



Cascade Pacific *Plymouth* Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

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

Volume Four, Issue Three

March 2003

Andy and Pam Haugen's 1949 Plymouth Special Delux Coupe

In 1973 Oregon was recovering from another recession to our resources based economy. The previous fall Andy had sold his 1970 Roadrunner and used the money to pay off his student loan. With four hundred dollars he purchased a 1960 Ford pickup to use until he could land a job and look for another car. In the spring of 1973 he landed a mill job in Oakridge, Oregon.

Oakridge had two car dealerships, one was Chevy and the other Datsun, previously a Plymouth dealership. On the lot of the Datsun dealership sat a 1949 Plymouth Special Delux Coupe, also not his first choice for transportation given his desire to replace his '70 Roadrunner, muscle car. The '49 had magnetic signs on the doors and was used as an advertisement for the dealership. The car had been taken in on a trade many years before and was a holdover from the old days before the Japanese car invasion. The owner of the dealership indicated he would be willing to sell the '49 for the right price, so Andy took it out for a test drive. He was surprised how well it drove. When he returned from the test drive He inquired about the price. As it turned out the price was exactly the same amount as his tax return. Andy drove the '49 home to show his roommate. Nice car for a hippy mobile, he said. Most everyone then drove Fords or Chevys.

Throughout the seventies the Old Plymouth served his

needs as primary transportation and secondary transportation depending on the health of the state economy and his personal finances.

By 1980, although still solid, the car had fallen in to disrepair. Andy decided to refurbish it. One thing led to another and he wound up stripping it to the frame and did his own powder coating of the frame.

Despite the poor timing of a Oregon/national recession and three years being marginally employed, for completion of the restoration project, Andy did as much as he could.

When stabler times arrived, Andy then perserved to finish the restoration of the '49.

With the help of his father-in-law, the original 6 cylinder flat head engine has been rebuilt. He has replaced lots of small stuff including window molding, windshield and put in a new wiring harness. The electrical system is the original 6 volt. He is also proud of the fact that he did all the bodywork and painting.



Last summer Andy drove the car out to his childhood home in Estacada, where he had taken the first picture of it thirty years ago. The pine tree is in front of the '49 (right) at the time had just been planted. He took another picture of the '49 in front of the same tree (left) thirty years later. It turned out to be quite a perspective.

The only thing Andy didn't do himself was the wood graining of the dash and window frames, which were done by Gearld Elwood of Kansas City, Missouri.

Andy has had his '49 longer than any job and he finally finished restoring it in 2001.



Andy's Father-In-Law lends a hand to the restoration of the '49.



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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.

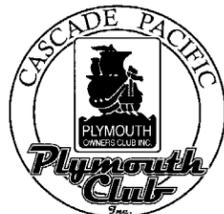
Membership runs Jan. 1 thru Dec 31.

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 February Regular Meeting Highlights

There were 47 in attendance at the February membership meeting. Rich VonAllmen brought the trophy he recently won at the Portland Rod and Custom show for his 1933 2-door rumble seat coupe. The long distance award was given to Chuck and Joan Hendricks who drove over 80 miles from Corvallis, Oregon.

Scott Farnsworth gave the member care report and announced that Vern Griffey had passed away in February and that Viki Davidson's mother had recently passed away. It was also announced that Barbara Rice was ill and could not attend the meeting.

Committee reports were as follows:

Membership - Bill Call and John Sweeney would be calling members who have not paid their dues to remind them to do so.

Newsletter - Mike Bade was absent at this meeting.

Activities - Scott reported on the Train tour on February 22nd and reported there were 20 members who attended one portion of it or another. He also reported on his and Dennis Rice's visit to Wilsonville High School with their 50's cars.

Duanne Luckow reported he was planning a garage tour for April 19th to Ken Austin's and Jack Hogan's garages. He will provide the details of the tour at the March meeting.

Larry Catt reported that the Pearson's Air show would be on August 23rd and Keith Grendahl would be keeping the membership informed about this event.

Tom Nachand requested that members send in their applications for the East/West Tour so that the Club has an idea of how many people to expect on each leg. He provided applications copied from the Plymouth Bulletin. He was still looking for someone to bring a trailer from

West Yellowstone. Scott Farnsworth and Russ Ashley both said they would be providing trailers.

