



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 Eight

Clackamas, Oregon

August 2020

Spectators will drive through Cutsforths' August 29th cruise-in

As the idea of "getting back to normal" after COVID-19 recedes like a mirage in the distance, the old-car hobby has found new ways to get our cars out for exercise. By and large, small local events have replaced larger ones.

It's good to see that the organizers of the Cutsforth Cruise-In didn't cave. After rescheduling once, then cancelling, they re-started with a strategy to present this major mid-Valley event in a way that honors limitations and sounds like a heck of a lot of fun.

Read more about it at www.cutsforth-cruisein.com or search for the event on Facebook.

Organizers have worked closely with Clackamas County officials and staff at the fairgrounds to safely bring a modified version of the annual Cruise-In to the County Fairgrounds and Events Center this summer. This year's Cruise-In will involve participating vehicles spread at safe distances across the fairgrounds' 60-acre property. Attendees will be invited to tour the displays of beautifully restored, fabulous

cars in a contactless, drive-through experience, accompanied by an FM radio show featuring a DJ-curated list of classic oldies, complementary of JB Productions.

NEW THIS YEAR:

- \$10 Entrance Fee for Participants (Proceeds Go to Local Non-Profits)
- No Pre-Registration Necessary
- Collectible 2020 T-Shirts Available for Purchase

- 400 Dash Plaques for the First 400 Attendees

- 50 Trophy Sponsor Awards

Following the Cruise-In, participating vehicles will be invited to tour the community, enjoying more of Canby's friendly, small-town ambiance and the gorgeous surrounding countryside. Maps will be available for hot rod runs around the Canby area.

At the August 25 CPPC meeting – Bades at Bonneville!



Mike and Donna "borrowed" this car for a photo shoot on their recent bucket-list trip to see speed runs at the Bonneville Salt Flats in Utah. They'll be sharing pictures and stories at the August 25 CPPC virtual membership meeting

**CPPC will be meeting
virtually again on August 25.
Watch your email for updates!**



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

First come, first served –free 1956 Plymouth Savoy

CPPC members got an email blast with pictures, but it case anybody missed it: a gentleman in Newberg dragged a 1956 Plymouth Savoy out of a field, and he'll give it to any CPPC member for free.

The car is in pieces on a trailer. Package includes front fenders, front & rear seats, hood and grill, also mall stuff including push button shifter. Mike Bade has details. The owner's name is Ken; his number is 503-538-5849.

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

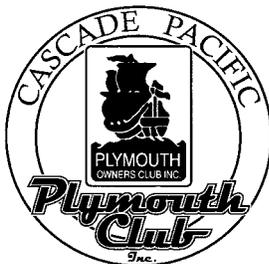
Website:

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 July membership meeting

*From minutes taken
 by Jim Wheat*

Members of the Cascade Pacific Plymouth Club, Inc., met virtually via Zoom at 7:00 PM, July 28, 2020. The shut-down necessitated by the Coronavirus required meeting virtually.

Phil Lapin, President, presided. Phil welcomed 23 members to the meeting, including one new member, Mike Ward who owns a 1946 Plymouth Business Coupe. Jim Wheat recorded the minutes.

Minutes of the June meeting were approved as published in the newsletter.

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.

Member Care: Bob Westphal is doing better and no longer needs a back brace.

Activities: Mike Bade is looking into a possible photo shoot of member's cars at the lavender fields in Estacada. Information will be sent to members via email. Mike discussed the possibility of making a lap blanket with the Plymouth Logo as a source of income for the Club. A lot of investigation is required to determine material source, type of material, approval of the logo, price, etc.

Birthdays for August were announced, a complete list is in the July Newsletter.

The presentation for tonight's meeting was provided by Janet Post with a powerpoint presentation showing her beautiful 1935 Plymouth Coupe. Phil Lapin showed photos of the nearly complete restoration of his 1942 Plymouth, the former "Patina Princess," now renamed "Mellow Yellow". Photos of before and after are in the July newsletter. Members were also treated to the debut of the first CPPC YouTube video showing members and their cars at the photo shoot at the vintage Gladstone gas station.

