



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE PRESERVATION & RESTORATION OF ALL PLYMOUTH AUTOMOBILES



Volume Twenty-Three, Issue One

Clackamas, Oregon

January 2023

Cruise-In committee starts checklist now for June 17 event

The Cruise-In committee met for the first time this year on January 10, to get our 2023 Down By the Riverside car show up and running.

John Cooper has stepped up to lead the event this year, and he chaired the meeting at Black Bear Diner in Wilsonville, getting a start on the thousand and one details that need attention before the June 17 show becomes a reality.

This happens in the wake of the 2022 show, which changed venue at the last minute to to a rainstorm of biblical

proportions. That event turned out better than we thought possible, but we're counting on solid ground and room to spread out at Clackamette Park again this year.

The park reservation is already paid for, and Mike Bade is setting up insurance coverage right now.

We have leftover t-shirts and polos, and the supply of goodie bags was barely tapped, so there's a couple of things crossed off the list from the get-go.

We'll need to start signing up trophy sponsors and the bigger donors whose money goes direct to the scholarship fund at Clackamas Community College.

We need to secure a DJ, make certain our food vendors are ready, rally the Clackamas Community track team to help us park cars . . . and then get ready to greet our guests and welcome them to our car show.

Portland Swap Meet: Can we do it? Should we do it?

By Robin Will
Swap Meet Coordinator

Portland Swap Meet is set for March 31-April 2 this year at Portland Expo Center, Friday-Saturday-Sunday as usual.

I'll be circulating sign-up sheets at the January and February meetings to see if CPPC can support a booth this year.

Last year we had trouble filling

the work schedule, leaving the crew spread thin in the booth.

This year we're already aware that some of our key people won't be able to work, and we're going to need somebody with a truck to pick up the trailer at Rushers' and get down to the load-in on Thursday.

We have options.

(1) We can staff the booth fully, unload everything, sell stuff like crazy, and see if we can do better than the \$871 we netted over three days last year.

(2) We could treat the booth as CPPC's living room for the duration of the meet, providing chairs and water for people who want to talk about their Plymouths, use the time to promote our cruise-in, and focus our energy on attracting members. That would minimize the labor of unloading tons of parts that we may or may not sell.

(3) Or we can cancel before March 15 while it's still possible to get the \$360 back that we pre-paid last year.

We'll be talking about it at the January 24 meeting.

Thirty-eight members have already paid 2023 dues.

Gather an hour early to discuss this year's activities calendar

The CPPC Board of Directors plans to gather at 6:00PM on January 24, in the clubhouse, to discuss this year's club activities.

Anybody with suggestions is welcome to join the discussion, and the board is hoping somebody will want to volunteer to be Activities Coordinator for the year.

Like every other group under the sun, we're recovering from the COVID shutdown, and we're fairly sure some time on the road in an old car is the cure for what ails us.

Please join us with your suggestions.

CPPC will be meeting AT THE CLUBHOUSE on January 24, 2023



SHINE UP YOUR CAR – WE'LL SEE YOU THERE!

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:

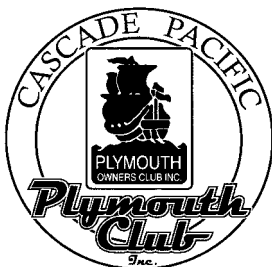
www.CascadePacificPlymouth.org

Email contact:

info@cascadepacificplymouth.org

**CASCADE PACIFIC
PLYMOUTH CLUB
DUES
\$25⁰⁰ per year**

Concurrent membership in
National Plymouth Owners
Club is required.



Plymouth Owners Club plans national meet in Kalamazoo

Our National Plymouth Owners Club released its first “teaser” about this summer’s national meet in Kalamazoo, Michigan, and it looks like the meet is going to be a great time.

Mark your calendar now for July 19-23, and start making travel plans.

If you drive on I-84 and I-80, count on traveling 2253 miles, and taking about 33 hours.

If you jog north to I-90, you’ll drive a little farther, take about the same time, and avoid toll roads.

A look at the first release of information suggests there’s one heck of a lot to do in Kalamazoo, and POC will have lots of activities on deck.

Download the two-page document by typing “PlymouthOwners.club” into your browser’s address bar, or go to CascadePacificPlymouth.org and click on the Mayflower link at the bottom left of the front page.