Jerry Klinger stated that the Club would like to host a bar-b-que on the Friday night the tour is in Troutdale. Glen Otto Park is available but requires \$100.00 to rent the group area. Larry Catt made a motion to OK the club spending money to reserve the park and was seconded by Dennis Markovich. The motion unanimously passed by the membership.

A May tour was suggested by Jimmie Fox beginning at the Bomber and heading out Hwy 99 to a park where a potluck could be held. Pat Brost offered to set up a covered bridge tour in October. Jerry Klinger reminded members about the Corbet Fire Department pancake breakfast on June 7th and offered to plan a tour from Corbett to Sandy if enough members were interested.

Duanne Luckow reported that Jimmie Fox and Dave Williams had agreed to be co-chairmen of the Technical Committee.

Scott Farnsworth reported that the Club banner was missing again.

The speaker for the meeting was Paul Duchene, a features writer from the Portland Tribune. He gave a very entertaining talk about lessons you can learn from owning different vehicles.

Bill Call announced that Dale Mathews, from Memory Lane would be the March speaker.

Rick VonAllmen suggested we have a time at each meeting to ask technical questions or provide technical tips. He was in search of a particular spare wheel for his vehicle and Bill Call said he probably had what he was looking for.

The raffle prizes were won by Jeff Jolly, Peggy Skinner and Lloyd Schultz.

The Steering Column, A message from the CPPC President

Our second membership meeting was held on February 25. We had great attendance with over 45 members and guests. We all enjoyed an excellent presentation by Paul Duchene, a feature writer with the Portland Tribune. Paul shared many humorous and valuable lessons he had learned with his automobile experiences over the years. Dennis and Jeanne Mowrey provided refreshments for the meeting, although neither could attend the meeting due to illness.

We are fortunate now to have all committees up and functioning with the most recent volun-

teer co-chairmen Jimmie Fox and Dave Williams for the Technical Committee. They will be holding their meetings at Duane Luckow's shop. Meeting times will be announced. Thanks to Jimmie, Dave and Duane for volunteering your efforts!

We had a good train tour on February 22 visiting Walt Stinger's home to see electric toy trains and trolleys up to 100 years old in the morning and then a tour of the TriMet Max maintenance facility in the afternoon. With several other fun events planned for the remainder of the year, it's now time to turn our focus to the

Swap Meet and East-West tour. These two events will be very important to our club this year.

As always, I look forward to hearing from any of you with any suggestions or comments you might have.

Scott Farnsworth
 503-254-8300
 sfarnsworth@ltk.com



The Cascade Pacific Plymouth Club will be sponsoring two club booths at the annual Portland Swap Meet held this year on April 4th, 5th and 6th. The two booths, number 2277 and the booth to either the left or right of it (We don't have the number yet.), will be located in the Hall "C" in the southwest corner of the building by the door. One booth will provide information about our club to prospective new members, and the other will be our club parts sales booth.

We are, once again, soliciting donations of automobile parts and memorabilia for sale in the part booth. Last year we made over \$600 for the club treasury from the sale of parts and tech committee vendor lists.

Donated parts can be from any make car, not just Plymouths! For the sake of practicability and available space, we cannot store or haul motors, doors and fenders, car interiors and other large items to the meet. We can, however, advertise such larger donated items on display boards in the booth for pickup from other local sites! Last year we successfully sold motors and transmissions this way.

We are requesting that members who want to donate parts and other materials bring them to Bill Call's hobby shop at 6201 Lake Road in Milwaukie on Saturday, March 29th between the hours of 10 AM to 3 PM and again on Wednesday, April 2nd between the hours of 6 PM to 8 PM. Bill's shop is located at the back of the Titan Freight Terminal facility.

We also need volunteers to work in the information and parts booths. Contact Jeff Jolly at (503) 656-7779 in the evenings or by e-mail anytime at jeffj@involved.com.

Come see and enjoy two wonderful car collections and the great guys that own them. Jack Hogan's early V8's and Ken Austin's variety. These two guys are very busy individuals and they have opened up their garages, Saturday April 19, for the Plymouth Club. A head count is important.