Car Quiz: 1. What was the Volkswagen Beetle called when it was first sold in the United States? Answer: On entry to the U.S. market shortly after the

end of World War II, the VW Beetle was briefly sold as the Victory Wagon. 2. Which model did Chevrolet ship vertically during the 1970s? Answer: The Vert-A-Pac shipping system, designed specifically for the Chevrolet Vega, made it possible to ship 30 vehicles per rail car, instead of 15. All the cars were positioned nose down and since they were shipped with all of their required fluids, certain aspects had to be specially designed for this type of shipping, including an oil baffle in the engine, a special battery and even a repositioned windshield washer reservoir. 3. How many parts does the average car have? Answer: The average car has 30,000 parts. That may seem like a lot, but when you consider that the 30,000 number is reached by counting every bolt, washer, screw and bearing, well, it's still a lot! 4. When was the first documented car accident? Answer: In 1891, engineer James Lambert was driving one of his inventions, an early gasoline powered buggy when he ran into a little trouble. The buggy hit a tree root sticking out of the ground. Lambert lost control and the vehicle swerved and crashed into a hitching post.

Meeting adjourned at 8:32 p.m.

It's PT-57 – not 1957



Last month we erroneously identified new member Bruce Patterson's ride as a 1957 Plymouth pickup. Your editor – who knows better – was apparently asleep at the switch that day. The truck is definitely a 1938 Plymouth PT-57 – that somehow acquired a '38 Dodge truck grille. It was like that in 1972 when Bruce bought it. Bruce owned an auto restoration and vintage parts store in Berkeley for 15 years; he has parts and is always looking for more. bruce@sculptphoto.com.

The Steering Column, A Message from the President

I hope that this message finds everyone well and safe – even if h-o-t during the time I am writing this. Here in the Portland area, we have been around 100 for the past few days. That means your vintage cars are already pre-heated and ready to start without the choke! So . . . get them out for a run in the coolness of the early evenings!

Speaking of getting the cars out – the CPPC Board is holding a meeting the day after I write this (one week late this month). There will be a discussion of where we might take our cars

on an easy run. I can envision a pleasant drive, with perhaps a stop at some drive through for fast food. We might also take along folding chairs and have a spot located where we could circle the wagons and eat out in the open. Let me know your thoughts on this! Your inputs are all welcome.

Dan Davis ('37 Ply) and I ('42 Ply) have both been working on our cars. Dan has done an excellent job of going through his car, and will have it drivable soon. I have taken our 1942 sedan out for "2" maiden voyages so far, proving that you really have to test out your cars and keep them moving. I made it further than the Wright Broth-

ers on my first run (at about 1.5 miles!) One of the core plugs came loose on the engine. I since have driven it successfully for a stretch of about 45 minutes. How about you with your car?

Our ZOOM meetings over the Internet have proven effective and enjoyable – please try to join in if you can. Tuesday August 25 at 7 p.m. will be our next one. We will have Mike Bade give a show on their trip to Bonneville Salt Flats. Once again – call me or send me an Email if you need any help with ZOOM, and we will get you up to speed. You can even shut off your video image if you want to just listen and speak. Whatever works is good!!!

In spite of COVID-19 slowdown, CPPC attracts new members

By Robin Will

At a time when many car clubs are trying to figure out what to do with themselves, CPPC has been adding members over the past couple of months.

Bruce Patterson joined a few months ago with his 1938 PT-57 pickup. Picture is below, left, across the fold, along with an apology for mis-identifying the vehicle as a 1957 pickup. Plymouth didn't make pickups in 1957. I knew that . . .

Bruce says, "I might be able to help club members as I owned a Antique auto restoration and Vintage auto Parts (NOS, NORS) store in Berkeley for 15 years, and I'm looking for parts as well.

I have lots of parts from my trucks vintage."

CARS OF THE NEW MEMBERS: *Below left, Bob Farmer's 1934 Plymouth convertible, formerly his father's car, in the family since 1973. It will need a new interior, plus lots of small pieces that have been misplaced over the years. Below, right, Mike and Carmen Ward's 1946 Plymouth business coupe. Mike traded an Essex for it, which must be an interesting story . . . he's going through the car completely, chasing rust, and he's swapping in a Slant-6 and 904 automatic transmission.*

He's going to be a good man to know.

