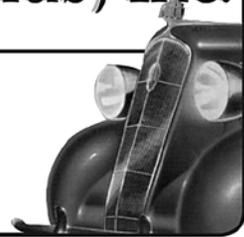




Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE PRESERVATION & RESTORATION OF ALL PLYMOUTH AUTOMOBILES



Volume Twenty-One, Issue Five

Clackamas, Oregon

May 2021

We're meeting at the clubhouse in Clackamas on May 25!

CPPC's membership will meet in person on May 25th, for the first time since February of 2020.

We'll be observing the guidelines of the Center for Disease control: "... fully vaccinated adults can safely resume indoor and outdoor activities without masks or distancing, including large gatherings."

As usual, we'll socialize for about a half-hour - hopefully hanging out in the parking lot, looking at members' cars - and we'll start the meeting at

7:00PM.

Donna and Mike Bade will supply refreshments.

The last time CPPC met at the clubhouse was February 25, 2020. Some of us thought the worst of the lockdown would be out of the way by June, and we'd be able to start meeting again.

The March and April meetings were cancelled.

By May, Phil Lapin had learned how to use Zoom, the remote meeting platform, and began teaching the rest of the club how it worked. Lots of seniors suddenly became internet savvy.

Zoom has been the rule ever since. One hopeful goal after another went by, as we realized COVID-19 wasn't going away without a fight.

Welcome to new member Mike Szkodyn

Mike Szkodyn of Hillsboro, Oregon, is the newest member of Cascade Pacific Plymouth Club.

He asked Randy Ealy if he knew anyone who could help with his 1956 Plymouth.

"I told him about our tech committee and if he joined the club we would be available," Randy reports.

Sign up for Tech Committee work party on June 5th

There's still time to sign up for the Great Trailer Cleanup and Inventory to be held at Rushers' place on June 5.

We need a head count before we buy the hot dogs and hamburgers.

June 5 is a Saturday, and we plan to work from 10:00AM-2:00PM. The club will furnish hamburgers and hot dogs. Salads and desserts will be potluck.

We've got a trailer full of donated stuff - and also some stuff spotted around Rushers' barn and outbuildings - that we should get under control.

We'll do some sorting and cleaning. Randy and Pam Ealy have already created a spreadsheet that can run on several tablets and be consolidated later. Folks are already working on logistics, so we stay out of our own way.

Come one, come all. It will be fun

Knowing that some members are far away, and others aren't ready to come out in public yet, we'll make an effort to Zoom the meeting to anybody who wants to drop in. Email links will go out to the entire membership in advance of the meeting.

Want to be in the movies with your old car?

Arnold Landvoigt was guest speaker at the April 27 CPPC meeting, with a presentation about being in a movie shoot with his 1937 Pontiac 8.

He shared a link for film production in the Portland area: www.portlandfilmoffice.com (without spaces) is the place for up-to-date information on who's currently shooting and what they need.

Lincoln Land POC sets date for 2021 national meet



Bravely and optimistically, Lincoln Land POC has decided to host a national meet for Plymouth Owners Club members in June of 2021. Look for this graphic on the front page of CascadePacificPlymouth.org - it will link to a downloadable registration form for the event.

CPPC will be meeting AT THE CLUBHOUSE on May 25!

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 & 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.

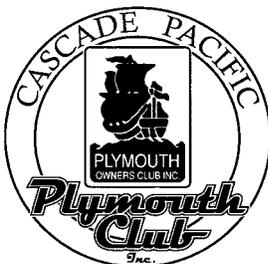
Concurrent membership to the National
 Plymouth Owners Club is required. plym-
 outhbulletin.com/members.htm

Mailing Address:
 P.O. Box 2988, Clackamas, OR 97015

Website:
 www.CascadePacificPlymouth.org

Email contact:
 info@cascadepacificalplymouth.org

**CASCADE PACIFIC
 PLYMOUTH CLUB**
DUES
\$25⁰⁰ per year
 Concurrent membership in
 National Plymouth Owners
 Club is required.

**Minutes of April's general meeting**

*From minutes taken
 by Robin Will*

Members of Cascade Pacific Plymouth Club met on April 27, 2021, via Zoom. Thirteen people attended.