Members who wish to go should RSVP to Duanne Luckow by April 13. (503)761-9411.

Tour members will meet at Clackamette Park, Oregon City at 9:00 a.m. and Depart at 9:30 sharp. There will be a No Host lunch in-between the touring sites.

CPPC Member Places at Rod and Custom Show

Congratulations go out to Rich VonAllmen who recently was class runner up at the Portland Rod and Custom Show. His 1933 PC 2-door Rumble Seat Coupe was entered in the Resto Rod Roadster (1928-1940) class. Rich proudly displayed his impressive trophy and a scrap book featuring the car at the February membership meeting.



Rich's VonAllmen's
 1933 PC 2-door Rumble Seat Coupe

A Tribute To Howard Grimes

This item is entitled as a tribute to Howard, and it is. However, it is also a story about how several CPPC members participated in helping Howard's family realize a goal that he couldn't meet before his death.

We featured Howard and Velda and their '37 Plymouth in the March 2001 newsletter and, sadly, reported his death in the June/July 2002 newsletter.

Not reported earlier was that Howard also owned a 1928 Chrysler Coupe, which he enjoyed very much. His restoration efforts over the years had been concentrated on the Plymouth, but he always intended to also improve the Chrysler. It was essentially in fine original condition, but in need of some mechanical and cosmetic work. As a start in this process, Howard did a beautiful job in refinishing the wooden spoke wheels during 2001-2002.

To digress, during the early 1990's, Howard and Les Conner were both driving their old Plymouths...Howard in his '37, and Les in his '46...and they stopped to become acquainted and talk. It was learned that a group of "old-car guys" met each Friday for lunch at Vancouver restaurant, and Les joined the group. A retired mechanic, Les is experienced in collector cars and became a good friend and advisor to Howard.

During 2002, Les tested the Chrysler and found problems in the brakes, and some issues in the engine. By suffering from debilitating headaches that limited his activity, Howard was unable to perform the repairs. At this point, club participation became important and was appreciatively accepted by Howard.

First task was brake repair... Les led the job and Larry Catt assisted. A local machinist sleeved wheel cylinders, and a new master cylinder was located and installed.

After the brakes were repaired, a poor running engine was found. Howard asked that it be repaired. Les, Larry, and Mike Larson (a HACO member) loaded it onto a trailer and Jim Thorkildson delivered it to Troy House for evaluation. Troy found bad valves and other problems that indicated an overhaul would be appropriate. Howard asked that work proceed, so Troy disassembled the engine and delivered it to Bearing Service in Portland for machine work. The connecting rods were machined to permit use of insert bearings, pistons and rings replaced, and other worn parts were replaced.

Unfortunately, Howard died June 28, 2002. Although he had been kept informed about the progress on the engine, he didn't get to see its completion.

While engine work was being done, Bill Call stored the car in his "hobby shop" and helped coordinate other tasks. Duanne Luckow removed the radiator shell and arranged for replating a better one that Howard had located years earlier. He reinstalled the shell when completed, and made other cosmetic improvements.

Troy reassembled and installed the engine when machine work was completed, and the car was returned to Bill's shop.



CPPC member Troy House works on the engine of the '28 Chrysler

Duanne had the wheel rims powder coated, and new white sidewall tires were installed. After a test drive by Les, it was declared ready for its new home in Texas.

Howard and Velda's son Rick grew up with the Chrysler in the family, and he now lives in Texas. He will make a home for it, so it was loaded into an auto transporter in January 2003 for its trip there. Some club members were at Bill's shop when it was loaded, and say the final result of all the work was great, and would have really pleased Howard.

We regret that Howard is gone, but are happy that we could help satisfy his goal for the Chrysler, and hope it will be a valued part of Rick's family!

Larry Catt



Howard Grimes 1928 Chrysler model 72 Sports Coupe

Sudden Brake Failure

Have you ever had a brake failure?

Remember this for a safety measure, if your brakes fail suddenly while the car is in motion, shut off the ignition, apply hand brake, and leave the transmission in gear or in drive position, as the case may be.

Sudden and complete failure is caused by a break in the hydraulic line or leakage of fluid at some other point. The only remedy is replacement of defective parts.