We found Bob Farmer on the Plymouth Owners Club Facebook page. Gary Rusher looked at the pictures Bob posted, and remarked, "Too bad you don't live on the West Coast, you could be in Cascade Pacific Plymouth Club."

It turns out Bob lives in Fairview, and now he's one of us, joining with a 1934 Plymouth convertible that belonged to his dad since 1973.

Bob says, "Due to theft many of the smaller components are missing. Wiper motors door handles tail light lenses. But the major larger parts are still there. My goal is to get it running and get an interior in it so I can enjoy it now. I plan to retire in 3 years and might be a resto-

ration project at that point."

Mike and Carmen Ward joined us in June, from up in Richland, WA.

Mike still has his grandfather's '65 Cadillac convertible, and he has owned around 20 pre-'75 vehicles over the years, the oldest of which was a 1926 Hudson. In 2017 he cofounded a local car group called Atomic Cities Hot Rods: informal, but they get out together as often as possible.

Mike seems to be headed in the right direction: he traded an Essex for a 1946 Plymouth business coupe.

Mike says, "I have always liked the elegance of the P15 body style. It was a runner driver but not well. I've got a fair amount of rust repair to do right now as I have rusted rocker boxes and sills. Nothing I can't handle though. My coupe needs completely gone through but I'm confident that it will turn out well. I am currently working on swapping in a '75 valiant slant 6 and 904 automatic. (Trying to keep it mopar) I have read the club's tech article at length and will maybe like to put together a write up of my own once its complete. On another note when my mother and grandparents came out west from Buffalo New York after the war they did so in a '41 Plymouth 2-door sedan pulling a travel trailer. I have a picture somewhere that I will have to share one of these days."





OFF THE HOOK –

Backup Camera

By Phil Lapin / CPPC Tech Committee

Most of our vintage cars are big beasts – and usually with little mirrors! After I first got our 1942 Sedan, I promptly scraped my right rear bumper backing along a low wall. That really made me appreciate the backup camera systems we typically have on our much newer cars. I did a little checking, and found that I could buy a complete backup system for around \$35 off of eBay. Cheap, yes, Chinese, yes – but if I could backup with confidence I would discount those issues. What I found out is that these little systems are really very effective. A decent sized color monitor with adjustable settings – and color coded backup guide lines which are quite accurate. The camera has excellent resolution, and night vision LEDs mounted around it. I was impressed!

Now – for the problem! My car is original with a positive ground 6 volt system. The backup cameras require 12 volt negative ground. The following is how I effectively installed my system.

First, I got my 12 volt power by purchasing a 6 to 12 volt step up converter for about \$15 over Amazon. I mounted the converter on a thick piece of Plexiglas isolating the 12 volt wires from the car chassis. On the same piece of plastic, I mounted a multi fuse holder. At present, I am running both the backup system as well as a small Bluetooth amplifier. Those two items draw well under 2 amps combined.

Carmen Dannunzio joins Tech Committee

We have a new/old member from Pennsylvania who has agreed to be a tech advisor for our club. Carmen Dannunzio has been a long time Plymouth owner with all the knowledge that comes with that distinction. Carmen presently owns three Plymouths - a 37 P4 Business Coupe Deluxe, a 37 P4 truck and a 41 P12 Special Deluxe. Feel free to contact him at 484-866-6115 with your questions. Thanks Carmen for joining the CPPC Tech Committee.



The camera is mounted just above the license plate (a tight fit!) A scrap piece of stainless sheet metal was bent to provide a mount for the camera. The mount was pop riveted behind the license plate. The camera was originally mounted in a plastic license plate bar. I removed the camera and installed it directly to the stainless metal using double faced foam tape.

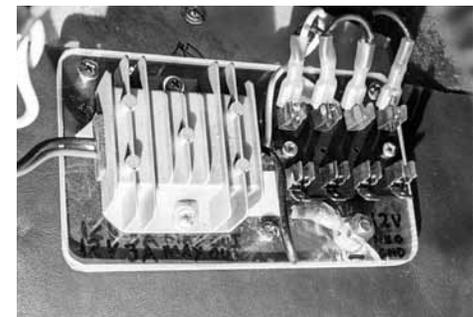
Wiring was routed inside the trunk, then to the right rear side of the trunk and onward to the front dash area above the right side of the headliner. Original wiring on these cars is often installed behind the headliner on the driver(left) side – congesting that side. I routed the rear camera wires on the opposite side using an electrician snake. You may or may not be able to pull off this trick. If this is not viable, the wires can always be run under the car or under the flooring.