President Jim Wheat hosted the meeting from his road trip – he was in Denver, CO – and our speaker was CPPC member Arnold Landvoight, from his home in Savage, Maryland.

The meeting was called to order at 7:10PM.

Minutes of the March 23, 2021 meeting were approved as published in the newsletter.

Jim noted that Phil Hall has offered to serve as correspondent to the national Plymouth Owners Club and will be sending updates for the POC Bulletin.

There was no treasurer's report, but the club is in good financial condition as of the board meeting two weeks ago. Mike Bade reported EBay sales of \$1178.50, and Phil Hall's sales have totaled \$843.00. EBay sales will make up for the absence of fundraising activities during the COVID pandemic.

Cruise-In Committee: Due to the increase of COVID cases in our region, Randy Ealy reported the committee has abandoned plans for our traditional Father's Day event in Clackamette Park. An event later in the summer is a remote possibility, if restrictions ease and a venue is available.

The Tech Committee/Swap Meet Committee (mostly the same people)

are planning a work party and hamburger fest at Gary and Vera Rusher's place on Saturday, June 5th. (Story on page 1).

Joanne Dixon was able to negotiate a group rate for the club's visit to the Wooden Shoe Tulip Festival on April 17. We invited the Studebaker Drivers Club and WPC Pacific Wonderland chapter, and nine cars and 15 people were able to attend. The weather was sunny and the tulips were spectacular.

Editor Robin Will reported on the newsletter and website. Ten people contributed items to the club newsletter in April. The website got had 862 visitors through April 27, and our Tech Committee pages are getting a lot of attention. The website's allotted space was nearly full of pictures, between previous activities and tech articles, and rather than removing old material, we opted to double the size of the website for an extra \$2.00 per month.

Mike Bade is prospecting for club activities, and is exploring the possibility of touring a Salem, Oregon collection of more than 350 cars. He noted the Los Angeles Grand National Roadster Show had been cancelled, disrupting Bades' vacation plans, but Mike is aware of somebody in Southern California with a huge collection of Plymouth parts, and he'll be checking it out.

Speaker for the evening was CPPC

(continued on page 3)



BEVENCY'S NEW CAR – Logan grew tired of dealing with his 1937 Plymouth sedan (which he sold to someone in CPPC), and found this 1949 Hudson Commodore to drive. It's probably not the first time somebody traded a Plymouth for a Hudson – in any given years, a Commodore 6 would cost half again as much as a Plymouth, so it was a step up from the low-priced three. This Commodore has a contemporary drive train and, Logan says, "... lots of patina."

The Steering Column, A Message from the President

Hello CPPC members and friends! Finally we are going to get back to in person meetings at the Clubhouse and we will continue with Zoom so those who can't make the meeting or are in another part of the country will still be able to participate. Unfortunately we had to scrap plans for our car show, there just isn't enough time to put it all together. The City of Oregon City has been very unresponsive and there is a lot of red tape to resolve making it impossible to get our slot date approved. However, all is not lost, we have a request to put on a car show at a senior living center around the same date and all we have to do is show up. Details will be sent out probably before this article hits the newsletter. At the Board meeting we discussed several alternative activities that look promising to get things go-



Membership minutes, *continued from page 2*

member Arnold Landvoigt, who shared the experience of taking his 1937 Pontiac to a movie shoot in Washington, D.C. The film was the 6-part mini-series "Plot Against America," adapted from the Philip Roth dystopian fantasy about what would have happened if Charles Lindbergh, rather than Franklin D. Roosevelt, had been elected president in 1940.

Arnold noted it was the only time in his life that his classic car earned money, rather than costing him money.

It sounded like a good time, both Arnold and Lois hanging out in costume on the streets of Washington, D.C., with other car people and watching the mechanics of movie production. No recognizable footage of the Landvoigt car made it into the final video.

Arnold supplied a link to a Portland-area organization that coordinates film shoots, in case CPPC members want to respond to ads for period-correct cars, which will appear in the next club newsletter.

