STAY HEALTHY!
STAY HOME!
WE'LL BE IN TOUCH!**



CPPC Officers 2020

President, Phil Lapin, 503-816-5644
 Vice-President, Jim Wheat, 661-361-9378
 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 & Jeannie 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

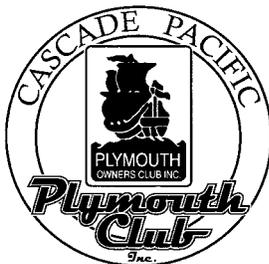
Website:

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.



Highlights from the June membership meeting

*From minutes taken
 by Jim Wheat*

Members of the Cascade Pacific Plymouth Club, Inc., met virtually via Zoom at 7:00 PM, June 23, 2020. The shut-down necessitated by the Coronavirus required meeting virtually.

Phil Lapin, President, presided. Phil welcomed 31 members to the meeting, including one new member, Bruce Patterson who owns a 1957 Plymouth pickup. Jim Wheat recorded the minutes.

Treasurer's report: Phil reported that despite the lack of any new income due to cancellation of all activities, CPPC's financial condition is adequate to get through the year.

Phil reviewed the cost of mailing the newsletter. Currently the newsletter is mailed to all members, including the 10 that have not paid their dues. Email copies are sent to POC offices, members outside the US and Club members as well. The Board will review reducing mailing cost by creating a list of Club members that want to receive only an email copy.

The cost of printing per month is approx. \$76.00 per month. The cost of postage per month is \$64.90 per month

(for 118). Total \$140.90 divided by 118 member comes to \$1.15 per person x 10 that have not paid is \$11.50 per month x the 6 months so far is \$69.00. If we continue for the next 5 months it's another \$57.50 or \$126.50 total.

Member Care: Bob Westphal was in a head on collision with a driver going the wrong way. His beloved Chrysler convertible was totaled and Bob was taken to the hospital with injuries to his neck and back. We wish Bob a speedy recovery.

Activities: Mike Bade is still trying to arrange a photo shoot for members and their cars at a historic gas station in Gladstone. Rain has delayed the photo shoot several times. An email will be sent to all members with the new schedule. Gary Rusher reported on his search to identify several fender moldings. He believes that they are for a 1942 Plymouth, the moldings have part numbers, but can't be found in any of the Chrysler product parts listings. The presentation for tonight's meeting was provided by Dan Davis. Dan described the work he is doing on his 1937 Plymouth. Dan's father, a Veteran helicopter

(continued on page 3)

Here's another look at the CPPC lineup at Woodburn on July 19. Brad Groff explains, "Hi Jode and I wanted to take our 1958 Plymouth Belvedere Convertible to the Nationals yesterday. Unfortunately the master cylinder gave out on us. So we took our red 1960 Desoto Adventurer 2 DR HT to the show. We won the Ladies Choice Award. It is a hand made trophy using a box wrench, Flywheel pulley, lug nuts, push rods, alternator pulley, washers."



The Steering Column, A Message from the President

We want to **SEE** all of you! The club has been holding very successful on-line membership meetings using ZOOM on the Internet. It works well, and is easy to get set up. We are shooting for "entertaining" meetings where you can sit back and relax. Presentations of various kinds, quizzes and discussions have been very informative. There have been about 30 individuals at each of the online meetings. We can handle



Membership minutes, *continued from page 2*

mechanic in Vietnam, is installing the wiring and his brothers are assisting with installation of a rebuilt engine, transmission and drivetrain. Dan is shooting for completion by the end of July.

Car Quiz: Phil showed 10 slides showing vintage cars from the movie Hollywood and members were challenged to name the cars. Dave Martin and Mike Bade had the most correct answers.

The meeting was adjourned at 7:45. A video recording of the meeting was made.

The Ladies' Choice trophy went to the Groff's De Soto Adventurer



up to 100, and you don't have to say a word at the meetings if you don't want to. So . . . join in if you can. Tuesday July 28 at 7pm. I send out an Email invitation to join the meetings shortly before 7pm. All you need to do is click on the link in the Email. Call me if you have questions at 503 816 5644.

As all of you know, the virus situation is not going away soon – so we must limit our activities as a club. This is why the ZOOM meetings are so important to keep us all together.