The preliminary information lists a dazzling number of activities to take place during the meet, and the



final show will be on the grounds of the famous Gilmore Museum in conjunction with the “Mopars at the Gilmore” event, which promises about 300 Mopars aside from the POC crowd, who will park in a separate area.

Registration info will be available soon.

Early bird award goes to Mid-Columbia Car Club for 2023

(Editor’s note: every winter I watch for the first advertised event for the new car show season, and try to find room for them in our newsletter – just because. The Mid-Columbia Car Club beat everybody to the draw this year – their announcement arrived on December 21! Here’s their ad. Info at midcolumbiacarclub.org.)

Cruise the Gorge is back!

It’s been a rough 3 years, what with Covid and then the loss of the venue we’ve been using for 25 years, but 2023 is shaping up to be a big comeback year.

Due to a pine beetle infestation, the pine trees in Sorosis Park had to be removed. It was a heartbreaking loss, but then work began to revitalize the park with new landscaping, a new sprinkler system, a completely re-planted lawn and a remodeled picnic shelter. It’s not quite the same as the park of old, but it’s a very pleasant venue with a spectacular view, plenty of shade and a cool green lawn.

The weekend also includes the “Neon Cruise” Friday evening, the Ea-

gles car Show / dinner / dance Saturday evening, and the Dufur Threshing Bee car show on Sunday.

We are working hard to make 2023 the best Cruise the Gorge yet, and invite you to be a part of it.

Steve Hudson
Cruise the Gorge 2023 Chairman
Mid-Columbia Car Club



The Steering Column, A Message from the President

Hello CPPC Members and Friends.



The end of the year and beginning of 2023 has been hard on some of our members. Sadly we have lost one of our long time members, Jerry Dixon. Jerry was instrumental in planning activities and always available to help members with any questions about their cars. Please keep Jerry and Joanne in your thoughts and prayers during this difficult time.

Another one of our members, Stephanie Willis was involved in a terrible accident when a car crossed over the lane and crashed into her truck resulting in multiple serious injuries for Stephanie. At last check she was being transferred to a rehab center for further treatment of her injuries. Please keep her and Vera Rusher, who is also in a rehab facility for heart and lung conditions in your thoughts also.

Would a daytime/weekend club meeting make sense?

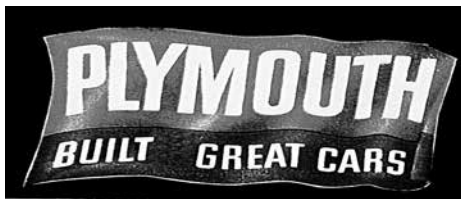
Some car clubs have made the move to weekend-daytime meetings, to make life easier for members who have difficulty driving at night or who have jobs that keep them from attending.

Would that be a smart move for CPPC?

Please take the time to let a board member, one way or the other.

Got a January 2004 newsletter you can share with Joanne?

To All CPPC Members, If you have a January 2004 newsletter or can even make a copy of the entire newsletter and send it to me I would be so very grateful. Please send to Joanne Dixon, 3515 NE 97th Ave., Vancouver, Wa. 98662



January has started off with our first meeting of the year for the Cruise-In coming up in June. I want to thank John Cooper for stepping up and volunteering to organize this important project.

This brings me to an important point I have been harping on. We have over 100 members, the largest Plymouth (and other brands) club. I get newsletters from other regions that hold their monthly meetings at Denny's Restaurant.

This is your Club, we need your input for ideas on presentations and activities. What kind of presentations and activities would you like to see? What is keeping you from attending the meetings in person or via ZOOM? At our next General Membership meeting Board members will convene at 6:00 to discuss activities for the Year. YOU are encouraged to attend and bring your

Giveaway at Rushers'! Bring your own basket

Cleaning out my shop - have to make room.

If you can use it come and get it.

30 Plymouth engines: 233257 Complete with flywheel, U243631 Complete with bell housing, flywheel and starter

U227832 Good block and crank, U232411 Good block and bell housing

33 Plymouth transmission complete with parking brake - non freewheeling

Various 30 transmissions - disassembled

30 frame complete with front and rear axles and backing plates, springs and steering gear with wheel

Cylinder head for PC, cylinder head marked for PE/PF

Trunion type drive shafts with u-joints

Rear tire carrier for 30

Rear tire carrier for late 30's

Lots of other parts, rods, timing gear etc.