All camera wires must be run from the back camera to the dash area, video



feed, and neg and pos electrical – as the camera must remain isolated from the car body. Behind the dash, I ran my positive camera/monitor power through a switch on the dash, then on to the 12 volt converter. This allows me to turn the camera on whenever I want. The negative wire for the system is run directly to the negative output of the converter. Nothing ever interacts with the original car wiring or grounding.

So . . . a complete backup system for around \$50! Drive safely, and send me a note if you need more information. P.L.



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
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 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.

How to make a new rear window for 1935 Plymouth convertible

By Mike Bade

If you have a mid 30's convertible, you know that rear vision is limited with the top up.

I decided that I was going to replace the rear window on my '35 Plymouth Convertible. There wasn't much available online, and they were the same size as the originals.

I have had several things laser cut for my other cars before and this seemed

CPPC founding member Bob Dimick passed August 4, 2020

Graveside services were on August 12, 2020 at Forest Lawn Cemetery for Robert "Bob" Dimick.

Bob was born in Portland November 23, 1933. He passed away August 4, 2020 at his home.

Bob lived all his school years in the Montavilla neighborhood, attending Vestal Grade School and graduating from Benson High School.

He joined the Navy in 1950, age 17, with his 4 friends. He was a Naval Reserve Officer for 28 years, retiring as Lieutenant Commander.

Bob joined the Portland Police Bureau in 1955 retiring after 30 years service.

He married Viola St. Claire, they had 4 children. Later divorced he then met Jeanette McCarthy Sep. 6 1980 and they married Dec. 6, 1980. She had 1 daughter Kim.

Bob was a charter member of Cascade Pacific Plymouth Club for 20 years, happily collecting several Plymouth projects.

Bob was a 40 year member of Montavilla Kiwanis Club. He supported the Mt. Hood Kiwanis Camp and worked hundreds of volunteer hours at the camp.

He delivered Meals on Wheels for 25 years. He was a happy volunteer for the many different Kiwanis projects the club supported.

He is survived by his wife Jeanette, son Robert Dimick, daughters Rendy Jantz, Lisa Pick and Kim Logsdon, 12 grandchildren and 6 great grandchildren. His son James predeceased in 1989.

like another opportunity to do so – and make a two inch taller window frame, to be able see out better.

First, I measured the original window frame and added two inches to the height. I used graphics software to measure out the size, radius and hole spacing for the mounting screws.

There are three pieces to the window frame: Outside, inside and a smaller spacer in-between to hold the glass.

I had planned on using aluminum, for the rear window frame. Once cut out, I could use files and various grits sand paper to shape it to the finished shape. Once shaped then I would get to chrome painted. I found out you can't get aluminum chromed.

I printed out the design and put the digital file on a flash drive and took it to Versa Tech, a metal fabrication company off Airport Way, near the Portland Airport.

I took the digital file and print out in to get laser cut. I found out they could weld aluminum screws to the outside frame, so there would be no bolt holes showing from the outside, cool.

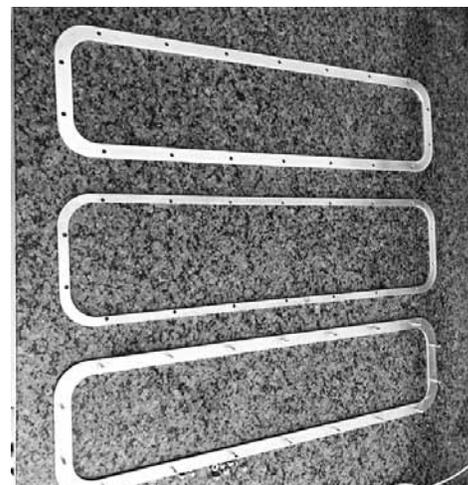
When I went to pick up the finished window frames they came out as good as you could imagine. It all fit together perfect, whew! All I had to do was shape it to the finished shape.

I wanted to give the outside edge a little radius kind of like the original, right . . . , but I had never tried before. It did not go as quickly as I had hoped, being careful not to be too aggressive.