During the last CPPC Board meeting, there was a discussion about what, if any, "live" activities might be held. I am personally concerned for the health and well being of all our members, so I am taking the conservative path of holding back on most possible activities. I, as well as the Board would feel horrible if we sponsored an activity resulting in anyone becoming ill. After all, the average member age in the club

is now around 71 years old! If you do participate in activities somehow associated with CPPC, that is your own personal decision.

This year marks the 20th anniversary of Cascade Pacific Plymouth Club. The picnic which we planned for August has now been cancelled, BUT the board is working on ideas for something "physical" that we can give members to keep. We don't have that nailed down yet, but a commemorative booklet has been one of the possibilities discussed. Stay tuned on that one!

I continue to work toward having different club members give presentations at our online meetings – primarily about their cars. I am also about to make a small "test" video for YouTube which will represent the club, as well as allow each of us to watch it.

We will remain creative during these times!!! Be safe and enjoy the summer weather!

Newsletters by email? The question comes around again

From time to time, the question comes around again: should CPPC be emailing newsletters, rather than printing and mailing them?

It's good to ask the question occasionally, and to be aware of the expense, especially in a year when the club has no revenue except for dues.

In fact, the club's newsletter is already emailed to overseas members, a handful of honorary members, to the national Plymouth Owners Club, and to presidents of POC regions across the country, and to CPPC board members.

The upside is saving the expense of printing and mailing. The downside is that folks may prefer print to electronic publications, some people don't have

email, and the job of printing some and emailing others creates extra work for volunteers.

Anybody with strong feelings on the subject should contact a Board member with your input.

With Zoom, attending a board meeting is easy

Members are always welcome to attend the CPPC board meetings, which are always the second Tuesday of each month.

During the COVID-19 interim we're not meeting physically, but board members found it simple to download the meeting app Zoom, and to take care of business remotely.

Any CPPC member is welcome to do the same. Download Zoom (it's free) and let a board member know you're interested in the meeting. We'll furnish you with the invitation and password you'll need to join the proceedings.

It's not difficult to use the software, and there's no gas or time used up driving to and from the meeting, so this is an easy way to get involved.

CPPC has new members

CPPC was happy to see two new additions to our roster in June/July.

Carmen Dannunzio, of West Chester, PA, rejoined after a few years' absence. Carmen has a 1937 Plymouth P4 business coupe.

Michael Ward is a brand new member in Richland, WA. Michael has a 1946 Plymouth business coupe.



OFF THE HOOK –

DIY Trim Clips

By Phil Lapin / CPPC Tech Committee and President

Trim moulding clips can be a nightmare! Almost anyone doing a restoration, or a replacement of a stainless trim piece on vintage cars has faced this frustration. There are thousands of different types of clips – most of which are for more modern cars than 1930s thru 1950s vehicles we typically have. The Internet can be a huge resource searching for replacements – or a huge frustration. Different vendors sell clips, and ebay is loaded with clips. BUT . . . will they fit properly, and are they made well?

In my own case, restoring our 1942 Plymouth involved remounting every piece of trim on the exterior of the car. It is worth noting that on a car like mine, there are between 120 and 140 individual exterior clips – and several types! I had just a few original clips that were possibly worth saving, but marginal. Rust from ageing and salted roads had destroyed the integrity of them.

There are multiple issues involved with trim clips. 1) finding what might be a usable one from an Internet resource, 2) trying to insure that it will really fit, 3) repeating this for multiple types of clips and 4) (but not the least) the costs. It would have run probably \$300-\$400 to purchase all that I needed.

I gave up on the purchase route and reverted to my “Do It Yourself” personality type. Yes, you can make clips – and fairly simply if you take your time. I ended up with 4 different clips for my car. The materials and tools were not complex. I needed sheet metal (preferably stainless), some flat bar stock, threaded rod stock, some standard push in plastic retainers, and some ¼-20 stainless carriage bolts with nuts. Stainless is always better, but not critical.