Break loss can be caused by several things:
Power Brake failure? The vacuum system for the power brakes can suck out the fluid where there is a fluid leak within the power brake booster.

Spongy Brake Pedal?

If, when pressing on the brake pedal and it has a spongy feel, there is most likely air in the hydraulic fluid line, and it is most necessary to bleed the hydraulic system to remove the air.

Brake Pedal Sinks to the Floor?

If the brake pedal travels all the way to the floor when the brakes are applied, a defective master cylinder most likely causes the trouble.

Brakes Will NOT Hold?

If this condition occurs suddenly and the brakes have been operating satisfactorily before that time, the condition may be caused because of having been driving in heavy rain or water or because of a prolonged rain. Driving with the brakes LIGHTLY applied for a short distance can minimize condition. to help dry them out, then they will return back to a more normal operation.

Brakes GRAB?

When brakes tend to grab for several applications after the car has been parked for several

Plymouth Club Southern Oregon Meeting

A few Plymouth car owners from southern Oregon met in Grants Pass, OR on November 18th for pizza and conversation revolving around their cars.

Phil and Janet Post and Randy and Pam Ealy had gathered once before when Bill Call was in town. This time the two couples and Bill were joined by our Club's youngest member, Jason Goss and his parents, Ron and Margy. 16 year old Jason recently inherited a 1930 Plymouth from his grandfather in Salem, OR.

Jason is a real car enthusiast. He has visions of technical training and a lifelong career of car maintenance and restoration.

The group especially enjoyed the logo merchandise and the Club's photo albums Bill brought along with him. It was fun to get some first-hand accounts of the Club that had otherwise been read about in the newsletter.

by Pam Ealy



L-R: Randy Ealy, Janet Post, Phillip Post, Ron Goss, Margy Goss, Jason Goss, Pam Ealy and Bill Call.

Sudden Brake Failure?

Cont. from precious column

hours, the trouble is probably caused by moisture absorbed by the brake lining and is a characteristic of many different makes of linings. There are many other causes of grabbing brakes, which we will discuss a little later.

Noisey Brakes?

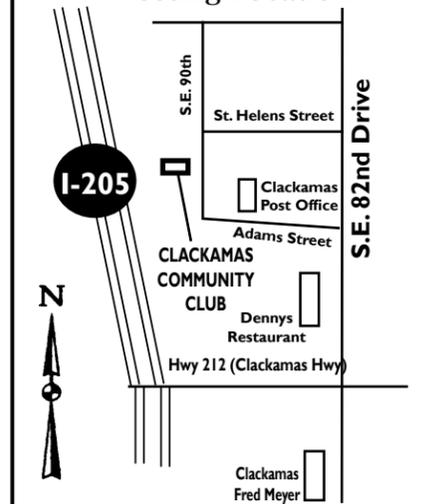
Brakes will make many different noises, but all are an indication that the brakes need servicing of some kind, and that can be done by an inspection of the brake system.

MEMBER CARE

Our sympathy goes out to Larry and Viki Davidson and their family for the recent loss of Viki's mother.

Barbara Rice had been sick for several weeks and missed the February meeting. We hope she is feeling better and we see her in March.

Cascade Pacific Plymouth Club Meeting Location



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.

Toy Trains and Max Light Rail Maintenance Facility Tour

This tour was held on February 22. The tour began at the Gateway Fred Meyer parking lot where we met at 10:00 a.m.

We departed at 10:15 and caravanned to a Victorian home in S.W. Portland with Bill Call leading in his '48 Coupe. This is the home of Walt Stinger, an employee with the same company as Scott Farnsworth. There we were able to see Walt's lifetime collection of toy electric trains.

The collection ranges in age from 1903 to 2003 covering a full century. Walt showed us his toy electric trolley collection, which traverses the nooks and crannies of his basement. Then we proceeded to the third floor where we observed the freight and passenger trains that share a magnificent view of Portland looking southeast from the west hills. Walt also treated us to an unrehearsed piano recital on his Steinway concert grand piano. What a treat!!

About noon we departed for a Dutch treat lunch at the Old Country Buffet in southeast

Portland. After lunch we drove to Gresham and toured the Max facility where Portland's light rail vehicles are maintained. We also took a brief tour of the central control room and the paint and body shops. The tour ended at about 3:00.