If I do it again, I would make some sort of jig to hold everything to do faster and see what other bits or grinders there are.

Holding the filled and sanded

New back window for a 1935 Plymouth convertible: below left, the original window in place. Right, Mike holds the new frame in position. Above: the three pieces of the frame.



frames up to the old rear window, there will be a more room to see out of my new window frames, you tell me.

I took the frames over to Finish Line Industries in Newberg, OR where they will Cosmichrome them. Basically, they paint chrome paint which, looks very real, when you can't chrome things. I did that before with my fender skirt medallions and they came out perfect.

When I get the Cosmichromed Frames back, I will take them over to a place and have a Plexiglas window cut to fit.

Then I will cut out the old window and put in the new one. Probably will need some kind of silicone sealant to be sure it does not leak. There will be some details, if there are I will let you know.

Editor's note: this is highly abbreviated from Mike's original, and we had room for only three of the pictures Mike took to illustrate the procedure. By the time members have this printed copy in hand, the full version will be available on the Tech Committee page on CascadePacificPlymouth.org





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

Bob Westpal is still recovering from the head-on collision he suffered in June, and he says he no longer needs his back brace. That's good news.

Keep us posted if you know club members who could use a card, letter, email or phone call while they're ill or recovering.

NUTS & BOLTS: Board meeting highlights

By Robin Will

The Board of Directors of Cascade Pacific Plymouth Club met remotely via Zoom on Tuesday, August 18, 2020. Board chair Mike Bade called the meeting to order at 12:10PM.

Present were Phil Lapin, Jean Graham, Mike Bade, Randy Ealy, Jim Wheat, Jerry and Joanne Dixon, and Robin Will.

Minutes of the July 14, 2020 Board meeting were approved as printed in the newsletter, and Treasurer Dolores Call's financial report was approved as submitted. The club's financial condition is good in spite of COVID-19 changes in operations. We don't publish the club's bank balance, but any board member can answer questions.

Because the club won't be able to gather for a 20th anniversary celebration, the board is considering a keeper-quality publication to mark the anniversary of CPPC's founding. Mike Bade has some ideas about how to proceed with the anniversary publication.

Selling blankets – the Board has been discussing the possibility of selling blankets printed with Plymouth-related logos as a long-range fundraising project. Sourcing, pricing, and the image to be printed on the blanket are all issues to resolve at the moment. Gary Rusher and David Greene are currently exploring possibilities. Randy Ealy showed the board a product sold as a fundraiser in Dayton, and forwarded specs and pricing info to Gary and the board members.

Jim Wheat announced he would

have a Car Quiz prepared for the August meeting.

There was general discussion about car-related activities that could be done in keeping with current lockdown restrictions. Robin pointed to the Cutsforth cruise-in (article page 1) as an example of creative thinking, and pointed to recent driving tours by the Studebaker Club that had allowed folks to get out in their cars while still social-distancing.

Phil noted that the club's YouTube video about the Flying A station photo shoot in June had logged only 35 views as of meeting time. That's not a lot for the time that went into the project, and he hopes to see better performance as search engines find the material.

Member-at-large Joanne Dixon wanted to be sure CPPC member Phil Hall got some local recognition for the writing he has done for the national bulletin of the Plymouth Owners Club. His article in the March-April issue entitled "See the USA in Your Plymouth Today" was a well-received account of the road trip Phil and Rose Ann made last year in their 1954 Plymouth.

September birthdays were reviewed prior to publication in the newsletter.

There was some discussion about car-hobby resources: potentially a new wrecking yard in the Burns, Oregon, area, and the November 14, 2020 auction of the Adair Collection, a barnful of good-looking 1930-32 Plymouths and DeSotos.

The meeting adjourned at 1:30PM.

AUGUST BIRTHDAYS

<i>Jean Graham</i>	2
<i>Glen Vaughn</i>	7
<i>Robert Westphal</i>	9
<i>Chris Chytka</i>	11
<i>Cynthia Freeman</i>	12
<i>Jim Townsend</i>	15
<i>Richard Cerruti</i>	18
<i>Steve Herman</i>	18
<i>Angela Baker</i>	24
<i>D.J. Freeman</i>	24
<i>Thomas Rothschild</i>	26
<i>Filamena Rothschild</i>	29
<i>Joanne Dixon</i>	29

REFRESHMENTS

September

Anybody's guess

October

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

November

Potluck, perhaps?