For tools, I used a grinder with a metal cut-off wheel, an electric metal shear (about \$50 at HF), a vise, drill or drill press and a mig welder if available, a belt sander and a pop rivet tool. Nothing exotic. Without a mig welder,

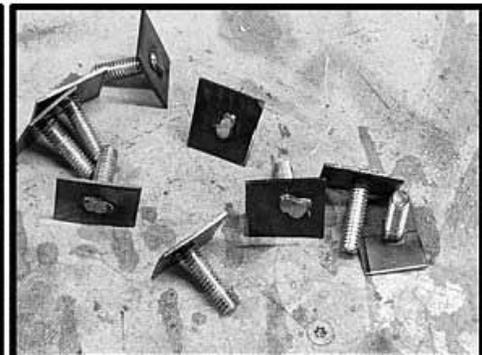
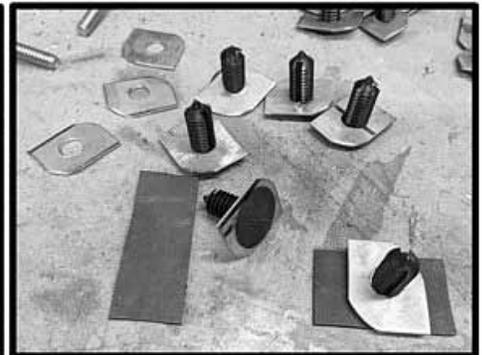
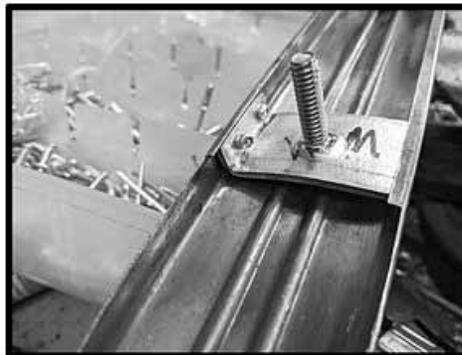
I could have threaded clips and used small bolts and nuts to retain them. The metal shear allowed me to cut precision strips of stock for the clips.

I basically needed about 80-90 clips for the 1 inch trim on my hood, fenders and body. Most of these were made using metal inserts that would turn into place under the trim lips. The hole in each one had a plastic push in (“Christmas tree”) retainer in it, which in turn was pushed into the holes in

the car body. The long curved trims on the front fenders had considerable pressure on them, so I used rectangular inserts on those with rod stock tack welded onto them. They were bolted from inside the fender. Fortunately, these long trim pieces had no “lips” on the ends, so I could just slip my clips in.

The rocker mouldings were tougher to fabricate. The outermost end clips were made from 1/8 inch bar stock, with stainless carriage bolts pressed

Four clip types for the P14C. Yes, you can make them at home!



Cascade Pacific Plymouth Club Technical Committee 2020

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.

Charles Willis 503-668-0129 upandstuff@frontier.com, Sandy, OR
 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

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

Off the Hook, *continued*

into holes in them. The remaining 20 were two piece clips made to fit my particular car. All of these rocker moulding clips required pop rivets, as I could not weld to stainless.

I hope the attached images will provide a clearer idea of what I made. I would certainly try to find pre-made clips if only a few were needed, but my situation was different. The plastic retainers were from Au-ve-co (<https://www.auveco.com/>), and sized for the holes in my car body. Auto parts stores can order these.

I'd be happy to answer any questions you have about further details. Let's hope you don't have to go through the process though!!!

From Phil and Rose Ann Hall

You asked us to send in how we are keeping busy. So.

Our 54 had developed a sticking clutch, so I pulled the transmission to have a look. The splines on trans input shaft and clutch had some corrosion. A little anti-seize on the splines and Brake clean on the clutch and good as new. Very smooth and easy shifting now.

Also replaced the rubber boots on the ball and trunnion universals. Not an easy job. Those rubber boots are constantly failing. Suggestions anyone?

We also stopped by Wildcat on the way home from visiting our daughter's family in Seattle. It was a rainy cool day so we were the only ones in the yard. Plenty of social distance. The good news; we were able to find what we needed.

Suggestions for activities: Seems like there are not a lot of options. Some sort of cruise to one of those places like Sonic that does curbside service.

What if we did our own version of a curbside at someone's place that had plenty of parking? It would only take a couple of people to hand out hot dogs, chips and sodas. Well not much but a thought.