The meeting adjourned at 8:15PM.

ing again. One pesky thing that I keep having to harp on is the need for someone to take over the Secretary position. This position could be split between two people and would only require a maximum of two hours per month and with the Zoom setup it's not even necessary to attend the meeting(s). My road trip was a huge success, I took a lot of back roads and visited several pueblo dwellings that were thousands of years old. My trailer followed me all the way through every western state and we ended up at home shiny side

up. One of the most interesting places I visited was the historic Wyoming State Territorial Prison built in 1888. The tour included a walk through the gas chamber and the hanging room where participants got their picture on the wall. In my career I managed several prison projects so it was interesting to see how things were done back in the day. I'm looking forward to the May in person meeting and getting back to as normal as possible.

See you on Tuesday, May 25, Jim Wheat

A note from our 2019 CPPC scholarship winner

Hello!

My name is Emma Strader, and I am a student at Clackamas Community College in the automotive program. Over a year ago I received a scholarship from your club, just before the COVID mess began. Due to that I had classes canceled and had no idea when I could finish what was supposed to be my last term of school. Long story short, a year later I will finally be graduating this June. The purpose of this email (which I should have written a year ago) is thank you for the scholarship I received. It was great to have the extra financial support when my classes had

to be rescheduled months later.

P.S. I also wanted to share that my first car when I was 16 was a Plymouth. But unfortunately I'm not talking about the cool old cars you all have. I had a 1991 Plymouth Acclaim, handed down from my great-Grandmother. Yes it was ugly, but after fixing it up I became attached to it and was sad when I decided to sell it last year. Anyhow, that car was the first car I learned to work on 5 years ago, and the reason I am now learning to fix cars in school.

Thank you again,
Emma Strader

Founding CPPC member Larry Catt passes April 1, 2021

Larry Catt (born May 3, 1932) peacefully passed away April 1, 2021, after a short illness with pancreatic cancer. Larry was surrounded by his wife of nearly 63 years, Joyce Catt, and his daughter, Lisa Marshall, when he passed. Larry's oldest daughter Karla passed away in 2007.

Larry began working for the Boeing company as a draftsman in 1957 and continued his employment with Boeing after graduating from the University of Washington. Larry was promoted to Materiel Manager for the AWACS (Airborne Warning and Control System) and was able to travel the world until he retired from Boeing in 1990.

The defining themes in Larry's life

were his love of his family and cars. Larry was a founding member of Cascade Pacific Plymouth Club, and was the club's first vice-president at the time of incorporation.

Larry died as he lived; his sense of humor is widely known and was present and intact until the day he died. He taught his family the importance of hard work, honesty, humor, responsibility, and integrity. He would want all of his loved ones to know he is at peace.





OFF THE HOOK –

Carter BB carburetors

By Phil Lapin
CPPC Tech Committee

There is a long and well documented history on the Carter BB Carburetors – and my intent here is not to rehash that history. The carburetors were first introduced in the early 1930s, and there were close to 70 variations in them. These carburetors were used on most Chrysler Corporation vehicles of the 1930s through 1950s, as well on other vehicle brands, stationary and also marine engines. They are simple by today's standards, yet function quite well.

There are rebuilding kits readily available for the Carter BB series, as well as shops capable of rebuilding them. A complete rebuild by a professional shop runs \$300-400 in today's market. Shop manuals, instructions with kits and on-line resources can walk one through the complete rebuilding process using a kit.

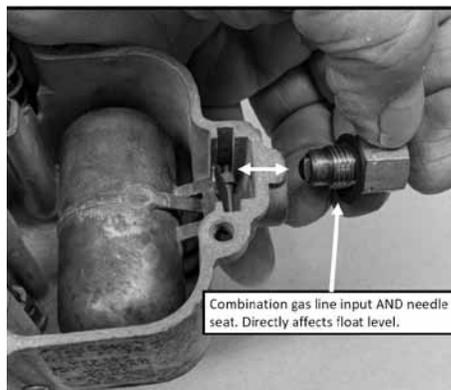
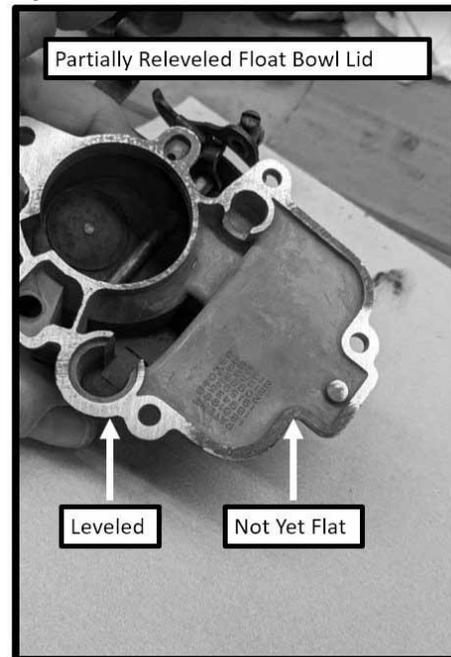
I am not a pro on carbs, but I have now rebuilt several of these Carter units – and I have recognized a couple of potential problem areas that do not seem to be mentioned to any extent. They are easily understood problems.