Like I said, if you can use it come and get it.

Gary Rusher, Wilsonville, OR, 503-939-9320

ideas. One of the changes we are making in the membership application is to add the word "Mopar" and let people know our Club is not just limited to Plymouths.

If this Club is to continue we need new blood, participation of members and your ideas to fill the chairs at the General Membership meetings.

Ok, I'll get off my soapbox and not even mention the need for a secretary, there I didn't say it. We will continue to hold our ZOOM meetings. My grandson, aka my IT Department, has solved our technical problems. I hope to see more than one or two of your friendly faces on the screen, regardless of your location every member can attend. Before I forget, please remember, January is Dues month, that's all I'll say about that I'm sure it will be mentioned elsewhere in this newsletter.

Phil Hall will speak about National-level judging at the January 24 meeting

If you have ever wondered what goes on at the really finicky high levels of car show judging, this is your chance to find out.

Phil Hall's presentation will talk about the standards that apply to the stratospherically-perfect vehicles we see at concours and other judged shows - and the things that cost them points when the judges come around.

You asked for color . . .

Editor's note: Now that we're emailing newsletters, it's possible to use color pictures in the digital versions.

I still send the newsletter to press with grayscale photos that I optimize in Photoshop for quality.

However, I did figure out a cheap trick to include color for the digital folks without going to the trouble of making two newsletters every month.

New photos will appear in color in the emailed newsletters. The old grayscale pictures will eventually age out.

Snail-mail versions will not change.



OFF THE HOOK -

Permatex - the right stuff

By Phil Lapin

Remember the days when the word "Permatex" referred to a dark brown sealant which came as either "hardening" and "non hardening"? I liked those products, but technology has taken Permatex products into a vast array of newer sophisticated products. I was fortunate to talk with two guys who REALLY know about gasket materials and sealants. They are the owners of "Portland Engine Rebuilders", which is celebrating 50 years in business this year. Aside from their vast engine knowledge, they are both really good guys! (and have been partners for over 40 years)

I estimate that Permatex has around 14-15 different products just under the category of gasket makers. It is overwhelming - walk into an auto parts store and look at red, blue, grey and copper RTV, sensor safe, high temp - on and on it goes. Then there is "regular" (my word), "Ultra" - AND - "The Right Stuff" (really). Perhaps you know about it - but I did not. The guys

Note from Martin Bailey

Say I have decided to drop the price on the 32 Plymouth. I would like to try \$11,000. I must say that in a way I am glad that she hasn't sold. I'm thinking I will miss her. Please say hi to Phil I have tried to get in touch with him but not successful. He and Doug Crawford helped me with parts to get the old girl running. All the best Martin.

A new resource for trim clips and other small restoration parts

Frustrated with small parts that break or disappear? Randy Ealy found a sort for most of those small bits. The supplier is Restoration Specialties & Supply Company from 148 Minnow Creek Lane Windber PA 15963.

Their Catalog is available on-line and is 300 pages of trim clips, weather-strip, window channel, nuts, bolts and lots of items needed to finish that restoration. Email is: info@restorationspecialties.com



at Portland Engine Rebuilders happened to mention it. For general engine assembly work - "The Right Stuff" is what they have used for many years. Why? Largely because typical RTV sealants will eventually absorb oils - and begin to leak. "The Right Stuff" does not break down in contact with oils. They trust it completely.

I looked into "The Right Stuff" and found that there are two main product types: Black and Grey. The black formula is more flexible and works well on irregular surfaces like oil pans. For closely machined parts, grey is much better. Just to confuse things, both prod-

ucts come in tubes, aerosol dispensers and cartridges. For me, a single 3 ounce tube of grey will seal at least two rebuilt R10 overdrive transmissions. I have also been using the 90 minute working time version - as the products come in both 1 minute and 90 minute versions. The end results seem to be the same, but I cannot assemble things in 1 minute - so 90 minutes is less stressful. The grey has proven to be easy to "paint" a uniform thin coat onto surfaces using a cheap tin handled "acid brush". "The Right Stuff" products are not inexpensive - but well worth the insurance they provide. P.L.

Cascade Pacific Plymouth Club Technical Committee 2022

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.