The seventeen people that attended the tour enjoyed it and approached it with a high level of interest and enthusiasm. Some excellent questions were asked. Except for some of us that ate too much at the Old Country Buffet, the tour was very enjoyable and a success.



Classic Train Tour host Walt Stinger (left) and CPPC President, Scott Farnsworth (right) welcome CPPC members to Tour.



CPPC Members take in all the sites.



Walt demonstrates how things work.



Walt Stinger's Classic Train Collection.

Plymouth's go back to School, Wilson High School visit

On February 21st Dennis Rice and Scott Farnsworth visited Wilsonville High School with Scott's cousin Bruce Rosenberg. They took three cars and attended Mr. Kevin Guay's classes on the '50's and the Vietnam era. The class studies life styles that were prevalent in the '50s including the social, economic and political snapshots of the period.

We were treated to presentations by students acting as Ed



Dennis Rice, with his '51 Plymouth Two Door HT and Nicole.

Sullivan, Jackie Gleason and Ed Norton, Marlyn Monroe and others. We gave a brief talk on growing up in the 50's and answered questions for the students about school, cars, what things cost and what the expectations were for grade school and high school students.

At the end of each class period, we went outside and showed the cars (Scott's '50 Club Coupe, Dennis' '51 Two Door HT, and Bill

Call's '41. This was the highlight for the students. They asked many interesting questions in spite of the typical February Oregon rain. We give credit and thanks to Nicole who gave a presentation to her class as "Marlyn Monroe" and posed for pictures in front of each of the cars. It was a very enjoyable visit and we thank Bruce Rosenberg, Dennis Rice and Scott Farnsworth for participating and Bill Call for the use of his car.



Scott Farnsworth, with his '50 Plymouth Club Coupe and Nicole.



Bruce Farnsworth, with Bill Call's '41 Plymouth and Nicole.

Mike Bade's 1930 Plymouth Coupe, ready for the next thirty years

I have been writing stories about other people's Plymouths for the past year for the CPPC. When people would ask about my Plymouth I would say that I have had my 1930 Plymouth coupe for over 30 years. I bought it when I was in high school.

When I was in high school everyone drove a classic car as did most everyone else who grew up in the 40's, 50's, 60's or 70's. The Classic Fords, Chevys, Plymouths, most anything that was 10 to 20 years old that a high school student could afford.

I came to be a Plymouth owner my junior year in high school. I lived in a small town in Eastern Washington named Ford, Washington.

My high school auto shop teacher at Springdale High School had a '34 Ford, that he was making into a street rod. My friends and I would visit his garage and watch him work on his '34 and fantasize about when we might have our own classic car.

One day during the summer of 1972 a few of my buddies, Kenny, Casey, Mike and myself decided that we were going to make a race car that we could race at the local drag strip. I had the drive train, Mike and Kenny were pretty good mechanics and all we needed was a body.

I saw an advertisement in the newspaper for a '30 Plymouth Coupe in Coeur d'Alene, Idaho.

When I saw it, I had to have it. It was very rough and didn't even have all the parts, but for \$100.00 it was mine.

After I got the '30 home my plans to make a race car changed. I had the original engine and most of the metal and didn't have the heart to make it into a hot rod. I was able to find an original front, rear end, and various things I needed at the Antique Auto Ranch in Spokane, WA.

I spent most of the summer of 1972 in a make shift shed in the back of my parents backyard. In between chores and odd jobs to make money I could be found working on the '30.

When I was done, I knew ever inch of the frame and sheet metal parts. I cleaned them down to the metal with wire wheels on the end of a cheep drill from my dad's tool box. Several gallons of paint stripper later and the original paint was stripped away.

I taught myself how to do the body work and my friend Mike helped me paint everything one sunny summer day on the back lawn.

I learned about babbitted bearings, how to sleeve the cylinders, bought new pistons and I rebuilt the four cylinder engine of my '30.

By the summer of 1973, after my senior year in high school, I was able to finally drive the '30. First I only made short trips of 10 to 20 miles as I tested everything to be sure I had everything in working order.