December:

No meeting

With Zoom, attending a board meeting is easy

Members are always welcome at CPPC board meetings – 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.

New Improved Vendor Books for sale now!

By Randy Ealy

Cascade Pacific Plymouth Club now has updated vendor books for sale thanks to the Tech Committee working tirelessly to update our previous version by making phone calls and checking websites.

We can offer the book for \$6.00 to our membership, and we can mail it to non-members for \$10.

This book lists companies local to our Portland area, and/or other locations which have been used by our members with good results.

Our Tech Committee has lists of other resources nationwide, and can probably help you in your search. Just email me at prealy48@gmail.com or call me at 503-864-8111.



BELOW: This is one of Mike Bade's pictures from his trip to Bonneville Salt Flats. It was amusing to see a 1934 Plymouth and a 1954 Nash Statesman in a venue known for speed trials, but Mike says all kinds of people take all kinds of cars to be close to the action at Bonneville.



Surrounded by love: Janet Posts's 1935 Plymouth has been part of the family since 1968



When an elderly friend gave her this 1935 Plymouth business coupe in 1968, Janet Post gave away her High Performance Mustang Cobra, and drove the Plymouth daily until her family outgrew it. Around 1980, they started the work of bringing it back to original condition, and the car runs and drives beautifully to this day.

By Janet Post

In 1968, a few months after getting married and moving from Auburn, CA to the SF Bay Area, a dear old friend of mine who was a widow called. Her name was Mary Neff. I had never met her late husband, but she lived alone on a country farm with a very protective dog. I used to visit her and take little things – while staying 6 feet from her dog! (“Social Distancing?”)

Mary had told me earlier that her husband purchased a 1935 Plymouth Business Coupe for her when it was almost new and a “one owner car”. She drove that car for many years after which her husband bought her a new car which she began using. The ‘35 Plymouth was no longer needed.

When Mary called me in 1968, she asked me if I would like to have her 1935 Plymouth. She was 90 at that point, and I sensed she was slipping somewhat. I drove up from SF to visit with her. She told me that she had written in her bible that I should have her car, but since she no longer needed it, could I please take it now. My husband Philip was with me, and she trusted him, so I drove the Plymouth home!

It was raining when I made that drive from Auburn CA to San Francisco, and it took me awhile to figure out the vac-

uum wipers! They kept slowing down or stopping on the hills. There was also a leak in the roof, so the rain came in. This, in turn wetted a mud dauber nest in the headliner, which finally gave up and dumped mud on my head. Despite this, the heater worked great and the car chugged along – I was in heaven!

I gave up the High Performance 1964 Mustang Cobra that I had (to my brother), and I drove my little Plymouth daily for years. My family starting growing, the car got a little tired, and I finally quit driving it. Then, around 1980 a neighbor of ours who was a mechanic agreed with us to totally dis-assemble the Plymouth and rebuild it. The motor was rebuilt, then my neighbor moved, so the car sat until 1990. At that point, an old friend of ours moved in with us, and we really got to work putting the car back together. The car was repainted, and since then my husband Philip has kept up the car fixing little things here and there. Philip has taken a special interest in the car. One Christmas he bought me a new starter – which excited me and sparked his interest in giving me parts of some sort on special occasions!

The car is running to this day – enhanced with all of the history, love and caring from those who have surrounded it.



1935 Plymouth coupe with a rumble seat, and an enormous amount of parts. It was purchased as a project which I cannot complete. Will take any reasonable offers. George Peabody. (More pictures on CascadePacificPlymouth.org) 8-2020 Gpeabodyjr@yahoo.com



1937 Plymouth humpback: purchased from a collector in 1987. Always garaged. Previous owner started restoration. Car starts, runs & drives well. Also includes 37 four-door fastback parts car, ran when parked. More info on CascadePacificPlymouth.org. \$9,500 both cars. Richard Grove, Bothell, WA, 206-669-4689.



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)



FOR SALE 1946 Plymouth 5 pass coupe, 6 cyl, 3 speed. \$5500. Jonny Erickson, Clatskanie OR, 503-728-3562 (08-2020)

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

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.

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