Urgent message about Takata airbags for owners of 2005-2010 Mopar vehicles

Urgent Need for Service; Call 833-585-0144

FCA US LLC urges owners or custodians of certain older-model Dodge and Chrysler vehicles with unaddressed Takata driver-side air-bag recalls, to immediately stop driving them and contact the Company to obtain the required repair – free of charge.

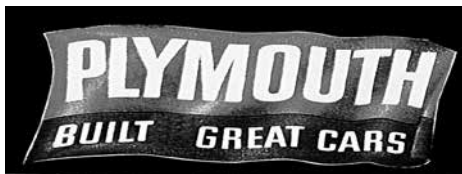
We strongly reiterate our previous warning, having confirmed a third Takata-related fatality involving this population of vehicles. They are equipped with Takata air-bag inflators whose chemical properties may deteriorate over time, particularly if exposed to hot, humid climates.

Such conditions may cause the inflators to rupture on deployment, scattering razor-sharp debris capable of causing serious injury or death.

“Time is a critical element here because the risk increases with each day these air-bag inflators go unreplaced,” said Tom McCarthy, global head of Technical Safety and Regulatory Compliance at Stellantis. “We have the parts, and the service is free. We will provide alternative transportation, also free, to help people get to and from our dealerships, as needed.”

Affected are the Chrysler 300, Dodge Magnum, Challenger and Charger from model years 2005-2010. Owners or custodians of these unrepaired vehicles are urged to call 833-585-0144. FCA US will then arrange to have them towed, free of charge, to accommodate the free service, which takes less than an hour, on average.

“We understand the holiday season is a busy time,” McCarthy added. “But nothing is more precious than family and friends who may also be exposed to danger by further delaying service which, again, is free.”



Jerry H. Dixon, 5/30/1939-12/6/2022

Jerry Holmes Dixon, age 83, of Vancouver, WA, passed away on Tuesday 6 December 2022, after a short battle with complications arising from the flu. He was surrounded by his loving family in his final hours.

Jerry arrived in the world on 30 May 1939, at Emanuel Hospital in Portland, OR, to join his older sister Karen and complete the family of Edgar “Dick” and Isobel “Meike” Dixon. After an active childhood in various parts of Portland, Jerry attended Linclon High School, where he lettered in basketball, football and baseball. He was also an enthusiastic Sea Scout, an interest which led, after his graduation in 1957, to a stint at the Millard School, in preparation for seeking an appointment to Annapolis. Unfortunately injuries from a serious car accident derailed those plans, and he instead attended the University of Portland for several years, before being drafted into the US Army.

Jerry served in the US Army for 2 years at Fort Irwin in Barstow, CA where he received several awards for his marksmanship and shooting skills. After leaving the military, Jerry explored a variety of jobs, including working with his father in the Dillingham shipyards on Swan Island. He eventually settled into what would become a 26-year career as an industrial engineering manager for Boeing of Portland. He retired in 1994, at age 55, to enjoy more time with his family and hobbies, the latter of which included golf, fishing and, most of all, classic cars.

His world was made infinitely brighter in 1973 when Joanne Ritchie and her two daughters, Cindy and Lisa, entered his heart and his life. On their first date Jerry took Jo to dinner at the Lido, followed by a show featuring Sammy Davis, Jr... and the rest is history! Even though it meant giving up his own long-time nickname of “Joe” he married Jo in 1977, beginning their 45 years together. Over those decades their family grew to include two grandchildren and then two great-grandchildren. After his retirement, the couple moved from Gresham to Vancouver and a beautiful home near the Royal Oaks Golf Club.

Jerry had a life-long love of classic



cars, and spent many years restoring his beloved silver- blue '67 Barracuda Formula S (in fact, the very car in which he squired around his future wife on that first date). This automotive passion was passed down to both his daughters, who still own their own classic cars. The whole family has long been involved in the Cascade Pacific Plymouth Club, where Jerry and Jo served as board members and boosters for many years. Annual trips to Reno and Hot August Nights were a staple of the retirement years, as were the many club Cruisings they participated in each year in the Portland-Vancouver area.

Jerry was preceded in death by his parents, and is survived by his wife, Joanne Dixon, his daughters Cindy Norlen and Lisa Conner, his sister Karen Haber, his grandchildren Kael Salaz and Andrew Norlen, and his two great-grandchildren Jaxon and Marlie Salaz. He also leaves behind a host of other relatives, in-laws, and great friends.