In the fall of 1973 I went off to college. By the spring of my second year of college at EWU I lived in an apartment and I decided that I needed to bring my '30 to college with me.

The '30 was a regular site around campus as I drove it to class, cruised the back roads, went to the store, to games, took girls on dates (what was I thinking). It didn't go too fast, but I wasn't in a hurry. I took lots of pictures with friends (see oval picture below: Diane, Pam, Donna, Dan, Bernie and Me) and family and the '30, which now sit on my desk at home.

I am not sure if the '30 is what attracted my wife, Donna to me at college. I like to think it may have helped. For that I consider it to be my good luck charm.



After college Donna and I married in 1979 and moved to Oregon and began teaching. As soon as we had a place I brought my '30 to be with me again. Some how the engine developed a knock and the original fuel pump went out, so I couldn't start the engine.

Soon there were two little Bade's to take care of and a house to remodel and more important things to spend our money on. The Plymouth was put on hold, but never forgotten. Over the years I would look at swap meets for the missing pieces that I needed to make my '30 complete with little success.

Two years ago, with most of the house projects completed and the little Bade's, Scott, now 16 years old and Corey now 13 years old, I decided the '30 would be a good father son bonding project; as an excuse for me start back



Mike's '30 Plymouth Coupe, during College Days at Eastern Washington University, 1975

fixing it up again.

In a bold move one weekend Corey and I pulled the engine, removed all the sheet metal and cab off of the frame, took out most of the wood and took it in to be dipped.

With the metal parts all stripped you might think it would be easier to make head way, but "things seem to keep coming up", to prevent significant progress on the restoration.

I kept telling myself, that if I could do it once while I was in high school it should be easier the second time.

Just when I least expected it a couple of things came up to get things back on track. I had been looking for parts for the '30 on ebay, or a restored '30-ish Plymouth to tide me over until I could finish mine. I saw an advertisement on ebay. A man from St. Louis, MO was parting out a restored Plymouth. I was able to buy the engine, front & rear axles, driveline, wire wheels and tires to put into my '30.

The next thing that happened was a call from CPPC member Bill Call. He told me about a Plymouth Coupe on a trailer in Gresham, OR, just 15 miles from my house. The Plymouth was all original and had many of the parts I was looking for to complete my '30. It has rear fenders, bumpers, running boards, horn, head light glass and other parts I didn't know I was missing, so I bought it.

Hopefully this is a sign that it is time once again for me to begin again on my '30 and maybe I will end up with two '30's.



Mike's new '30 Plymouth Coupe parts car and possible Resto Rod in future.

Upcoming Events

March 2003

- 11 Board of Directors Meeting
- 25 Regular Club Meeting

April 2003

- 4-6.....Portland Swap Meet
- 8..... Board of Directors Meeting
- 19..... Garage Tours
- 22 Regular Club Meeting

May 2003

- 13 Board of Directors Meeting
- 27 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

For Sale

7 Overdrives for '42 - '56 Plymouth
fresh from North Dakota. each
comes with a new Relay and Kick-
down. \$950.00 each.
Contact: Dale Oliver
PH:541-726-1165 Springfield, OR

'52 Plymouth Belvedere 2-door
Hardtop. Excellent condition. Black
and Mint Green. Has overdrive
call for more details.
\$9,500.00
Contact: Dale Oliver
PH:541-726-1165 Springfield, OR

'50 Plymouth Convertible. Garaged
for 20 years. Red with White top.
Nice car w/ whitewall tires 7 out of
10 condition. \$9,500.00

Contact: Dale Oliver
PH:541-726-1165 Springfield, OR
For Sale

2 Clocks for '46, '47, '48 Plymouth.
Converted to quartz, very rare.
\$350.00 each
Contact: Dale Oliver
PH:541-726-1165 Springfield, OR

1952 Plymouth complete differential
with hubs and two front hubs
and spindles. I am sure these will
fit other cars, I would have to check
them against the Motors Parts
Manual.

Also a full set of wheel covers for a
Chrysler, not sure which car these
came from, but they will go cheap.
Contact: Jimmie Fox
6707 SE 63rd. Ave.



Cascade Pacific
Plymouth Club, Inc.

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