First, if the top of the carburetor is removed to do something as simple as clean out the float bowl, these two problems can present themselves. The "lid" portion of the top which covers and seals off the bowl can WARP over time. That area is a fairly thin zinc casting, and the whole top portion of the carburetor is held on by only four stout screws. When those screws are securely tightened to compress the gasket, the areas around the screws pull down and compress the gasket slightly. The other areas over the float bowl do not come down with equal pressure, and then tend to warp upwards (or one could say the screw areas warp downwards). The end result is that there is no longer a flat level surface to mate the "lid" to the body. I recently rebuilt one of these carbs, and noticed on disassembly that there were 2 gaskets used to form the seal. That did not register initially, but

after rebuilding I put 1 new gasket in place then tightened the screws down. The gap in some areas was visible, and I could put my lips on the seam and blow air into the float bowl.

What needs to be done with this warped "lid" is to sand it to a perfectly flat surface prior to re-assembly. Using a stout piece of flat glass, a sheet of about 120 grit abrasive paper can be used to gradually relevel the part. I suspect I took off only about 1/100" of material to flatten it. Following that, the unit will reassemble well with one standard gasket and form a good seal.

The second potential problem comes into play when putting a new float bowl needle in place, or adjusting the float itself. The gas line input to the carburetors is ALSO the fitting that holds the needle valve. If a new sealing washer is used on that fitting, or if the fitting is not held with a wrench when tightening the gas line back up, the needle will shift in or out. A small shift at this location will cause a much larger change in the float setting. It is best to re-attach the gas line before putting the lid back on the float bowl – and double check the float setting. Otherwise, you have no idea where your float level is when retightening the line.



Cascade Pacific Plymouth Club Technical Committee 2021

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

Charles Willis, 503-668-0129 upandstuff@frontier.com, Sandy, OR
Randy Ealy, 503-864-8111 prealy48@gmail.com, Dayton, OR
Jerry Dixon, 360-607-7628 jojoes@outlook.com, Vancouver, WA
Marlo Edman, 503-936-4624 medman@teleport.com Portland, OR
Phil Lapin, 503-816-5644 philzmap@gmail.com, Boring, OR
Dennis Mowery, 503-663-1204 jenmowery@aol.com, Boring, OR
David Pollock, 250-743-4859 dnpollock@shaw.ca Shawnigan Lake, BC
Philip Post, 541-535-1860 harrigerj@charter.net Talent, OR
Gary Rusher, 503-939-9320 chiefgr@hotmail.com, Wilsonville, OR
Bob Westphal 360-334-6037 bobwestphal@hotmail.com, Vancouver, WA
Jim Wheat, 661-361-9378 jawheat@gmail.com, Lake Oswego, OR
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.

Mike scores again: vacation side trip uncovers huge MOPAR parts business in SoCal

By Mike Bade

A Facebook request for parts led to the discover of this resource: Old Stock and Used Chrysler Products Parts - 1920s - 1970s, in Colton, CA (that's near San Bernadino).

The owner is Gary Grossich. Gary's phone number is 951-662-2868, shop phone 909-825-1231. email: netpart-sinc@roadrunner.com.

Gary has been collecting and selling parts for over 50 years, along with his father. He is also an avid Plymouth/MOPAR car collector.