Jerry will be accorded military honors during a private service at Willamette National Cemetery.

A Celebration of Life will be held February 18th from 1pm to 5pm at the Gateway- Gresham Elks, located at 3330 NE Division Street, Gresham OR 97030.

In lieu of flowers the family suggests donations to St. Jude’s Children’s Hospital, the VFW, or the Humane Society of Southwest Washington.



BODY SHOP & REPAIRS

Pam Ealy has taken over the role of coordinator for CPPC's Member Care. Please keep her up to date about members who need cards, letters, e-mails or phone calls.

Contact Pam at 503-864-8111 or via email at prealy@gmail.com. You may also relay messages directly to your newsletter editor: robin@robinwill.com

Stephanie Willis moved from OHSU on Friday, January 13, to Sapphire at Cedar Crossings. She will be there for a while for rehabilitation. She still can't put full weight on her right leg where she had 2 dislocations, but she will be able to soon. In a couple of weeks she will be going back to the hospital for another surgery on her left leg.

Through all of this, Stephanie has had a great attitude, a sense of humor and a smile on her face.

She has really appreciated all the calls, cards, flowers, prayers and good wishes. Stephanie's address is 6003 SE 136th Ave. Portland, OR 97236. Phone # is 971.420.7525

Shortly before Christmas, Vera Rusher was hospitalized briefly with fluid in her lungs, and she wasn't out for long before it turned to pneumonia and she had to go back. She's currently at Marquis Rehabilitation (30900 SW Parkway Ave, Wilsonville, OR 97070), not scheduled for release until January 24, and she would enjoy getting some mail.

NUTS & BOLTS: Board meeting highlights

From minutes taken by Robin Will

The Board of Directors of Cascade Pacific Plymouth Club met on Tuesday, January 10, 2023, at Black Bear Diner in Wilsonville, Oregon.

Present at the meeting were John Cooper, Jim Wheat, Jake Higginbotham, Mike and Donna Bade, and Robin Will. Robin Will took the minutes.

The meeting was called to order at 11:29AM.

Treasurer Dolores Call's financial report was approved as submitted. We don't publish our bank balance, but the club continues to be in solid financial condition. Any board member can provide details. Jim Wheat and Dolores will meet soon to submit the club's form 990-EZ, our tax report for the year.

Bades will bring refreshments to the January 24 membership meeting.

CPPC member Phil Hall will be guest speaker at the meeting. His subject will be the professional-level judging of cars that goes on at national Plymouth Owners Club meets.

With the world climbing out of the COVID-doldrums, CPPC is ready to

start planning regular activities again. A planning meeting is on President Jim Wheat's short list of things to do, and the board is hoping someone will step up to serve as Activities Coordinator to help get us on the road again.

With the start of the new year, CPPC dues (\$25 per year) are payable once again. Checks for family membership may be mailed to P.O. Box 2988, Clackamas, OR 97015, or members may use the PayPal link on the front page of CascadePacificPlymouth.org to make the payment safely and digitally.

At the time of the board meeting on January 10, 82 members had yet to submit their dues for the year.

Several club members have received notice of the Plymouth Owners Club 2023 National Meet, July 19-23 in Kalamazoo, Michigan. (See announcement on page 4, this issue.)

Member Care: it has been a tough couple of months for CPPC members. See the Member Care column, page 6 of this issue.

There was general discussion about our current low meeting attendance, and the need to attract new members to the club.

FEBRUARY BIRTHDAYS

<i>Dave Benfield</i>	1
<i>Burdetta Foreman</i>	3
<i>John Cooper</i>	7
<i>Dave Williams</i>	12
<i>Dennis Babcock</i>	16
<i>Gary Rusher</i>	17
<i>Philip Hall</i>	17
<i>Mel Nilsen</i>	18
<i>John Weil</i>	19
<i>Ingelise Pollock</i>	22
<i>Doug Crawford</i>	25

Board minutes, *continued*

Jake Higginbotham advocated for greater inclusivity, revising our membership applications to telegraph the statement that any and all makes of cars are welcome in the club. It's not a change in philosophy, but it will involve revising some of our standing forms. Mike Bade is following up.