Here's hoping everyone is well.

Yours truly,

Phil and Rose Ann

Members come out to Flying A station for old-car photo shoot

By Mike Bade

As a photographer for 50 years I am always looking for the next place/thing to shoot photos and my classic cars are often the subject of my photography. We are fortunate to have interesting places to photograph cars in the Portland area.

I planned a Car Photo for the Plymouth Club to one of my favorite places, the Replica «Fly A» Gas Station in Gladstone, Oregon. I have photographed all three of my classic cars there over the years and thought it would be a fun activity for our club members.

I had signups for the June 27th photo shoot and 8 members bring their cars. Joining me were: Mark Childs (brought two cars), Rick Naranen and Susan Yates, Steve and LaDeane Heaton, Jim Wheat, Thomas Rothschild,

Dave Benfield, Mike and Donna Bade, Randy and Pam Ealy.

The replica gas station makes a nostalgic background for the cars, it is a frequently stop by photographers and classic car owners. We were able to interchange the cars, using them as background cars for the featured car. I took about 30 minutes to photograph each car, different angles and with the owners.

Thank you to the members who came out for this event, we had a fun a safe time. I have edited the photos and have sent them out for the members to do as they please. I have passed 150 edited images to Robin to post some or all on the CPPC Website.

If there is further interest, I will try to arrange this again, let me know, at midsbade@msn.com.

Good times at the Gladstone Flying A!!

L-R: Jim Wheat's 1934 Dodge; Rick Naranen's 1948 Plymouth convertible; Thomas Rothschild's 1972 Plymouth Satellite; and in the back, Mike Bade's 1930 Plymouth U coupe.



People got in the picture, too! That's Pam Ealy with Ealy's 1939 Plymouth convertible, and Donna Bade in the background with the family's '30U coupe.





BODY SHOP & REPAIRS

Lorraine Griffey is CPPC's Member Care contact. Please keep her updated 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

It was announced at the June membership meeting that Bob Westphal was in a head on collision with a driver going the wrong way. His beloved Chrysler convertible was totaled and Bob was taken to the hospital with injuries to his neck and back.

At the board meeting, it was announced that Bob was at home and healing.

NUTS & BOLTS: Board meeting highlights

*From minutes taken
by Jean Graham*

The Virtual Board meeting was called to order by Board Chair, Mike Bade at 12:05 p.m. Participating in the meeting were: Mike Bade, Phil Lapin, Dolores Call, Jim Wheat, Robin Will, Joanne Dixon, Jerry Dixon, Randy Ealy, Gary Rusher and Jean Graham. Dolores joined the meeting by phone. Jean recorded the Minutes.

Minutes of the June Meeting: Approved.

Treasurer's Report: Dolores Call's report shows CPPC's financial condition is sound.

Upcoming Virtual General Meeting for July: Ideas for a program included: a YouTube presentation and Trivia questions.

CPPC 20th Anniversary Celebration: The picnic planned for August 20th is canceled due to Covid Pandemic restrictions requiring closing Parks Shelter Reservations. Commemorative items for the 20th Anniversary were discussed.

CPPC Meeting Space: Rent for all of 2020 was paid in January. After discussion, it was Moved, Seconded and Carried that since the rent is just \$35 a month and in consideration for the Landlord, CPPC will not request refund for months not used.

Fundraiser for CPPC: An opportunity for a fundraiser was presented by Gary Rusher. He will bring details to the next Board meeting.

Member Care: Bob Westphal continues to improve after his car accident.

July Birthdays: Reviewed.

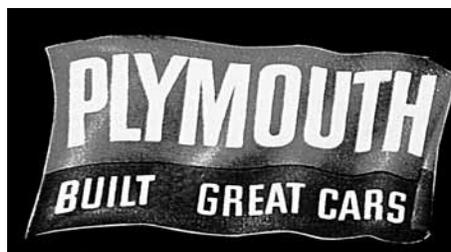
CPPC Board meeting was conducted in

two Zoom sessions with a five minute break between them.

The meeting adjourned at 1:26 p.m.



The newest edition of CPPC's Vendor Guide came off the press on Wednesday morning, May 20. Tech Committee members and friends worked through the winter confirming and listings of the people we can do business with, and recommend. Contact Randy Ealy if you want one, and he'll work out pricing and mailing.