It all started out small buying a few things and reselling them and has resulted into a 10,000 sq. ft. building, two levels with racks and racks of Plymouth, Dodge, Chrysler and Desoto parts. Over the years he has bought out dealers who have retired or gone out of business. In his main building he has labels on the boxes by year and car manufacturer; file cabinets are full of more parts. Parts hang from the ceiling and boxes yet to be sorted fill the isles.

He also has parts cars, the first thing you drive up to his main building, Desotos, Plymouths and Dodges. Some look like they could be a good projects and other parts cars, a couple I had my eye on during the visit. Some of his Project Cars are located in his own private parts yard, in a different location. The yard is 4 Acres full of hoods, trunk deck lids, doors, front clips, fenders, windshields, wing windows, stainless trim, radiators, grills, wheels, seat springs, etc; you get the idea.

At his home Gary has a huge garage, on one side is where he has parts that are listed on his eBay Store, shelf of beautiful parts, waiting for a buyer to make a purchase. The other side is shelves and shelves of parts from a dealership which are carefully inventoried with index cards. If you have ever looked at a Plymouth parts book, how it is indexed, that is how things are organized.

Three hours wasn't enough to see it all, but we had to get back to Phoenix to catch a plane. I hope to catch up with these guys again.



That's Roger, a shop assistant, on the left, and Gary Grossich on the right, owner/ proprietor of Old Stock and Used Chrysler Products, in Colton, California.

BELOW: grilles and radiator shells, a De Soto Airflow, and a complete late-20's Plymouth Roadster. Photos by Mike Bade, who spent three hours looking around.



If there was a prize for pandemic activities, Freemans would win it

By Robin Will

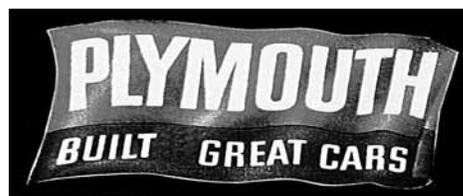
I got a note from D. J. Freeman: "Hey Robin:

"Cynthia and I just got back from a Covid No Contact Parade. We drove through all the assisted living facilities in Corvallis . . ."

That's the way it has been for a year. Most months, D. J. and Cynthia have gotten out to some small-town event with their 1938 Plymouth business coupe, and have sent pictures for the newsletter.

Small mid-Valley towns seem to have done better at keeping the old-car folks active at small events, relieving boredom all around, while those of us closer to the metro area have been staying home.

So here's a picture of the Freeman's '38 Plymouth, with a customized '36 Plymouth in the background at the COVID No-Contact Parade. And as a bonus, D.J. was happy with the frame he rigged for his POC "license plate," so he sent a shot of that, too.





BODY SHOP & REPAIRS

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

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

Just wanted to let people know that **Chuck Willis** was in the hospital for 17 days with pneumonia, lung infection and heart failure. He came home on the 4th and is healing very slowly. Using a lot of oxygen and he's very weak. Throughout this ordeal one of his vocal cords was paralyzed, not sure why, but he is having a very difficult time talking, so please don't call him as it is very hard for him to talk. It will be a while before he is well enough to attend meetings. Thank you, Stephanie.

Gary Rusher is resting comfortably at home after a recent heart-valve repair.

NUTS & BOLTS: Board meeting highlights

*From minutes taken
by Jim Wheat*

The meeting was called to order by Mike Bade, Chairman of the Board. Attendees included Jim Wheat, President; Jake Higginbotham, Vice President; Randy Ealy Cruise-in Chairman; Robin Will, Newsletter Editor and Website Manager; Joanne Dixon, Member at Large. Jim Wheat recorded the minutes.

Minutes from the April 13, 2021 meeting were approved as presented in the newsletter.

Dolores Call's Treasurer report was approved as submitted.

Ebay sales and dues continue to provide the major source of income for the Club. Sales by Mike Bade and Phill Hall have noted a total of \$4,200 for the Club treasury. The board thanks Jerry Wheeler, Club member in South Carolina, for his generous donation to the Club.

Board members continued discussion on filling the vacant Secretary position. Mike has been making phone calls, no takers yet. The position could be split between two members and would only require 2 to 3 hours per month.

The car show was discussed and a decision was made at the last meeting to scrap the show for this year. Communication with the Parks Department has been all but impossible and there is

not enough time to do all the required planning for our reservation date. Jim will check out some of the Cars & Coffee venues around Portland and report back.