Portland Swap Meet – Swap Meet this year will be Friday March 31-Sunday April 2. Last year we had difficulty filling the work schedule, and the cash return on the event wasn't overwhelmingly good. This year a couple of our most motivated members won't be joining us. Robin Will intends to circulate a sign-up sheet at the January and February meetings for load-in, work shifts in the booth, and load-out. That will give us time to cancel and get a refund if we can't get the work force we need.

The meeting was adjourned at 1:30PM.

A website for pot metal repair

Here is the link to the website for the company that does Pot Metal Repair.

It could be a good resource for Club Members.

<https://potmetal.repair/repair-pot-metal/>

(That doesn't look like a real URL, but it works. Type it into your browser bar.)

1958 Plymouth Cabana – an Exner/Ghia dream car that ended up as scrap

From Mac’s Motor City Garage: A dream car that didn’t make the cut. “The Cabana was reportedly constructed by Ghia in Turin on a production 1958 Plymouth rolling chassis with ladder frame, torsion-bar front suspension, and 115-inch wheelbase. However, an engine and drivetrain were never installed, reports say.” Gotta wonder how they intended to handle the solar heat gain from the glass roof over the rear compartment.



To all my car collecting, junk yard cruising, needle in a haystack friends out there: looking for a trunk lid for a 1967-1969 Plymouth Barracuda Notchback or convertible Any help would be greatly appreciated. Randy Wells, randy@rasnw.com



I am looking to sell my '65' Barracuda Project. Car has no major rust, and comes with a 1970 slant 6 motor. Asking price is \$4,100 OBO. I believe it has all of the necessary trim to finish as well as several duplicate parts. I also have 4 back windows that will go with this sale. color is Gold on Gold. Push button automatic car. I can be reached at the contact info below. Clark Taylor (360) 921-4636, Clark-taylor@Msn.com

I’m lookin for a set of running boards for a 1941 Plymouth sedan delivery. Allan Howard, a270bar@gmail.com

1937 plymouth 2dr sedan parts rear axle complete \$100 front seat good condition \$150 heater\$30 6volt horn \$20 I’m located outside of Salt Lake City Utah call John or text 801 864 6479

For sale – NOS Deck Lid, 1936, fits trunk back sedan, fits Chrysler, Plymouth, Dodge, DeSoto. \$400, you must pick it up, West Chester, PA. Carmen Dannunzio, 484-886-6115.

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

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..

Wanted: 1937-1941 mech parts, P4-P12, engine (original), trans 3 on floor '73, 1941 3 speed on column and small mech parts, 47-41 Plymouth. Want body parts (sheet metal) 1937-41 hoods, front/rear fenders, deck lids, doors, bumpers. Want original jacks & tools, '37-'41. Want factory literature, -'37-'41. Carmen Dannunzio, 484-886-6115.



Looking for an exhaust manifold for a 1948 Plymouth 218 CI...23” block. Bob Hanson, Chandler AZ, 602-809-8424 (See pic)

We found this on Facebook – white on dark blue. Order them through the POC website. \$5.00

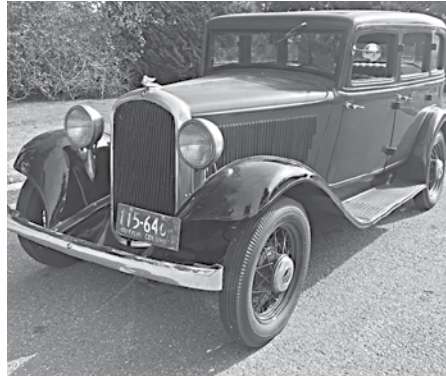




For sale – 1942 Plymouth P14C Town Sedan staff car, very rare, fanatical nut-and-bolt restoration, from Bill Call’s collection. As is/where is, \$40,000. Located in Clackamas, OR. Todd Call, tcall23403@mac.com, 503-799-5154.



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.



FOR SALE, 1932 Plymouth P B: I have rebuilt the engine. Also the brakes have been rebuilt. She runs great. All original. My price is \$ 11,000 cdn . With the American dollar being worth more than the Canadian dollar, this is something to consider. jbaileymed@hotmail.com

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.

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

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

Complete front bench seat (blk leather) \$200.
Gas tank with sending unit, holding staps (no rust) \$150.

Contact Jake Higginbotham. 503-678-1712



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

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