AUGUST BIRTHDAYS

Sue Orme	0
Lee Powell	1
Susan Yates	1
Mike Bade	2
John Gruenewald	4
Steve Heaton	14
Tom Nachand	16
Bob Derbyshire	19
Clark Taylor	25
Annette Wells	26
Bea Whitman	26

REFRESHMENTS

July

Virtual meeting – no refreshments

August

Picnic cancelled due to COVID – re-planning is happening now

September

Anybody's guess

October

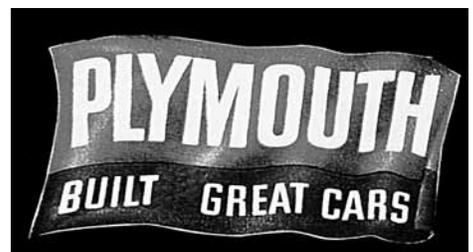
Joanne & Jerry Dixon if we meet live, otherwise, nada

November

Potluck, perhaps?

December:

No meeting



From Bob & Theresa Derbyshire

Attached is picture of our 1950 Plymouth Suburban.

In spite of covid we are both still working, Theresa from home office and I am able to work at the shop with plenty of space. We are also working on our new barn / shop. We actually started felling trees in January and spent most of winter and spring getting permits and clearing ground. Poured the foundation walls Thursday and hope to start framing mid August. Will send progress pictures next month.



From D.J & Cynthia Freeman

Cynthia and I have been busy with our garden and doing no contact parades in the area. It's amazing how much gets done in the garden when two people are home all day every day. We did a no contact parade sponsored by the City of Albany. They led the parade in their "Trolley Car" and about twenty cars followed. We toured Albany's Mennonite Village and other Nursing homes for about an hour and a half.

More from the Flying A photo shoot . . .



ABOVE: Marck Childs' 1968 Plymouth Sport Suburban is in the foreground, with the Wheat and Bade cars in the background.

BELOW: Steve Heaton brought his excellent 1955 Chevy convertible out for the shoot, and it's in the foreground here with the Naranen and Bade cars in the background.



BELOW, L & R: Time flies when you're having fun! The photo on the left was taken in late December, 2015, when the Tech Committee aired up the tires and hauled this 1942 Plymouth Deluxe out from behind a woodpile and onto a trailer.

Phil Lapin sent the snapshot on the right with the timestamp June 26, 2020, to show what he has done with the car since he purchased it from the club. The car is a light yellow now. Although there's still work to do, Phil says he has driven it in his driveway and everything seems to work!



1937 Plymouth humpback: purchased from a collector in 1987. Always garaged. Previous owner started restoration. Car starts, runs & drives well. Recent work: carb rebuilt, replaced brake lines, shoes, rebuilt master cyl, wheel cyls. New shocks. New seals, rear axle. Red Head. Rebuilt steering box. Replaced king pins & right tie rod end. Also includes 37 four-door fastback parts car, ran when parked, stored outside under a tarp, has fair amount of rust but has most parts. \$9,500 both cars. Richard Grove, Bothell, WA, 206-669-4689.



Wanted - Chrysler 360 cu. in. engine. Call Lee Powell @ 971 255 9007"

New Valley Trailer Class II Hitch P/N 1367V fits most all 1967 to 1974 Plymouth/Dodge "A" bodies. Kit includes chrome tongue, brackets, hardware and instruction sheet. Price is \$35 or Best offer. Call Phil Peters @ 503-244-1608



Hi there, I have a friend whose father has passed away and is selling 1927 Dodge engine parts. There's an engine, several transmissions, and other parts for sale. Call Margie at 1-360-921-6162, Vancouver Wa. Please tell her you are with the Plymouth club.

1975 Dodge three quarter ton Club cab will run needs work \$1250 or best offer. If you have any questions please give me a call. Rodney, 503-930-0295

For sale, 1951 Plymouth Suburban, flathead 6, 3 speed, very solid car, clean title good project to restore or hot rod, \$1500 or offer. Contact Bob Derbyshire 503-324-0923 (01/20)

Cascade Pacific
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 Affiliate of Plymouth Owners Club, Inc.
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