Club trailer: June 5th is the date for cleaning out the Club trailer and creating an inventory of all items so we can get them on eBay for sale. An email will be going out to get a head count so we will know how much food to purchase.

Mike will contact the owner of the ClubHouse to check on reopening requirements for the May 25th meeting. Details will be provided for in person meetings. The Zoom connection will continue for those unable to attend in person.

Board meetings will be moved back to in person meetings, 12:00 at Bill's Place. Dolores has verified that the room will be accessible.

Mike reported that the 2021 Club roster had been updated as of April 2021 and mailed to all members.

Newsletter: Robin will update the POC with names of new officers. The newsletter is still averaging the same number of hits as in the past few months.

June birthdays were reviewed and will be included in the newsletter and General Membership meeting.

Member Care: Everyone is reminded to let any Board member know if a member is having health issues.

JUNE BIRTHDAYS

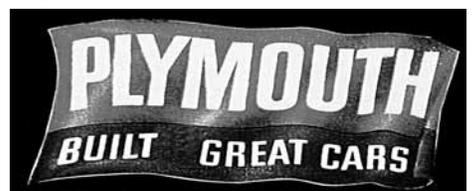
Hank Baker	1
Dennis Mowery	2
Jeff Howell	2
Brad Groff	4
Herb Mohn	4
Jake Higginbotham	5
Chuck Willis	7
Mary Eccleston	7
Nathan Goff	8
Philip Post	10
Ray Splinter	12
Richard Grove	14
Viki Cerruti	15
Kathleen Zesbaugh	17
Martin Bailey	20
Wil Jansen	21
Richard Wining	23
Judy Leidig	23
Earl Ming	28
Harris Berg	30

May speaker Will be Mike Bade with a presentation on his trip to a very large Plymouth parts collection in Bakersfield, CA.

Joanne requested that the POC magazine be updated with the names of CPPC members that have passed away. Robin will contact Lenny with an update.

Activities: The Board discussed several possibilities for activities such as the Neon museum Dalles, OR (currently closed), Tunnel tours, Evergreen Aviation museum, Western Antique Aeroplane and Automobile Museum (WAAAM). Details to follow.

Mike Bade adjourned the meeting at 8:05.



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



Save The Farrell's Ice Cream 1939 Dodge: Looking for a new owner of this titled car which is located in Dundee, Oregon. It is complete except for the engine. \$3000 OBO. Randy Ealy, 503-864-8111.



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



For Sale. Two 1965 Fury IIIs: One convertible and one 2dr htp; both cars are restorable or good parts cars, some parts missing on each car. Drivetrains are complete with 318 engines and auto trans. Will also sell either one separately. Please contact me for details and/or additional pictures. \$2000.00 for both. Ed Parker 509 429-1659 or plycv@hotmail.com

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



For sale is my 1950 plymouth coupe that used to be a cascade pacific plymouth club member / runs and drives has clean title /good tags/ if you want all the info on it call tony at 503-954-9549 ' it also comes with 2 and a 1/2 extra engines and some body parts and all other pieces that are for it "being sold as the lot " 5000.00 takes all

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



For sale is my 1950 plymouth coupe that used to be a cascade pacific plymouth club member / runs and drives has clean title /good tags/ if you want all the info on it call tony at 503-954-9549 ' it also comes with 2 and a 1/2 extra engines and some body parts and all other pieces that are for it "being sold as the lot " 5000.00 takes all

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

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: Late '60's C Class (Fury, Polara, Chrysler) with stick shift. Any condition will work as I need to convert an automatic to a stick. Mark 503 504 3298

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

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

1941 Plymouth parts, chrome, body parts ect ect also 1941 Plymouth 2 dr. sedan project car. No Title Steve 503 591 5847.

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

FOR SALE, '39 CHEV 2-DR SEDAN Master 85, Heights, rack & pionion from end, 350 motor, 350 Gearstar trans, rblt Nova rear. 4 wheel disk brakes, Walker radiator, air & heat, new glass, new paint, leather in, rechromed grille & bumpers, new gauges, very nice street rod. Health forces sale. \$42,500. Jonny Erickson, 503-728-3562..



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.

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